

Punctuality Statistics

Economic Regulation Group
Aviation Data Unit



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

Full and Summary Analysis

March 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

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- 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:

Tel: 020-7453-6258
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or email aduoutput@caaerg.org.uk

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

2.3 **Website** Our tables are available on the Internet free of charge, address
www.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 MARCH 2002

Reporting Airport: BIRMINGHAM (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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) | | | | | | | | | | | |
| AUSTRIA | | | | | | | | | | | | | | | |
| INNSBRUCK | FIRST CHOICE AIRWAYS LTD | C | 9 | 0 | 0 | 56 | 11 | 0 | 33 | 0 | 0 | 53 | 40 | 72 | 10 |
| TOTAL INNSBRUCK | | | 9 | 0 | 0 | 56 | 11 | 0 | 33 | 0 | 0 | 53 | 40 | 72 | 10 |
| SALZBURG | | | | | | | | | | | | | | | |
| | BRITANNIA AIRWAYS | C | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 4 | 50 | 19 | 6 |
| | FIRST CHOICE AIRWAYS LTD | C | 9 | 0 | 0 | 67 | 11 | 22 | 0 | 0 | 0 | 14 | 78 | 11 | 9 |
| | THOMAS COOK AIRLINES LTD | C | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 5 | 56 | 20 | 9 |
| TOTAL SALZBURG | | | 27 | 0 | 0 | 81 | 11 | 7 | 0 | 0 | 0 | 8 | 63 | 16 | 24 |
| VIENNA | DUO AIRWAYS LTD | S | 52 | 0 | 0 | 69 | 19 | 8 | 4 | 0 | 0 | 13 | 78 | 12 | 106 |
| TOTAL VIENNA | | | 52 | 0 | 0 | 69 | 19 | 8 | 4 | 0 | 0 | 13 | 78 | 12 | 106 |
| TOTAL AUSTRIA | | | 88 | 0 | 0 | 72 | 16 | 7 | 6 | 0 | 0 | 16 | 73 | 17 | 140 |
| BARBADOS | | | | | | | | | | | | | | | |
| BRIDGETOWN | BRITANNIA AIRWAYS | C | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 50 | 13 | 2 |
| TOTAL BRIDGETOWN | | | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 50 | 13 | 2 |
| TOTAL BARBADOS | | | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 50 | 13 | 2 |
| BELGIUM | | | | | | | | | | | | | | | |
| BRUSSELS | BRITISH AIRWAYS PLC | S | 237 | 3 | 4 | 87 | 8 | 3 | 2 | 0 | 0 | 8 | 84 | 7 | 144 |
| | FLYBE.BRITISH EUROPEAN | S | 183 | 0 | 19 | 82 | 7 | 6 | 3 | 2 | 0 | 14 | 0 | 0 | 0 |
| | FLYGLOBESPAN | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 25 | 0 | 0 | 0 |
| | SN BRUSSELS AIRLINES | S | 212 | 0 | 4 | 92 | 7 | 1 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| TOTAL BRUSSELS | | | 634 | 3 | 27 | 87 | 7 | 3 | 2 | 1 | 0 | 9 | 73 | 12 | 469 |
| TOTAL BELGIUM | | | 634 | 3 | 27 | 87 | 7 | 3 | 2 | 1 | 0 | 9 | 73 | 12 | 469 |
| BULGARIA | | | | | | | | | | | | | | | |
| SOFIA | BRITISH AIRWAYS PLC | C | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 5 | 5 |
| TOTAL SOFIA | | | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 5 | 5 |
| TOTAL BULGARIA | | | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 5 | 5 |
| CYPRUS | | | | | | | | | | | | | | | |
| LARNACA | CYPRUS AIRWAYS | S | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 57 | 116 | 7 |
| | EUROCYPRIA AIRLINES LTD | C | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | HELIOS AIRWAYS LTD | C | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 8 | 0 | 0 | 50 | 13 | 25 | 13 | 0 | 0 | 27 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL LARNACA | | | 24 | 0 | 0 | 67 | 17 | 13 | 4 | 0 | 0 | 15 | 57 | 116 | 7 |
| PAPHOS | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 50 | 386 | 8 |
| | CYPRUS AIRWAYS | S | 4 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 |
| | FIRST CHOICE AIRWAYS LTD | S | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 6 | 50 | 17 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| TOTAL PAPHOS | | | 24 | 0 | 0 | 71 | 25 | 4 | 0 | 0 | 0 | 9 | 50 | 201 | 16 |
| TOTAL CYPRUS | | | 48 | 0 | 0 | 69 | 21 | 8 | 2 | 0 | 0 | 12 | 52 | 175 | 23 |
| CZECH REPUBLIC | | | | | | | | | | | | | | | |
| PRAGUE | CSA | S | 44 | 0 | 0 | 95 | 5 | 0 | 0 | 0 | 0 | 3 | 44 | 15 | 9 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: BIRMINGHAM (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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 PRAGUE | | | 44 | 0 | 0 | 95 | 5 | 0 | 0 | 0 | 0 | 3 | 44 | 15 | 9 |
| TOTAL CZECH REPUBLIC | | | 44 | 0 | 0 | 95 | 5 | 0 | 0 | 0 | 0 | 3 | 44 | 15 | 9 |
| DENMARK | | | | | | | | | | | | | | | |
| COPENHAGEN | DUO AIRWAYS LTD | S | 183 | 0 | 0 | 72 | 17 | 8 | 2 | 1 | 0 | 13 | 74 | 13 | 173 |
| | SAS | S | 163 | 0 | 1 | 74 | 13 | 6 | 7 | 0 | 0 | 14 | 68 | 18 | 162 |
| TOTAL COPENHAGEN | | | 346 | 0 | 1 | 73 | 16 | 7 | 4 | 0 | 0 | 14 | 71 | 15 | 335 |
| TOTAL DENMARK | | | 346 | 0 | 1 | 73 | 16 | 7 | 4 | 0 | 0 | 14 | 71 | 15 | 335 |
| FINLAND | | | | | | | | | | | | | | | |
| KITTLA | BRITISH AIRWAYS PLC | C | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| TOTAL KITTLA | | | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| TOTAL FINLAND | | | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| FRANCE | | | | | | | | | | | | | | | |
| BEAUVAIS | MONARCH AIRLINES | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| TOTAL BEAUVAIS | | | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| CHAMBERY | FLYBE.BRITISH EUROPEAN | C | 10 | 0 | 0 | 20 | 20 | 60 | 0 | 0 | 0 | 33 | 10 | 69 | 10 |
| TOTAL CHAMBERY | | | 10 | 0 | 0 | 20 | 20 | 60 | 0 | 0 | 0 | 33 | 10 | 69 | 10 |
| GRENOBLE | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 30 | 30 | 20 | 20 | 0 | 0 | 33 | 0 | 0 | 0 |
| TOTAL GRENOBLE | | | 10 | 0 | 0 | 30 | 30 | 20 | 20 | 0 | 0 | 33 | 78 | 13 | 9 |
| LYON | BRITISH AIRWAYS PLC | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 90 | 12 | 10 |
| | DUO AIRWAYS LTD | S | 103 | 1 | 0 | 87 | 5 | 3 | 4 | 1 | 0 | 9 | 82 | 11 | 72 |
| | THOMAS COOK AIRLINES LTD | C | 10 | 0 | 0 | 70 | 10 | 10 | 10 | 0 | 0 | 13 | 0 | 0 | 0 |
| TOTAL LYON | | | 123 | 1 | 0 | 87 | 5 | 3 | 4 | 1 | 0 | 9 | 78 | 16 | 101 |
| NICE | CHANNEL EXPRESS (AIR SVS) | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL NICE | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PARIS (CHARLES DE GAULLE) | BRITISH AIRWAYS PLC | S | 276 | 0 | 0 | 88 | 6 | 4 | 1 | 0 | 0 | 7 | 82 | 12 | 330 |
| | DUO AIRWAYS LTD | C | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 47 | 0 | 0 | 0 |
| | FLYBE.BRITISH EUROPEAN | S | 381 | 0 | 0 | 69 | 16 | 8 | 5 | 2 | 0 | 18 | 68 | 20 | 379 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 659 | 0 | 0 | 77 | 12 | 7 | 3 | 1 | 0 | 14 | 74 | 16 | 709 |
| TOULOUSE (BLAGNAC) | FIRST CHOICE AIRWAYS LTD | C | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 83 | 7 | 6 |
| | FLYBE.BRITISH EUROPEAN | S | 10 | 0 | 0 | 70 | 20 | 10 | 0 | 0 | 0 | 13 | 55 | 22 | 38 |
| | THOMAS COOK AIRLINES LTD | C | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 7 | 63 | 23 | 8 |
| TOTAL TOULOUSE (BLAGNAC) | | | 28 | 0 | 0 | 86 | 11 | 4 | 0 | 0 | 0 | 7 | 60 | 21 | 52 |
| TOTAL FRANCE | | | 835 | 2 | 0 | 77 | 11 | 7 | 3 | 1 | 0 | 13 | 73 | 17 | 893 |
| GERMANY | | | | | | | | | | | | | | | |
| BERLIN (TEGEL) | DUO AIRWAYS LTD | S | 104 | 0 | 0 | 85 | 8 | 8 | 0 | 0 | 0 | 7 | 83 | 13 | 103 |
| TOTAL BERLIN (TEGEL) | | | 104 | 0 | 0 | 85 | 8 | 8 | 0 | 0 | 0 | 7 | 83 | 13 | 103 |
| DUSSELDORF | BRITISH AIRWAYS PLC | S | 199 | 0 | 0 | 91 | 5 | 2 | 3 | 0 | 0 | 5 | 89 | 8 | 212 |
| | EUROWINGS LUFTVERKEHRS | S | 130 | 0 | 0 | 91 | 5 | 2 | 2 | 0 | 0 | 6 | 0 | 0 | 0 |
| TOTAL DUSSELDORF | | | 329 | 0 | 0 | 91 | 5 | 2 | 2 | 0 | 0 | 6 | 81 | 11 | 358 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: BIRMINGHAM (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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) | | | | | | | | | | |
| FRANKFURT MAIN | BRITISH AIRWAYS PLC | S | 198 | 0 | 4 | 90 | 6 | 3 | 1 | 0 | 0 | 5 | 85 | 11 | 209 |
| | LUFTHANSA | S | 172 | 0 | 1 | 94 | 4 | 1 | 1 | 0 | 0 | 5 | 76 | 12 | 181 |
| TOTAL FRANKFURT MAIN | | | 370 | 0 | 5 | 92 | 5 | 2 | 1 | 0 | 0 | 5 | 81 | 12 | 390 |
| HAMBURG | BRITISH AIRWAYS PLC | S | 88 | 0 | 2 | 86 | 9 | 3 | 1 | 0 | 0 | 7 | 71 | 12 | 56 |
| TOTAL HAMBURG | | | 88 | 0 | 2 | 86 | 9 | 3 | 1 | 0 | 0 | 7 | 71 | 12 | 56 |
| HANOVER | BRITISH AIRWAYS PLC | S | 48 | 0 | 0 | 92 | 2 | 0 | 6 | 0 | 0 | 7 | 76 | 13 | 45 |
| TOTAL HANOVER | | | 48 | 0 | 0 | 92 | 2 | 0 | 6 | 0 | 0 | 7 | 76 | 13 | 45 |
| MUNICH | BRITISH AIRWAYS PLC | S | 103 | 0 | 1 | 75 | 17 | 4 | 5 | 0 | 0 | 11 | 66 | 24 | 100 |
| | LUFTHANSA | S | 2 | 0 | 4 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 74 | 10 | 23 |
| | LUFTHANSA CITY LINE | S | 208 | 2 | 0 | 74 | 15 | 7 | 4 | 0 | 0 | 13 | 77 | 13 | 147 |
| TOTAL MUNICH | | | 313 | 2 | 5 | 74 | 15 | 6 | 4 | 0 | 0 | 12 | 73 | 17 | 270 |
| STUTTGART | DUO AIRWAYS LTD | S | 137 | 0 | 0 | 75 | 12 | 7 | 6 | 0 | 0 | 14 | 81 | 13 | 149 |
| TOTAL STUTTGART | | | 137 | 0 | 0 | 75 | 12 | 7 | 6 | 0 | 0 | 14 | 81 | 13 | 149 |
| TOTAL GERMANY | | | 1389 | 2 | 12 | 85 | 8 | 4 | 3 | 0 | 0 | 8 | 79 | 13 | 1391 |
| ICELAND | | | | | | | | | | | | | | | |
| KEFLAVIK | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL KEFLAVIK | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL ICELAND | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| CORK | AER LINGUS | S | 83 | 1 | 1 | 92 | 7 | 0 | 1 | 0 | 0 | 4 | 91 | 5 | 78 |
| | FLYBE.BRITISH EUROPEAN | S | 36 | 2 | 2 | 83 | 6 | 0 | 11 | 0 | 0 | 14 | 86 | 9 | 100 |
| TOTAL CORK | | | 119 | 3 | 3 | 89 | 7 | 0 | 4 | 0 | 0 | 7 | 88 | 7 | 178 |
| DUBLIN | AER LINGUS | S | 334 | 0 | 1 | 89 | 6 | 3 | 3 | 0 | 0 | 7 | 85 | 10 | 305 |
| | MONARCH AIRLINES | C | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 31 | 0 | 0 | 0 |
| | RYANAIR | S | 223 | 5 | 6 | 88 | 8 | 4 | 0 | 0 | 0 | 5 | 81 | 8 | 215 |
| TOTAL DUBLIN | | | 559 | 5 | 7 | 88 | 7 | 4 | 2 | 0 | 0 | 6 | 83 | 9 | 520 |
| SHANNON | FLYBE.BRITISH EUROPEAN | S | 55 | 0 | 1 | 60 | 20 | 20 | 0 | 0 | 0 | 16 | 69 | 17 | 54 |
| TOTAL SHANNON | | | 55 | 0 | 1 | 60 | 20 | 20 | 0 | 0 | 0 | 16 | 69 | 17 | 54 |
| TOTAL IRISH REPUBLIC | | | 733 | 8 | 11 | 86 | 8 | 4 | 2 | 0 | 0 | 7 | 84 | 10 | 752 |
| ITALY | | | | | | | | | | | | | | | |
| BERGAMO | FLYBE.BRITISH EUROPEAN | C | 9 | 0 | 0 | 56 | 22 | 22 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| TOTAL BERGAMO | | | 9 | 0 | 0 | 56 | 22 | 22 | 0 | 0 | 0 | 17 | 63 | 21 | 8 |
| MILAN (MALPENSA) | DUO AIRWAYS LTD | S | 152 | 0 | 0 | 80 | 8 | 6 | 5 | 1 | 0 | 12 | 64 | 18 | 159 |
| TOTAL MILAN (MALPENSA) | | | 152 | 0 | 0 | 80 | 8 | 6 | 5 | 1 | 0 | 12 | 64 | 18 | 159 |
| ROME (FIUMICINO) | BRITISH AIRWAYS PLC | S | 36 | 0 | 0 | 75 | 14 | 11 | 0 | 0 | 0 | 10 | 100 | 3 | 12 |
| TOTAL ROME (FIUMICINO) | | | 36 | 0 | 0 | 75 | 14 | 11 | 0 | 0 | 0 | 10 | 73 | 16 | 51 |
| TURIN | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 50 | 17 | 8 |
| | FLYBE.BRITISH EUROPEAN | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 63 | 38 | 0 | 0 | 0 | 0 | 12 | 100 | 2 | 8 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: BIRMINGHAM (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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 | | | 28 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 5 | 67 | 12 | 24 |
| VENICE | AZZURRA AIR | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| TOTAL VENICE | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 100 | 7 | 2 |
| TOTAL ITALY | | | 227 | 0 | 0 | 80 | 10 | 7 | 4 | 0 | 0 | 11 | 66 | 17 | 244 |
| JORDAN | | | | | | | | | | | | | | | |
| AMMAN | ROYAL JORDANIAN | S | 6 | 1 | 0 | 33 | 33 | 33 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| TOTAL AMMAN | | | 7 | 1 | 0 | 43 | 29 | 29 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| TOTAL JORDAN | | | 7 | 1 | 0 | 43 | 29 | 29 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| MALTA | | | | | | | | | | | | | | | |
| MALTA | AIR MALTA | S | 24 | 0 | 0 | 92 | 4 | 4 | 0 | 0 | 0 | 4 | 40 | 24 | 10 |
| | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 60 | 0 | 30 | 10 | 0 | 0 | 24 | 80 | 10 | 10 |
| | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 88 | 6 | 8 |
| TOTAL MALTA | | | 42 | 0 | 0 | 86 | 2 | 10 | 2 | 0 | 0 | 9 | 65 | 14 | 34 |
| TOTAL MALTA | | | 42 | 0 | 0 | 86 | 2 | 10 | 2 | 0 | 0 | 9 | 65 | 14 | 34 |
| MOROCCO | | | | | | | | | | | | | | | |
| AGADIR | BRITANNIA AIRWAYS | C | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 75 | 9 | 8 |
| TOTAL AGADIR | | | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 75 | 9 | 8 |
| TOTAL MOROCCO | | | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 75 | 9 | 8 |
| NETHERLANDS | | | | | | | | | | | | | | | |
| AMSTERDAM | DUO AIRWAYS LTD | S | 206 | 0 | 0 | 90 | 5 | 2 | 2 | 0 | 0 | 6 | 76 | 13 | 248 |
| | KLM UK LTD | S | 362 | 0 | 0 | 86 | 5 | 3 | 6 | 1 | 0 | 12 | 82 | 14 | 376 |
| TOTAL AMSTERDAM | | | 568 | 0 | 0 | 88 | 5 | 3 | 4 | 0 | 0 | 10 | 79 | 14 | 624 |
| EINDHOVEN | TTA - TRANS TRAVEL AIRLINES BV | S | 82 | 0 | 2 | 74 | 17 | 4 | 5 | 0 | 0 | 14 | 0 | 0 | 0 |
| TOTAL EINDHOVEN | | | 82 | 0 | 2 | 74 | 17 | 4 | 5 | 0 | 0 | 14 | 91 | 6 | 96 |
| TOTAL NETHERLANDS | | | 650 | 0 | 2 | 86 | 6 | 3 | 4 | 0 | 0 | 10 | 81 | 13 | 720 |
| PAKISTAN | | | | | | | | | | | | | | | |
| ISLAMABAD | PAKISTAN INTL AIRLINES | S | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 26 | 0 | 0 | 0 |
| TOTAL ISLAMABAD | | | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 26 | 0 | 0 | 0 |
| TOTAL PAKISTAN | | | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 26 | 28 | 67 | 18 |
| PORTUGAL(EXCLUDING MADEIRA) | | | | | | | | | | | | | | | |
| FARO | AERO LLOYD | C | 10 | 0 | 0 | 80 | 10 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| | AZZURRA AIR | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 50 | 13 | 13 | 25 | 0 | 0 | 40 | 44 | 26 | 9 |
| | BRITISH AIRWAYS PLC | C | 10 | 0 | 0 | 90 | 0 | 0 | 10 | 0 | 0 | 11 | 0 | 0 | 0 |
| | FIRST CHOICE AIRWAYS LTD | S | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 3 | 10 |
| | MONARCH AIRLINES | C | 10 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 18 | 25 | 85 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 11 | 0 | 0 | 73 | 27 | 0 | 0 | 0 | 0 | 11 | 40 | 20 | 10 |
| TOTAL FARO | | | 61 | 0 | 0 | 72 | 15 | 8 | 5 | 0 | 0 | 15 | 55 | 30 | 38 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: BIRMINGHAM (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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 PORTUGAL(EXCLUDING MADEIRA) | | | 61 | 0 | 0 | 72 | 15 | 8 | 5 | 0 | 0 | 15 | 55 | 30 | 38 |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | |
| FUNCHAL | FIRST CHOICE AIRWAYS LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 75 | 53 | 8 |
| TOTAL FUNCHAL | | | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 63 | 245 | 16 |
| TOTAL PORTUGAL(MADEIRA) | | | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 63 | 245 | 16 |
| SPAIN | | | | | | | | | | | | | | | |
| ALICANTE | BRITANNIA AIRWAYS | C | 26 | 0 | 0 | 92 | 0 | 4 | 4 | 0 | 0 | 9 | 61 | 16 | 28 |
| | BRITISH AIRWAYS PLC | C | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 48 | 0 | 0 | 0 |
| | FIRST CHOICE AIRWAYS LTD | S | 10 | 0 | 0 | 70 | 10 | 20 | 0 | 0 | 0 | 14 | 70 | 11 | 10 |
| | MY TRAVEL AIRWAYS UK | C | 21 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 7 | 83 | 11 | 18 |
| TOTAL ALICANTE | | | 60 | 0 | 0 | 82 | 8 | 8 | 2 | 0 | 0 | 10 | 70 | 14 | 56 |
| ALMERIA | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 10 | 13 | 22 | 8 |
| TOTAL ALMERIA | | | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 10 | 13 | 22 | 8 |
| BARCELONA | BRITISH AIRWAYS PLC | S | 36 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 2 | 88 | 20 | 40 |
| TOTAL BARCELONA | | | 36 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 2 | 86 | 19 | 42 |
| IBIZA | MY TRAVEL AIRWAYS UK | C | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL IBIZA | | | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MADRID | BRITISH AIRWAYS PLC | S | 46 | 0 | 0 | 91 | 4 | 2 | 0 | 0 | 2 | 14 | 69 | 16 | 48 |
| TOTAL MADRID | | | 46 | 0 | 0 | 91 | 4 | 2 | 0 | 0 | 2 | 14 | 63 | 20 | 52 |
| MAHON | MY TRAVEL AIRWAYS UK | C | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| TOTAL MAHON | | | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| MALAGA | BRITANNIA AIRWAYS | C | 18 | 0 | 0 | 67 | 11 | 11 | 11 | 0 | 0 | 18 | 56 | 21 | 18 |
| | FIRST CHOICE AIRWAYS LTD | S | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 10 | 25 | 40 | 8 |
| | MONARCH AIRLINES | C | 10 | 0 | 0 | 80 | 10 | 10 | 0 | 0 | 0 | 8 | 44 | 50 | 9 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 50 | 40 | 0 | 10 | 0 | 0 | 19 | 38 | 22 | 8 |
| TOTAL MALAGA | | | 49 | 0 | 0 | 71 | 16 | 6 | 6 | 0 | 0 | 14 | 44 | 31 | 43 |
| MURCIA SAN JAVIER | BRITISH AIRWAYS PLC | C | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| TOTAL MURCIA SAN JAVIER | | | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 15 | 50 | 9 | 2 |
| PALMA DE MALLORCA | BRITANNIA AIRWAYS | C | 18 | 0 | 0 | 72 | 6 | 6 | 17 | 0 | 0 | 16 | 67 | 13 | 18 |
| | FIRST CHOICE AIRWAYS LTD | S | 3 | 1 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 2 |
| | MY TRAVEL AIRWAYS UK | C | 14 | 0 | 0 | 71 | 21 | 0 | 7 | 0 | 0 | 12 | 40 | 42 | 10 |
| TOTAL PALMA DE MALLORCA | | | 39 | 1 | 1 | 72 | 10 | 5 | 13 | 0 | 0 | 15 | 58 | 20 | 36 |
| TOTAL SPAIN | | | 249 | 1 | 1 | 82 | 9 | 5 | 4 | 0 | 0 | 11 | 63 | 20 | 239 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | |
| ARRECIFE | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 70 | 30 | 0 | 0 | 0 | 0 | 10 | 50 | 26 | 8 |
| | FIRST CHOICE AIRWAYS LTD | S | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 60 | 15 | 10 |
| | MONARCH AIRLINES | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 10 | 80 | 18 | 10 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 25 | 8 |
| | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 60 | 18 | 10 |
| TOTAL ARRECIFE | | | 42 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 5 | 63 | 20 | 46 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: BIRMINGHAM (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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) | | | | | | | | | | |
| FUERTEVENTURA | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 75 | 10 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 8 | 50 | 55 | 8 |
| | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 39 | 8 |
| TOTAL FUERTEVENTURA | | | 24 | 0 | 0 | 96 | 4 | 0 | 0 | 0 | 3 | 56 | 37 | 32 | |
| LAS PALMAS | BRITANNIA AIRWAYS | C | 25 | 0 | 0 | 76 | 8 | 8 | 8 | 0 | 0 | 15 | 78 | 11 | 18 |
| | FIRST CHOICE AIRWAYS LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 75 | 58 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 90 | 0 | 10 | 0 | 0 | 0 | 8 | 50 | 18 | 10 |
| | THOMAS COOK AIRLINES LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 3 | 9 |
| TOTAL LAS PALMAS | | | 45 | 0 | 0 | 84 | 4 | 7 | 4 | 0 | 10 | 76 | 19 | 45 | |
| TENERIFE (SURREINA SOFIA) | AIR EUROPA | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | AZZURRA AIR | C | 8 | 0 | 0 | 25 | 13 | 63 | 0 | 0 | 0 | 31 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 18 | 0 | 0 | 78 | 17 | 6 | 0 | 0 | 0 | 9 | 56 | 19 | 18 |
| | EXCEL AIRWAYS LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| | FIRST CHOICE AIRWAYS LTD | S | 28 | 0 | 0 | 82 | 14 | 4 | 0 | 0 | 0 | 6 | 71 | 10 | 28 |
| | MONARCH AIRLINES | C | 28 | 0 | 0 | 82 | 4 | 11 | 4 | 0 | 0 | 11 | 41 | 29 | 22 |
| | MY TRAVEL AIRWAYS UK | C | 19 | 0 | 0 | 84 | 16 | 0 | 0 | 0 | 0 | 7 | 61 | 16 | 18 |
| | THOMAS COOK AIRLINES LTD | C | 20 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 3 | 95 | 2 | 20 |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 125 | 0 | 0 | 80 | 11 | 8 | 1 | 0 | 9 | 65 | 15 | 106 | |
| TOTAL SPAIN(CANARY ISLANDS) | | | 236 | 0 | 0 | 84 | 9 | 6 | 1 | 0 | 8 | 66 | 20 | 229 | |
| SWEDEN | | | | | | | | | | | | | | | |
| GOTEBORG | DUO AIRWAYS LTD | S | 89 | 0 | 0 | 82 | 12 | 3 | 2 | 0 | 0 | 10 | 0 | 0 | 0 |
| | FLYBE.BRITISH EUROPEAN | S | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 34 | 0 | 0 | 0 |
| TOTAL GOTEBORG | | | 91 | 0 | 0 | 81 | 12 | 4 | 2 | 0 | 10 | 0 | 0 | 0 | |
| STOCKHOLM (ARLANDA) | DUO AIRWAYS LTD | S | 92 | 0 | 0 | 77 | 17 | 2 | 3 | 0 | 0 | 12 | 86 | 7 | 94 |
| TOTAL STOCKHOLM (ARLANDA) | | | 92 | 0 | 0 | 77 | 17 | 2 | 3 | 0 | 12 | 86 | 7 | 94 | |
| TOTAL SWEDEN | | | 183 | 0 | 0 | 79 | 15 | 3 | 3 | 0 | 11 | 86 | 7 | 94 | |
| SWITZERLAND | | | | | | | | | | | | | | | |
| BASLE MULHOUSE | SWISS AIRLINES | S | 94 | 0 | 0 | 69 | 21 | 4 | 5 | 0 | 0 | 14 | 45 | 22 | 99 |
| TOTAL BASLE MULHOUSE | | | 94 | 0 | 0 | 69 | 21 | 4 | 5 | 0 | 14 | 45 | 22 | 99 | |
| GENEVA | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 20 | 20 | 40 | 20 | 0 | 0 | 51 | 40 | 57 | 10 |
| | MONARCH AIRLINES | C | 10 | 0 | 0 | 40 | 10 | 30 | 20 | 0 | 0 | 39 | 20 | 71 | 10 |
| TOTAL GENEVA | | | 20 | 0 | 0 | 30 | 15 | 35 | 20 | 0 | 45 | 39 | 48 | 36 | |
| ZURICH | SWISS AIRLINES | S | 154 | 0 | 0 | 66 | 18 | 11 | 4 | 1 | 0 | 17 | 60 | 17 | 159 |
| TOTAL ZURICH | | | 154 | 0 | 0 | 66 | 18 | 11 | 4 | 1 | 17 | 60 | 17 | 159 | |
| TOTAL SWITZERLAND | | | 268 | 0 | 0 | 65 | 19 | 10 | 6 | 0 | 18 | 53 | 23 | 294 | |
| TUNISIA | | | | | | | | | | | | | | | |
| MONASTIR | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 75 | 33 | 8 |
| | MONARCH AIRLINES | C | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 93 | 9 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 90 | 0 | 10 | 0 | 0 | 0 | 6 | 38 | 19 | 8 |
| TOTAL MONASTIR | | | 22 | 0 | 0 | 95 | 0 | 5 | 0 | 0 | 4 | 42 | 41 | 33 | |
| TOTAL TUNISIA | | | 22 | 0 | 0 | 95 | 0 | 5 | 0 | 0 | 4 | 42 | 41 | 33 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: BIRMINGHAM (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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) | | | | | | | | | | | |
| TURKEY | | | | | | | | | | | | | | | |
| ANTALYA | THOMAS COOK AIRLINES LTD | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 25 | 0 | 0 | 0 |
| TOTAL ANTALYA | | | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 25 | 0 | 0 | 0 |
| TOTAL TURKEY | | | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 25 | 0 | 0 | 0 |
| TURKMENISTAN | | | | | | | | | | | | | | | |
| ASHKHABAD | TURKMENISTAN AIRLINES | S | 28 | 0 | 0 | 54 | 18 | 18 | 11 | 0 | 0 | 22 | 53 | 43 | 55 |
| TOTAL ASHKHABAD | | | 28 | 0 | 0 | 54 | 18 | 18 | 11 | 0 | 0 | 22 | 53 | 43 | 55 |
| TOTAL TURKMENISTAN | | | 28 | 0 | 0 | 54 | 18 | 18 | 11 | 0 | 0 | 22 | 53 | 43 | 55 |
| UNITED ARAB EMIRATES | | | | | | | | | | | | | | | |
| DUBAI | EMIRATES | S | 64 | 0 | 0 | 64 | 8 | 19 | 6 | 3 | 0 | 22 | 55 | 21 | 62 |
| TOTAL DUBAI | | | 64 | 0 | 0 | 64 | 8 | 19 | 6 | 3 | 0 | 22 | 55 | 21 | 62 |
| TOTAL UNITED ARAB EMIRATES | | | 64 | 0 | 0 | 64 | 8 | 19 | 6 | 3 | 0 | 22 | 55 | 21 | 62 |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| ABERDEEN | BRITISH AIRWAYS CITIEXPRESS L | S | 148 | 0 | 0 | 95 | 1 | 3 | 1 | 0 | 0 | 4 | 77 | 16 | 151 |
| TOTAL ABERDEEN | | | 148 | 0 | 0 | 95 | 1 | 3 | 1 | 0 | 0 | 4 | 77 | 16 | 151 |
| BELFAST CITY | FLYBE.BRITISH EUROPEAN | S | 300 | 2 | 12 | 81 | 9 | 6 | 4 | 1 | 0 | 12 | 78 | 12 | 297 |
| TOTAL BELFAST CITY | | | 300 | 2 | 12 | 81 | 9 | 6 | 4 | 1 | 0 | 12 | 78 | 12 | 297 |
| BELFAST INTERNATIONAL | DUO AIRWAYS LTD | S | 258 | 0 | 0 | 91 | 5 | 3 | 0 | 0 | 0 | 5 | 84 | 10 | 231 |
| TOTAL BELFAST INTERNATIONAL | | | 258 | 0 | 0 | 91 | 5 | 3 | 0 | 0 | 0 | 5 | 84 | 10 | 231 |
| EDINBURGH | BRITISH AIRWAYS PLC | S | 340 | 2 | 1 | 90 | 7 | 2 | 1 | 0 | 0 | 5 | 81 | 12 | 392 |
| | CHANNEL EXPRESS (AIR SVS) | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | FLYBE.BRITISH EUROPEAN | S | 274 | 1 | 6 | 66 | 17 | 12 | 4 | 1 | 0 | 17 | 73 | 13 | 195 |
| TOTAL EDINBURGH | | | 616 | 4 | 7 | 79 | 11 | 6 | 3 | 0 | 0 | 11 | 78 | 12 | 587 |
| GLASGOW | BRITISH AIRWAYS PLC | S | 343 | 2 | 2 | 93 | 3 | 1 | 2 | 0 | 0 | 5 | 88 | 8 | 392 |
| | FLYBE.BRITISH EUROPEAN | S | 190 | 0 | 9 | 77 | 15 | 6 | 2 | 1 | 0 | 12 | 80 | 11 | 246 |
| TOTAL GLASGOW | | | 533 | 2 | 11 | 87 | 8 | 3 | 2 | 0 | 0 | 7 | 85 | 9 | 638 |
| GUERNSEY | FLYBE.BRITISH EUROPEAN | S | 54 | 0 | 1 | 65 | 17 | 13 | 6 | 0 | 0 | 20 | 70 | 18 | 50 |
| TOTAL GUERNSEY | | | 54 | 0 | 1 | 65 | 17 | 13 | 6 | 0 | 0 | 20 | 70 | 18 | 50 |
| ISLE OF MAN | BA CITIEXPRESS (IOM) LTD | S | 106 | 0 | 0 | 86 | 5 | 4 | 6 | 0 | 0 | 12 | 86 | 13 | 106 |
| TOTAL ISLE OF MAN | | | 106 | 0 | 0 | 86 | 5 | 4 | 6 | 0 | 0 | 12 | 86 | 13 | 106 |
| JERSEY | FLYBE.BRITISH EUROPEAN | S | 51 | 0 | 0 | 27 | 35 | 14 | 20 | 4 | 0 | 45 | 68 | 30 | 110 |
| | FLYBE.BRITISH EUROPEAN | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| TOTAL JERSEY | | | 53 | 0 | 0 | 30 | 34 | 13 | 19 | 4 | 0 | 44 | 68 | 30 | 110 |
| MANCHESTER | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL MANCHESTER | | | 2 | 1 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 7 | 18 |
| NEWCASTLE | BRITISH REGIONAL AIRLINES LTD | S | 124 | 0 | 0 | 94 | 2 | 2 | 1 | 0 | 0 | 4 | 83 | 15 | 174 |
| TOTAL NEWCASTLE | | | 124 | 0 | 0 | 94 | 2 | 2 | 1 | 0 | 0 | 4 | 83 | 15 | 174 |
| TOTAL UNITED KINGDOM | | | 2194 | 10 | 31 | 84 | 8 | 5 | 3 | 0 | 0 | 10 | 81 | 12 | 2520 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: BIRMINGHAM (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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) |
| USA | | | | | | | | | | | | | | | |
| NEW YORK (NEWARK) | CONTINENTAL AIRLINES | S | 62 | 0 | 0 | 95 | 2 | 3 | 0 | 0 | 0 | 4 | 69 | 13 | 62 |
| TOTAL NEW YORK (NEWARK) | | | 62 | 0 | 0 | 95 | 2 | 3 | 0 | 0 | 0 | 4 | 69 | 13 | 62 |
| SANFORD | BRITANNIA AIRWAYS | C | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | FIRST CHOICE AIRWAYS LTD | C | 10 | 0 | 0 | 40 | 40 | 10 | 10 | 0 | 0 | 22 | 90 | 6 | 10 |
| TOTAL SANFORD | | | 13 | 0 | 0 | 54 | 31 | 8 | 8 | 0 | 0 | 17 | 90 | 6 | 10 |
| TOTAL USA | | | 75 | 0 | 0 | 88 | 7 | 4 | 1 | 0 | 0 | 6 | 59 | 30 | 140 |
| UZBEKISTAN | | | | | | | | | | | | | | | |
| TASHKENT | UZBEKISTAN AIRLINES | S | 26 | 0 | 0 | 62 | 4 | 19 | 12 | 0 | 4 | 42 | 69 | 11 | 16 |
| TOTAL TASHKENT | | | 26 | 0 | 0 | 62 | 4 | 19 | 12 | 0 | 4 | 42 | 69 | 11 | 16 |
| TOTAL UZBEKISTAN | | | 26 | 0 | 0 | 62 | 4 | 19 | 12 | 0 | 4 | 42 | 69 | 11 | 16 |
| TOTAL BIRMINGHAM | | | 8483 | 27 | 85 | 82 | 9 | 5 | 3 | 0 | 0 | 10 | 76 | 15 | 8789 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: EDINBURGH (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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) | | | | | | | | | | | | |
| AUSTRIA | | | | | | | | | | | | | | | | |
| INNSBRUCK | FLYBE.BRITISH EUROPEAN | C | 10 | 0 | 0 | 30 | 20 | 10 | 30 | 0 | 10 | 155 | 0 | 0 | 0 | |
| TOTAL INNSBRUCK | | | 10 | 0 | 0 | 30 | 20 | 10 | 30 | 0 | 10 | 155 | 60 | 15 | 10 | |
| TOTAL AUSTRIA | | | 10 | 0 | 0 | 30 | 20 | 10 | 30 | 0 | 10 | 155 | 60 | 15 | 10 | |
| BELGIUM | | | | | | | | | | | | | | | | |
| BRUSSELS | BMI REGIONAL | S | 148 | 0 | 0 | 81 | 12 | 4 | 2 | 1 | 0 | 9 | 0 | 0 | 0 | |
| | FLYBE.BRITISH EUROPEAN | S | 64 | 1 | 0 | 66 | 25 | 6 | 3 | 0 | 0 | 13 | 0 | 0 | 0 | |
| TOTAL BRUSSELS | | | 212 | 1 | 6 | 76 | 16 | 5 | 2 | 0 | 0 | 11 | 79 | 9 | 273 | |
| TOTAL BELGIUM | | | 212 | 1 | 6 | 76 | 16 | 5 | 2 | 0 | 0 | 11 | 79 | 9 | 273 | |
| CZECH REPUBLIC | | | | | | | | | | | | | | | | |
| PRAGUE | AZZURRA AIR | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | |
| TOTAL PRAGUE | | | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 11 | 100 | 3 | 2 | |
| TOTAL CZECH REPUBLIC | | | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 11 | 100 | 3 | 2 | |
| DENMARK | | | | | | | | | | | | | | | | |
| COPENHAGEN | BMI BRITISH MIDLAND | S | 61 | 0 | 1 | 87 | 10 | 2 | 2 | 0 | 0 | 7 | 77 | 14 | 65 | |
| TOTAL COPENHAGEN | | | 61 | 0 | 1 | 87 | 10 | 2 | 2 | 0 | 0 | 7 | 77 | 14 | 65 | |
| TOTAL DENMARK | | | 61 | 0 | 1 | 87 | 10 | 2 | 2 | 0 | 0 | 7 | 77 | 14 | 65 | |
| FRANCE | | | | | | | | | | | | | | | | |
| BORDEAUX | AIR MEDITERRANEE | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | |
| | FIRST CHOICE AIRWAYS LTD | C | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 94 | 0 | 0 | 0 | |
| TOTAL BORDEAUX | | | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 51 | 0 | 0 | 0 | |
| CHAMBERY | FLYBE.BRITISH EUROPEAN | C | 10 | 0 | 0 | 60 | 0 | 0 | 30 | 10 | 0 | 54 | 10 | 36 | 10 | |
| TOTAL CHAMBERY | | | 10 | 0 | 0 | 60 | 0 | 0 | 30 | 10 | 0 | 54 | 10 | 36 | 10 | |
| LYON | | | | | | | | | | | | | | | | |
| | AERIS | C | 2 | 1 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 50 | 0 | 0 | 0 | |
| | FIRST CHOICE AIRWAYS LTD | C | 4 | 0 | 0 | 25 | 0 | 25 | 50 | 0 | 0 | 63 | 0 | 0 | 0 | |
| | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | |
| TOTAL LYON | | | 9 | 1 | 0 | 22 | 0 | 44 | 33 | 0 | 0 | 47 | 0 | 0 | 0 | |
| MONTPELLIER | VIRGIN EXPRESS | C | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | |
| TOTAL MONTPELLIER | | | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | |
| PARIS (CHARLES DE GAULLE) | | | | | | | | | | | | | | | | |
| | AERIS | C | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 58 | 0 | 0 | 0 | |
| | AIR FRANCE | S | 176 | 1 | 2 | 50 | 15 | 27 | 8 | 0 | 0 | 24 | 51 | 25 | 184 | |
| | AIR JET | C | 6 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | |
| | BRITISH REGIONAL AIRLINES LTD | S | 166 | 0 | 0 | 67 | 18 | 13 | 2 | 0 | 0 | 15 | 65 | 25 | 164 | |
| | FARNAIR GERMANY | C | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 36 | 0 | 0 | 0 | |
| | FLIGHTLINE LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | |
| | MCS-MACEDONIAN AIRLINES GRE | C | 4 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 59 | 0 | 0 | 0 | |
| | SPANAIR | C | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 56 | 0 | 0 | 0 | |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 360 | 5 | 2 | 58 | 16 | 21 | 6 | 0 | 0 | 20 | 58 | 25 | 390 | |
| PARIS (ORLY) | | | | | | | | | | | | | | | | |
| | AERIS | C | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | |
| | AIR FRANCE | C | 3 | 0 | 0 | 33 | 0 | 33 | 33 | 0 | 0 | 46 | 0 | 0 | 0 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: EDINBURGH (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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) | | | | | | | | | | |
| PARIS (ORLY) | AOM FRENCH AIRLINES | C | 11 | 1 | 0 | 9 | 18 | 27 | 27 | 18 | 0 | 70 | 0 | 0 | 0 |
| | CORSAIR | C | 3 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| TOTAL PARIS (ORLY) | | | 21 | 1 | 0 | 29 | 19 | 24 | 19 | 10 | 0 | 48 | 0 | 0 | 0 |
| TOULOUSE (BLAGNAC) | AERIS | C | 5 | 0 | 0 | 0 | 40 | 20 | 40 | 0 | 0 | 49 | 0 | 0 | 0 |
| | AIR MEDITERRANEE | C | 3 | 0 | 0 | 0 | 0 | 33 | 33 | 33 | 0 | 109 | 0 | 0 | 0 |
| | CHANNEL EXPRESS (AIR SVS) | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 29 | 0 | 0 | 0 |
| | FIRST CHOICE AIRWAYS LTD | C | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 58 | 0 | 0 | 0 |
| | MCS-MACEDONIAN AIRLINES GRE | C | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 42 | 0 | 0 | 0 |
| TOTAL TOULOUSE (BLAGNAC) | | | 14 | 0 | 0 | 7 | 21 | 36 | 29 | 7 | 0 | 59 | 0 | 0 | 0 |
| TOTAL FRANCE | | | 420 | 14 | 2 | 53 | 16 | 21 | 9 | 1 | 0 | 25 | 57 | 25 | 400 |
| GERMANY | | | | | | | | | | | | | | | |
| DRESDEN | NEWAIR AIR SERVICE | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 28 | 0 | 0 | 0 |
| TOTAL DRESDEN | | | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 28 | 0 | 0 | 0 |
| DUSSELDORF | BRITISH AIRWAYS PLC | S | 93 | 0 | 0 | 92 | 4 | 1 | 2 | 0 | 0 | 6 | 84 | 10 | 93 |
| TOTAL DUSSELDORF | | | 93 | 0 | 0 | 92 | 4 | 1 | 2 | 0 | 0 | 6 | 84 | 10 | 93 |
| FRANKFURT MAIN | BRITISH AIRWAYS PLC | S | 41 | 0 | 1 | 76 | 7 | 7 | 10 | 0 | 0 | 21 | 80 | 10 | 30 |
| | LUFTHANSA | S | 125 | 0 | 0 | 82 | 14 | 2 | 3 | 0 | 0 | 10 | 88 | 6 | 124 |
| TOTAL FRANKFURT MAIN | | | 166 | 0 | 1 | 80 | 12 | 3 | 5 | 0 | 0 | 12 | 86 | 7 | 154 |
| HAMBURG | BRITISH AIRWAYS PLC | S | 20 | 0 | 0 | 95 | 5 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| TOTAL HAMBURG | | | 20 | 0 | 0 | 95 | 5 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| MUNICH | BRITISH AIRWAYS PLC | S | 50 | 0 | 1 | 82 | 10 | 4 | 4 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL MUNICH | | | 50 | 1 | 1 | 82 | 10 | 4 | 4 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL GERMANY | | | 331 | 1 | 2 | 85 | 9 | 3 | 4 | 0 | 0 | 10 | 85 | 8 | 247 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| DUBLIN | AER LINGUS | S | 229 | 1 | 0 | 77 | 16 | 6 | 1 | 0 | 0 | 11 | 88 | 7 | 229 |
| | GO FLY LTD | S | 24 | 0 | 0 | 71 | 17 | 13 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| | RYANAIR | S | 264 | 0 | 0 | 87 | 5 | 4 | 3 | 1 | 0 | 10 | 0 | 0 | 0 |
| TOTAL DUBLIN | | | 517 | 3 | 0 | 82 | 10 | 5 | 2 | 0 | 0 | 10 | 88 | 7 | 229 |
| TOTAL IRISH REPUBLIC | | | 517 | 3 | 0 | 82 | 10 | 5 | 2 | 0 | 0 | 10 | 88 | 7 | 229 |
| ITALY | | | | | | | | | | | | | | | |
| ROME (FIUMICINO) | BRITISH AIRWAYS PLC | S | 24 | 1 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 69 | 13 | 16 |
| TOTAL ROME (FIUMICINO) | | | 24 | 1 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 69 | 13 | 16 |
| TOTAL ITALY | | | 24 | 2 | 2 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 61 | 17 | 18 |
| NETHERLANDS | | | | | | | | | | | | | | | |
| AMSTERDAM | EASYJET AIRLINE COMPANY LTD | S | 123 | 0 | 1 | 72 | 11 | 13 | 2 | 2 | 0 | 15 | 60 | 22 | 124 |
| | KLM UK LTD | S | 288 | 0 | 2 | 81 | 12 | 5 | 2 | 0 | 0 | 10 | 75 | 15 | 348 |
| TOTAL AMSTERDAM | | | 411 | 0 | 3 | 78 | 11 | 8 | 2 | 1 | 0 | 12 | 71 | 17 | 472 |
| TOTAL NETHERLANDS | | | 412 | 2 | 3 | 78 | 11 | 8 | 2 | 1 | 0 | 12 | 71 | 17 | 480 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: EDINBURGH (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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) | | | | | | | | | | | |
| PORTUGAL(EXCLUDING MADEIRA) | | | | | | | | | | | | | | | |
| FARO | AZZURRA AIR | C | 9 | 1 | 0 | 44 | 44 | 11 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| | BMI BRITISH MIDLAND | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 80 | 18 | 5 |
| | BRITISH AIRWAYS PLC | C | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 29 | 0 | 0 | 0 |
| TOTAL FARO | | | 14 | 1 | 0 | 43 | 36 | 14 | 7 | 0 | 0 | 21 | 80 | 18 | 5 |
| TOTAL PORTUGAL(EXCLUDING MADEIRA) | | | 14 | 1 | 0 | 43 | 36 | 14 | 7 | 0 | 0 | 21 | 80 | 18 | 5 |
| SPAIN | | | | | | | | | | | | | | | |
| ALICANTE | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 100 | 2 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 7 | 100 | 2 | 10 |
| TOTAL ALICANTE | | | 18 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 5 | 100 | 2 | 18 |
| MADRID | BRITISH AIRWAYS PLC | S | 41 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 5 | 79 | 16 | 42 |
| TOTAL MADRID | | | 41 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 5 | 77 | 16 | 44 |
| MALAGA | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL MALAGA | | | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| PALMA DE MALLORCA | BMI BRITISH MIDLAND | C | 2 | 1 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | CHANNEL EXPRESS (AIR SVS) | C | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL PALMA DE MALLORCA | | | 11 | 1 | 0 | 82 | 18 | 0 | 0 | 0 | 0 | 9 | 100 | 9 | 2 |
| TOTAL SPAIN | | | 78 | 3 | 0 | 88 | 12 | 0 | 0 | 0 | 0 | 6 | 84 | 12 | 64 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | |
| ARRECIFE | AIR EUROPA | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 8 | 80 | 9 | 10 |
| TOTAL ARRECIFE | | | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 8 | 80 | 9 | 10 |
| LAS PALMAS | SPANAIR | C | 8 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 19 | 63 | 11 | 8 |
| TOTAL LAS PALMAS | | | 8 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 19 | 63 | 11 | 8 |
| TENERIFE (SURREINA SOFIA) | AIR EUROPA | C | 10 | 0 | 0 | 60 | 10 | 30 | 0 | 0 | 0 | 14 | 83 | 5 | 18 |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 11 | 0 | 0 | 55 | 9 | 27 | 9 | 0 | 0 | 18 | 83 | 5 | 18 |
| TOTAL SPAIN(CANARY ISLANDS) | | | 27 | 0 | 0 | 70 | 7 | 11 | 11 | 0 | 0 | 16 | 78 | 8 | 36 |
| SWITZERLAND | | | | | | | | | | | | | | | |
| GENEVA | BRITISH AIRWAYS PLC | C | 10 | 0 | 0 | 10 | 10 | 80 | 0 | 0 | 0 | 32 | 10 | 39 | 10 |
| | FLYBE.BRITISH EUROPEAN | C | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 4 | 0 | 94 | 1 |
| TOTAL GENEVA | | | 21 | 0 | 0 | 48 | 14 | 38 | 0 | 0 | 0 | 18 | 9 | 44 | 11 |
| ZURICH | SWISS AIRLINES | S | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 12 | 44 | 52 |
| TOTAL ZURICH | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 12 | 44 | 52 |
| TOTAL SWITZERLAND | | | 23 | 0 | 0 | 52 | 13 | 35 | 0 | 0 | 0 | 17 | 11 | 44 | 63 |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| BELFAST CITY | BRITISH REGIONAL AIRLINES LTD | S | 148 | 2 | 0 | 90 | 4 | 5 | 1 | 0 | 0 | 6 | 80 | 12 | 164 |
| TOTAL BELFAST CITY | | | 148 | 2 | 0 | 90 | 4 | 5 | 1 | 0 | 0 | 6 | 80 | 12 | 164 |
| BELFAST INTERNATIONAL | EASYJET AIRLINE COMPANY LTD | S | 184 | 0 | 0 | 82 | 11 | 3 | 4 | 0 | 0 | 9 | 0 | 0 | 0 |
| | GO FLY LTD | S | 124 | 0 | 0 | 79 | 5 | 3 | 12 | 1 | 0 | 22 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: EDINBURGH (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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 BELFAST INTERNATIONAL | | | 308 | 1 | 0 | 81 | 8 | 3 | 7 | 0 | 0 | 14 | 79 | 13 | 91 |
| BIRMINGHAM | BRITISH AIRWAYS PLC | S | 112 | 0 | 0 | 90 | 4 | 4 | 2 | 0 | 0 | 5 | 81 | 12 | 227 |
| | FLYBE.BRITISH EUROPEAN | S | 271 | 4 | 8 | 69 | 17 | 10 | 4 | 0 | 0 | 15 | 76 | 11 | 214 |
| TOTAL BIRMINGHAM | | | 384 | 4 | 8 | 76 | 13 | 8 | 3 | 0 | 0 | 12 | 79 | 12 | 441 |
| BRISTOL | BRITISH AIRWAYS CITIEXPRESS L | S | 197 | 1 | 0 | 87 | 5 | 5 | 4 | 0 | 0 | 8 | 60 | 28 | 235 |
| | GO FLY LTD | S | 155 | 0 | 1 | 81 | 12 | 4 | 3 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL BRISTOL | | | 352 | 1 | 1 | 84 | 8 | 4 | 3 | 0 | 0 | 9 | 60 | 28 | 235 |
| CARDIFF WALES | BRITISH REGIONAL AIRLINES LTD | S | 94 | 32 | 0 | 67 | 18 | 10 | 5 | 0 | 0 | 17 | 74 | 18 | 128 |
| TOTAL CARDIFF WALES | | | 94 | 32 | 0 | 67 | 18 | 10 | 5 | 0 | 0 | 17 | 74 | 18 | 128 |
| GATWICK | BRITISH AIRWAYS (EURO OPS) LG | S | 322 | 0 | 0 | 89 | 7 | 2 | 2 | 0 | 0 | 6 | 74 | 18 | 331 |
| | EASYJET AIRLINE COMPANY LTD | S | 268 | 0 | 2 | 70 | 16 | 10 | 4 | 0 | 0 | 14 | 0 | 0 | 0 |
| TOTAL GATWICK | | | 590 | 0 | 2 | 81 | 11 | 6 | 3 | 0 | 0 | 10 | 74 | 18 | 331 |
| GLASGOW | BMI BRITISH MIDLAND | S | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 91 | 10 | 65 |
| TOTAL GLASGOW | | | 3 | 1 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 91 | 10 | 65 |
| HEATHROW | BMI BRITISH MIDLAND | S | 542 | 1 | 3 | 83 | 11 | 5 | 2 | 0 | 0 | 9 | 72 | 12 | 476 |
| | BRITISH AIRWAYS PLC | S | 635 | 1 | 8 | 78 | 13 | 4 | 4 | 0 | 0 | 11 | 74 | 17 | 659 |
| TOTAL HEATHROW | | | 1177 | 3 | 11 | 80 | 12 | 4 | 3 | 0 | 0 | 10 | 73 | 15 | 1135 |
| INVERNESS | LOGANAIR | S | 60 | 0 | 0 | 88 | 5 | 5 | 2 | 0 | 0 | 7 | 0 | 0 | 0 |
| TOTAL INVERNESS | | | 60 | 0 | 0 | 88 | 5 | 5 | 2 | 0 | 0 | 7 | 0 | 0 | 0 |
| JERSEY | BRITISH AIRWAYS CITIEXPRESS L | S | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL JERSEY | | | 2 | 3 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 2 |
| KIRKWALL | LOGANAIR | S | 66 | 0 | 0 | 80 | 15 | 3 | 2 | 0 | 0 | 9 | 67 | 21 | 106 |
| TOTAL KIRKWALL | | | 66 | 0 | 0 | 80 | 15 | 3 | 2 | 0 | 0 | 9 | 67 | 21 | 106 |
| LEEDS BRADFORD | BMI REGIONAL | S | 128 | 0 | 0 | 82 | 11 | 5 | 2 | 0 | 0 | 8 | 84 | 14 | 129 |
| TOTAL LEEDS BRADFORD | | | 128 | 0 | 0 | 82 | 11 | 5 | 2 | 0 | 0 | 8 | 84 | 14 | 129 |
| LONDON CITY | FLYBE.BRITISH EUROPEAN | S | 130 | 0 | 6 | 90 | 10 | 0 | 0 | 0 | 0 | 5 | 88 | 7 | 283 |
| | SCOT AIRWAYS | S | 543 | 1 | 48 | 84 | 11 | 3 | 2 | 0 | 0 | 9 | 75 | 13 | 428 |
| TOTAL LONDON CITY | | | 673 | 1 | 54 | 85 | 11 | 2 | 2 | 0 | 0 | 8 | 80 | 11 | 711 |
| LUTON | EASYJET AIRLINE COMPANY LTD | S | 370 | 0 | 5 | 64 | 17 | 11 | 8 | 0 | 0 | 19 | 50 | 26 | 348 |
| TOTAL LUTON | | | 370 | 2 | 5 | 64 | 17 | 11 | 8 | 0 | 0 | 19 | 50 | 26 | 348 |
| MANCHESTER | BMI REGIONAL | S | 222 | 0 | 0 | 93 | 5 | 1 | 1 | 0 | 0 | 4 | 78 | 11 | 198 |
| | BRITISH AIRWAYS CITIEXPRESS L | S | 84 | 0 | 0 | 69 | 11 | 12 | 8 | 0 | 0 | 19 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 147 | 1 | 8 | 76 | 20 | 3 | 2 | 0 | 0 | 11 | 66 | 21 | 272 |
| TOTAL MANCHESTER | | | 453 | 1 | 8 | 83 | 11 | 4 | 3 | 0 | 0 | 9 | 71 | 17 | 470 |
| NORWICH | EASTERN AIRWAYS | S | 130 | 2 | 4 | 85 | 11 | 3 | 1 | 0 | 0 | 7 | 81 | 12 | 174 |
| TOTAL NORWICH | | | 130 | 4 | 4 | 85 | 11 | 3 | 1 | 0 | 0 | 7 | 81 | 12 | 174 |
| NOTTINGHAM EAST MIDLANDS INT'L | BMI BRITISH MIDLAND | S | 134 | 1 | 0 | 90 | 4 | 2 | 3 | 0 | 0 | 6 | 87 | 10 | 150 |
| | GO FLY LTD | S | 34 | 0 | 0 | 71 | 6 | 15 | 9 | 0 | 0 | 18 | 0 | 0 | 0 |
| TOTAL NOTTINGHAM EAST MIDLANDS INT'L | | | 168 | 1 | 0 | 86 | 5 | 5 | 4 | 0 | 0 | 8 | 87 | 10 | 150 |
| PLYMOUTH | BRITISH AIRWAYS CITIEXPRESS L | S | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 21 | 67 | 8 | 3 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: EDINBURGH (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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 PLYMOUTH | | | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 21 | 67 | 8 | 3 |
| SOUTHAMPTON | BRITISH REGIONAL AIRLINES LTD | S | 190 | 0 | 0 | 87 | 7 | 4 | 3 | 0 | 0 | 8 | 81 | 11 | 196 |
| TOTAL SOUTHAMPTON | | | 190 | 0 | 0 | 87 | 7 | 4 | 3 | 0 | 0 | 8 | 81 | 11 | 196 |
| STANSTED | GO FLY LTD | S | 384 | 0 | 0 | 86 | 5 | 6 | 3 | 0 | 0 | 8 | 80 | 11 | 384 |
| TOTAL STANSTED | | | 384 | 0 | 0 | 86 | 5 | 6 | 3 | 0 | 0 | 8 | 80 | 11 | 384 |
| STORNOWAY | LOGANAIR | S | 29 | 0 | 0 | 90 | 3 | 3 | 3 | 0 | 0 | 9 | 73 | 18 | 51 |
| TOTAL STORNOWAY | | | 29 | 0 | 0 | 90 | 3 | 3 | 3 | 0 | 0 | 9 | 73 | 18 | 51 |
| SUMBURGH | LOGANAIR | S | 62 | 0 | 0 | 92 | 6 | 0 | 2 | 0 | 0 | 5 | 65 | 25 | 62 |
| TOTAL SUMBURGH | | | 62 | 1 | 0 | 92 | 6 | 0 | 2 | 0 | 0 | 5 | 65 | 25 | 62 |
| TOTAL UNITED KINGDOM | | | 5777 | 60 | 93 | 81 | 10 | 5 | 3 | 0 | 0 | 10 | 74 | 15 | 5393 |
| TOTAL EDINBURGH | | | 7909 | 90 | 109 | 80 | 11 | 6 | 3 | 0 | 0 | 11 | 74 | 15 | 7285 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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) |
| ALGERIA | | | | | | | | | | | | | | | |
| HASSI MESSAOUD | ANTINEA AIRLINES | C | 18 | 0 | 0 | 67 | 11 | 17 | 0 | 6 | 0 | 20 | 94 | 6 | 18 |
| | EXCEL AIRWAYS LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | FIRST CHOICE AIRWAYS LTD | C | 16 | 0 | 0 | 81 | 13 | 6 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| TOTAL HASSI MESSAOUD | | | 42 | 0 | 0 | 79 | 10 | 10 | 0 | 2 | 0 | 13 | 88 | 6 | 26 |
| TOTAL ALGERIA | | | 42 | 0 | 0 | 79 | 10 | 10 | 0 | 2 | 0 | 13 | 88 | 6 | 26 |
| ANTIGUA AND BARBUDA | | | | | | | | | | | | | | | |
| ANTIGUA | FIRST CHOICE AIRWAYS LTD | C | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 18 | 29 | 53 | 7 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 17 | 1 | 1 | 59 | 24 | 12 | 6 | 0 | 0 | 19 | 100 | 3 | 9 |
| TOTAL ANTIGUA | | | 21 | 1 | 1 | 57 | 29 | 10 | 5 | 0 | 0 | 19 | 70 | 34 | 23 |
| TOTAL ANTIGUA AND BARBUDA | | | 21 | 1 | 1 | 57 | 29 | 10 | 5 | 0 | 0 | 19 | 70 | 34 | 23 |
| ARGENTINA | | | | | | | | | | | | | | | |
| BUENOS AIRES | BRITISH AIRWAYS PLC | S | 26 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 89 | 8 | 45 |
| TOTAL BUENOS AIRES | | | 26 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 89 | 8 | 45 |
| TOTAL ARGENTINA | | | 26 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 89 | 8 | 45 |
| AUSTRIA | | | | | | | | | | | | | | | |
| INNSBRUCK | BRITISH AIRWAYS PLC | C | 18 | 4 | 0 | 72 | 6 | 6 | 11 | 6 | 0 | 38 | 0 | 0 | 0 |
| | FIRST CHOICE AIRWAYS LTD | C | 40 | 0 | 0 | 70 | 13 | 8 | 8 | 0 | 3 | 27 | 35 | 36 | 20 |
| | LAUDA-AIR | C | 10 | 0 | 0 | 60 | 0 | 0 | 0 | 30 | 10 | 121 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD | C | 19 | 0 | 0 | 53 | 32 | 5 | 5 | 0 | 5 | 38 | 55 | 22 | 20 |
| TOTAL INNSBRUCK | | | 88 | 4 | 0 | 65 | 14 | 7 | 7 | 5 | 3 | 43 | 46 | 26 | 67 |
| KLAGENFURT | FLYBE.BRITISH EUROPEAN | C | 10 | 0 | 0 | 70 | 0 | 0 | 30 | 0 | 0 | 38 | 100 | 2 | 8 |
| TOTAL KLAGENFURT | | | 10 | 0 | 0 | 70 | 0 | 0 | 30 | 0 | 0 | 38 | 100 | 2 | 8 |
| SALZBURG | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 80 | 0 | 0 | 0 | 0 | 20 | 85 | 30 | 22 | 10 |
| | FIRST CHOICE AIRWAYS LTD | C | 10 | 0 | 0 | 40 | 30 | 30 | 0 | 0 | 0 | 21 | 40 | 25 | 10 |
| | MONARCH AIRLINES | C | 34 | 0 | 0 | 74 | 18 | 9 | 0 | 0 | 0 | 9 | 65 | 47 | 40 |
| | MY TRAVEL AIRWAYS UK | C | 20 | 0 | 0 | 70 | 10 | 20 | 0 | 0 | 0 | 15 | 60 | 24 | 10 |
| | THOMAS COOK AIRLINES LTD | C | 10 | 0 | 0 | 50 | 10 | 30 | 10 | 0 | 0 | 25 | 78 | 13 | 9 |
| TOTAL SALZBURG | | | 84 | 0 | 0 | 67 | 14 | 15 | 1 | 0 | 2 | 23 | 58 | 35 | 79 |
| TOTAL AUSTRIA | | | 182 | 4 | 0 | 66 | 13 | 10 | 5 | 2 | 3 | 33 | 55 | 29 | 154 |
| AZERBAIJAN | | | | | | | | | | | | | | | |
| BAKU | AZERBAIJAN AIRLINES (AZAL) | S | 18 | 0 | 0 | 94 | 0 | 6 | 0 | 0 | 0 | 5 | 39 | 27 | 18 |
| TOTAL BAKU | | | 18 | 0 | 0 | 94 | 0 | 6 | 0 | 0 | 0 | 5 | 39 | 27 | 18 |
| TOTAL AZERBAIJAN | | | 18 | 0 | 0 | 94 | 0 | 6 | 0 | 0 | 0 | 5 | 39 | 27 | 18 |
| BARBADOS | | | | | | | | | | | | | | | |
| BRIDGETOWN | BRITANNIA AIRWAYS | C | 16 | 0 | 0 | 56 | 19 | 25 | 0 | 0 | 0 | 17 | 78 | 9 | 32 |
| | BRITISH AIRWAYS PLC | S | 72 | 0 | 0 | 88 | 6 | 4 | 3 | 0 | 0 | 7 | 81 | 15 | 62 |
| | MY TRAVEL AIRWAYS UK | C | 17 | 0 | 0 | 59 | 12 | 24 | 6 | 0 | 0 | 20 | 53 | 30 | 17 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 37 | 0 | 0 | 46 | 38 | 14 | 3 | 0 | 0 | 20 | 67 | 17 | 45 |
| TOTAL BRIDGETOWN | | | 142 | 0 | 0 | 70 | 16 | 11 | 3 | 0 | 0 | 13 | 73 | 16 | 166 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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 | | | 142 | 0 | 0 | 70 | 16 | 11 | 3 | 0 | 0 | 13 | 73 | 16 | 166 |
| BELARUS | | | | | | | | | | | | | | | |
| MINSK | BELAVIA (BELARUSSIAN AIRLINES) | S | 18 | 0 | 0 | 61 | 17 | 17 | 6 | 0 | 0 | 17 | 75 | 9 | 16 |
| TOTAL MINSK | | | 18 | 0 | 0 | 61 | 17 | 17 | 6 | 0 | 0 | 17 | 75 | 9 | 16 |
| TOTAL BELARUS | | | 18 | 0 | 0 | 61 | 17 | 17 | 6 | 0 | 0 | 17 | 75 | 9 | 16 |
| BELGIUM | | | | | | | | | | | | | | | |
| BRUSSELS | CITY FLYER EXPRESS | S | 94 | 0 | 0 | 72 | 17 | 3 | 6 | 1 | 0 | 16 | 76 | 12 | 96 |
| TOTAL BRUSSELS | | | 94 | 2 | 0 | 72 | 17 | 3 | 6 | 1 | 0 | 16 | 76 | 12 | 116 |
| TOTAL BELGIUM | | | 94 | 3 | 0 | 72 | 17 | 3 | 6 | 1 | 0 | 16 | 76 | 12 | 116 |
| BERMUDA | | | | | | | | | | | | | | | |
| BERMUDA | BRITISH AIRWAYS PLC | S | 28 | 0 | 0 | 96 | 0 | 4 | 0 | 0 | 0 | 3 | 72 | 28 | 29 |
| TOTAL BERMUDA | | | 28 | 0 | 0 | 96 | 0 | 4 | 0 | 0 | 0 | 3 | 72 | 28 | 29 |
| TOTAL BERMUDA | | | 28 | 0 | 0 | 96 | 0 | 4 | 0 | 0 | 0 | 3 | 72 | 28 | 29 |
| BRAZIL | | | | | | | | | | | | | | | |
| MANAUS-EDUARDO GOMES | BRITANNIA AIRWAYS | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| TOTAL MANAUS-EDUARDO GOMES | | | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| TOTAL BRAZIL | | | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 10 | 81 | 11 | 37 |
| BULGARIA | | | | | | | | | | | | | | | |
| PLOVDIV | HEMUS AIR | C | 10 | 0 | 0 | 30 | 50 | 10 | 10 | 0 | 0 | 28 | 0 | 51 | 9 |
| TOTAL PLOVDIV | | | 10 | 0 | 0 | 30 | 50 | 10 | 10 | 0 | 0 | 28 | 0 | 51 | 9 |
| SOFIA | BRITANNIA AIRWAYS | C | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 33 | 125 | 6 |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 53 | 1 | 0 | 94 | 4 | 2 | 0 | 0 | 0 | 3 | 54 | 22 | 52 |
| | MONARCH AIRLINES | C | 7 | 0 | 0 | 86 | 0 | 14 | 0 | 0 | 0 | 9 | 14 | 45 | 7 |
| TOTAL SOFIA | | | 64 | 1 | 0 | 94 | 3 | 3 | 0 | 0 | 0 | 3 | 48 | 34 | 65 |
| TOTAL BULGARIA | | | 74 | 1 | 0 | 85 | 9 | 4 | 1 | 0 | 0 | 7 | 42 | 36 | 74 |
| CANADA | | | | | | | | | | | | | | | |
| CALGARY | MONARCH AIRLINES | C | 18 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 12 | 56 | 39 | 18 |
| TOTAL CALGARY | | | 18 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 12 | 56 | 39 | 18 |
| TORONTO | AIR TRANSAT | S | 10 | 0 | 0 | 40 | 10 | 20 | 30 | 0 | 0 | 35 | 60 | 80 | 10 |
| TOTAL TORONTO | | | 10 | 0 | 0 | 40 | 10 | 20 | 30 | 0 | 0 | 35 | 50 | 47 | 26 |
| TOTAL CANADA | | | 28 | 0 | 0 | 64 | 11 | 14 | 11 | 0 | 0 | 20 | 46 | 48 | 54 |
| COLOMBIA | | | | | | | | | | | | | | | |
| BOGOTA | BRITISH AIRWAYS PLC | S | 14 | 0 | 0 | 79 | 7 | 7 | 7 | 0 | 0 | 14 | 75 | 14 | 12 |
| TOTAL BOGOTA | | | 14 | 0 | 0 | 79 | 7 | 7 | 7 | 0 | 0 | 14 | 75 | 14 | 12 |
| TOTAL COLOMBIA | | | 14 | 0 | 0 | 79 | 7 | 7 | 7 | 0 | 0 | 14 | 75 | 14 | 12 |
| CROATIA | | | | | | | | | | | | | | | |
| ZAGREB | BRITISH AIRWAYS (EURO OPS) LG | S | 42 | 0 | 0 | 88 | 5 | 7 | 0 | 0 | 0 | 5 | 72 | 17 | 36 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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 ZAGREB | | | 42 | 1 | 1 | 88 | 5 | 7 | 0 | 0 | 0 | 5 | 72 | 17 | 36 |
| TOTAL CROATIA | | | 43 | 1 | 1 | 88 | 5 | 7 | 0 | 0 | 0 | 5 | 72 | 17 | 36 |
| CUBA | | | | | | | | | | | | | | | |
| CIEGO DE AVILA | MONARCH AIRLINES | C | 2 | 1 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL CIEGO DE AVILA | | | 2 | 1 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| HAVANA | BRITISH AIRWAYS PLC | S | 18 | 0 | 0 | 78 | 0 | 6 | 17 | 0 | 0 | 24 | 61 | 15 | 18 |
| | CUBANA | S | 4 | 0 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 32 | 63 | 21 | 8 |
| | MONARCH AIRLINES | C | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 91 | 0 | 0 | 0 |
| TOTAL HAVANA | | | 24 | 0 | 0 | 58 | 8 | 17 | 17 | 0 | 0 | 30 | 62 | 17 | 26 |
| HOLGUIN (FRANK PAIS) | MONARCH AIRLINES | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 11 | 100 | 3 | 4 |
| TOTAL HOLGUIN (FRANK PAIS) | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 11 | 100 | 3 | 4 |
| TOTAL CUBA | | | 29 | 3 | 0 | 62 | 10 | 14 | 14 | 0 | 0 | 27 | 63 | 20 | 35 |
| CYPRUS | | | | | | | | | | | | | | | |
| LARNACA | CYPRUS AIRWAYS | S | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 16 | 13 | 42 | 8 |
| | EUROCYPRIA AIRLINES LTD | C | 10 | 0 | 0 | 20 | 40 | 40 | 0 | 0 | 0 | 24 | 77 | 18 | 22 |
| | EXCEL AIRWAYS LTD | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 5 | 0 | 72 | 1 |
| | FIRST CHOICE AIRWAYS LTD | S | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 50 | 28 | 8 |
| | HELIOS AIRWAYS LTD | C | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 15 | 13 | 72 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 13 | 13 | 65 | 8 |
| | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 9 | 38 | 297 | 8 |
| TOTAL LARNACA | | | 52 | 0 | 0 | 62 | 25 | 13 | 0 | 0 | 0 | 13 | 43 | 72 | 63 |
| PAPHOS | BRITANNIA AIRWAYS | C | 18 | 0 | 0 | 44 | 17 | 17 | 11 | 0 | 11 | 80 | 39 | 207 | 18 |
| | CYPRUS AIRWAYS | S | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| | EUROCYPRIA AIRLINES LTD | C | 8 | 0 | 0 | 38 | 13 | 25 | 0 | 25 | 0 | 64 | 75 | 9 | 8 |
| | EXCEL AIRWAYS LTD | C | 10 | 0 | 0 | 70 | 10 | 0 | 20 | 0 | 0 | 32 | 0 | 52 | 3 |
| | FIRST CHOICE AIRWAYS LTD | S | 22 | 0 | 0 | 86 | 9 | 5 | 0 | 0 | 0 | 6 | 63 | 15 | 16 |
| | HELIOS AIRWAYS LTD | C | 10 | 0 | 0 | 80 | 10 | 0 | 10 | 0 | 0 | 14 | 20 | 43 | 10 |
| | MONARCH AIRLINES | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 28 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 9 | 0 | 0 | 44 | 0 | 44 | 11 | 0 | 0 | 37 | 75 | 12 | 8 |
| | THOMAS COOK AIRLINES LTD | C | 23 | 2 | 0 | 65 | 17 | 13 | 4 | 0 | 0 | 14 | 61 | 149 | 18 |
| TOTAL PAPHOS | | | 106 | 2 | 0 | 64 | 12 | 13 | 7 | 2 | 2 | 31 | 56 | 83 | 89 |
| TOTAL CYPRUS | | | 158 | 2 | 0 | 63 | 16 | 13 | 4 | 1 | 1 | 25 | 51 | 78 | 152 |
| DENMARK | | | | | | | | | | | | | | | |
| BILLUND | MAERSK AIR | S | 166 | 0 | 0 | 79 | 15 | 4 | 1 | 1 | 0 | 10 | 61 | 19 | 175 |
| TOTAL BILLUND | | | 166 | 0 | 0 | 79 | 15 | 4 | 1 | 1 | 0 | 10 | 61 | 19 | 175 |
| COPENHAGEN | MAERSK AIR | S | 153 | 0 | 0 | 84 | 14 | 2 | 1 | 0 | 0 | 7 | 67 | 19 | 126 |
| TOTAL COPENHAGEN | | | 153 | 0 | 0 | 84 | 14 | 2 | 1 | 0 | 0 | 7 | 67 | 19 | 126 |
| TOTAL DENMARK | | | 319 | 1 | 0 | 81 | 14 | 3 | 1 | 0 | 0 | 9 | 63 | 19 | 301 |
| DOMINICAN REPUBLIC | | | | | | | | | | | | | | | |
| LA ROMANA | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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 LA ROMANA | | | 16 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | |
| PUERTO PLATA | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 2 | 50 | 20 | 12 | |
| | MY TRAVEL AIRWAYS UK | C | 7 | 0 | 0 | 86 | 0 | 14 | 0 | 0 | 13 | 60 | 32 | 10 | |
| TOTAL PUERTO PLATA | | | 17 | 9 | 0 | 88 | 6 | 6 | 0 | 0 | 7 | 50 | 28 | 28 | |
| TOTAL DOMINICAN REPUBLIC | | | 33 | 9 | 0 | 91 | 6 | 3 | 0 | 0 | 6 | 57 | 23 | 46 | |
| EGYPT | | | | | | | | | | | | | | | |
| HURGHADA | EXCEL AIRWAYS LTD | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 1 | 90 | 5 | 10 | |
| | MONARCH AIRLINES | C | 12 | 0 | 0 | 67 | 0 | 8 | 25 | 0 | 27 | 80 | 26 | 10 | |
| TOTAL HURGHADA | | | 22 | 0 | 0 | 82 | 0 | 5 | 14 | 0 | 15 | 85 | 15 | 20 | |
| LUXOR | BRITANNIA AIRWAYS | C | 9 | 0 | 0 | 78 | 11 | 0 | 11 | 0 | 14 | 88 | 6 | 8 | |
| | EXCEL AIRWAYS LTD | C | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 6 | 44 | 58 | 9 | |
| | FIRST CHOICE AIRWAYS LTD | C | 8 | 0 | 0 | 63 | 13 | 0 | 25 | 0 | 26 | 25 | 26 | 8 | |
| | MONARCH AIRLINES | C | 8 | 0 | 0 | 50 | 38 | 13 | 0 | 0 | 14 | 55 | 20 | 11 | |
| TOTAL LUXOR | | | 34 | 0 | 0 | 71 | 18 | 3 | 9 | 0 | 15 | 53 | 28 | 36 | |
| SHARM EL SHEIKH (OPHIRA) | BRITANNIA AIRWAYS | C | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 12 | 0 | 0 | 0 | |
| | EXCEL AIRWAYS LTD | C | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 4 | 50 | 22 | 8 | |
| | FIRST CHOICE AIRWAYS LTD | C | 10 | 0 | 0 | 60 | 10 | 30 | 0 | 0 | 19 | 38 | 32 | 8 | |
| | MONARCH AIRLINES | C | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 10 | 43 | 22 | 14 | |
| | THOMAS COOK AIRLINES LTD | C | 16 | 0 | 0 | 75 | 0 | 6 | 6 | 0 | 13 | 75 | 50 | 33 | |
| TOTAL SHARM EL SHEIKH (OPHIRA) | | | 52 | 0 | 0 | 77 | 8 | 10 | 2 | 0 | 4 | 31 | 45 | 27 | |
| TOTAL EGYPT | | | 108 | 0 | 0 | 76 | 9 | 6 | 6 | 0 | 2 | 56 | 25 | 96 | |
| ESTONIA | | | | | | | | | | | | | | | |
| TALLIN | ESTONIAN AIR | S | 44 | 0 | 0 | 80 | 7 | 7 | 7 | 0 | 14 | 85 | 13 | 52 | |
| TOTAL TALLIN | | | 44 | 0 | 0 | 80 | 7 | 7 | 7 | 0 | 14 | 85 | 13 | 52 | |
| TOTAL ESTONIA | | | 44 | 0 | 0 | 80 | 7 | 7 | 7 | 0 | 14 | 85 | 13 | 52 | |
| FED REP YUGO SERBIA M'ENEGRO | | | | | | | | | | | | | | | |
| BELGRADE | BRITISH AIRWAYS (EURO OPS) LG | S | 26 | 0 | 0 | 96 | 4 | 0 | 0 | 0 | 4 | 65 | 29 | 26 | |
| TOTAL BELGRADE | | | 26 | 0 | 0 | 96 | 4 | 0 | 0 | 0 | 4 | 65 | 29 | 26 | |
| PRISTINA | BRITISH AIRWAYS (EURO OPS) LG | S | 26 | 0 | 0 | 85 | 4 | 12 | 0 | 0 | 8 | 0 | 0 | 0 | |
| TOTAL PRISTINA | | | 26 | 0 | 0 | 85 | 4 | 12 | 0 | 0 | 8 | 0 | 0 | 0 | |
| TOTAL FED REP YUGO SERBIA M'ENEGRO | | | 52 | 0 | 0 | 90 | 4 | 6 | 0 | 0 | 6 | 65 | 29 | 26 | |
| FINLAND | | | | | | | | | | | | | | | |
| KITTLA | THOMAS COOK AIRLINES LTD | C | 8 | 1 | 0 | 75 | 13 | 13 | 0 | 0 | 10 | 43 | 21 | 7 | |
| TOTAL KITTLA | | | 8 | 1 | 0 | 75 | 13 | 13 | 0 | 0 | 10 | 43 | 21 | 7 | |
| TOTAL FINLAND | | | 8 | 1 | 0 | 75 | 13 | 13 | 0 | 0 | 10 | 79 | 12 | 131 | |
| FRANCE | | | | | | | | | | | | | | | |
| BEAUVAIS | MONARCH AIRLINES | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| TOTAL BEAUVAIS | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| BORDEAUX | CITY FLYER EXPRESS | S | 112 | 0 | 0 | 84 | 8 | 4 | 4 | 0 | 10 | 89 | 5 | 28 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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 BORDEAUX | | | 112 | 0 | 0 | 84 | 8 | 4 | 4 | 0 | 0 | 10 | 83 | 13 | 170 |
| BREST | BRIT AIR | S | 129 | 0 | 0 | 86 | 7 | 5 | 2 | 0 | 0 | 8 | 68 | 14 | 132 |
| TOTAL BREST | | | 129 | 0 | 0 | 86 | 7 | 5 | 2 | 0 | 0 | 8 | 68 | 14 | 132 |
| CHAMBERY | BRITISH AIRWAYS PLC | C | 70 | 0 | 0 | 50 | 23 | 19 | 9 | 0 | 24 | 0 | 0 | 0 | 0 |
| | EXCEL AIRWAYS LTD | C | 10 | 0 | 0 | 80 | 0 | 0 | 0 | 20 | 0 | 49 | 60 | 56 | 10 |
| TOTAL CHAMBERY | | | 80 | 1 | 0 | 54 | 20 | 16 | 8 | 3 | 0 | 27 | 52 | 34 | 65 |
| GRENOBLE | FIRST CHOICE AIRWAYS LTD | C | 20 | 0 | 0 | 80 | 15 | 5 | 0 | 0 | 0 | 8 | 85 | 9 | 20 |
| | MONARCH AIRLINES | C | 12 | 0 | 0 | 67 | 17 | 17 | 0 | 0 | 0 | 12 | 90 | 5 | 10 |
| TOTAL GRENOBLE | | | 32 | 0 | 0 | 75 | 16 | 9 | 0 | 0 | 0 | 9 | 87 | 8 | 30 |
| LYON | BRITANNIA AIRWAYS | C | 32 | 0 | 0 | 69 | 22 | 6 | 0 | 3 | 0 | 17 | 63 | 22 | 48 |
| | BRITISH AIRWAYS PLC | C | 10 | 0 | 0 | 70 | 30 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| | EUROPEAN AIR CHARTER | C | 10 | 0 | 0 | 30 | 0 | 30 | 40 | 0 | 0 | 67 | 0 | 0 | 0 |
| | FIRST CHOICE AIRWAYS LTD | C | 33 | 0 | 0 | 67 | 9 | 24 | 0 | 0 | 0 | 16 | 38 | 42 | 34 |
| | MONARCH AIRLINES | C | 20 | 0 | 0 | 55 | 25 | 10 | 10 | 0 | 0 | 21 | 20 | 84 | 20 |
| | THOMAS COOK AIRLINES LTD | C | 40 | 0 | 0 | 85 | 13 | 3 | 0 | 0 | 0 | 6 | 64 | 17 | 36 |
| TOTAL LYON | | | 145 | 0 | 0 | 68 | 16 | 11 | 4 | 1 | 0 | 17 | 60 | 25 | 326 |
| MARSEILLE | BRITISH AIRWAYS (EURO OPS) LG | S | 224 | 0 | 0 | 88 | 5 | 4 | 2 | 1 | 0 | 8 | 71 | 17 | 185 |
| TOTAL MARSEILLE | | | 224 | 0 | 0 | 88 | 5 | 4 | 2 | 1 | 0 | 8 | 71 | 17 | 185 |
| MONTPELLIER | GB AIRWAYS LTD | S | 28 | 6 | 1 | 79 | 7 | 7 | 0 | 7 | 0 | 27 | 0 | 0 | 0 |
| TOTAL MONTPELLIER | | | 28 | 6 | 1 | 79 | 7 | 7 | 0 | 7 | 0 | 27 | 80 | 11 | 60 |
| NANTES | GB AIRWAYS LTD | S | 46 | 0 | 0 | 78 | 11 | 4 | 7 | 0 | 0 | 14 | 88 | 12 | 81 |
| TOTAL NANTES | | | 46 | 0 | 0 | 78 | 11 | 4 | 7 | 0 | 0 | 14 | 88 | 12 | 81 |
| NICE | CITY FLYER EXPRESS | S | 48 | 0 | 0 | 90 | 0 | 4 | 4 | 0 | 2 | 19 | 70 | 18 | 53 |
| | EASYJET AIRLINE COMPANY LTD | S | 92 | 0 | 0 | 78 | 13 | 5 | 3 | 0 | 0 | 11 | 0 | 0 | 0 |
| TOTAL NICE | | | 141 | 1 | 0 | 82 | 9 | 5 | 4 | 0 | 1 | 14 | 70 | 18 | 53 |
| PARIS (CHARLES DE GAULLE) | BRITISH AIRWAYS (EURO OPS) LG | S | 282 | 0 | 0 | 85 | 7 | 6 | 2 | 0 | 0 | 8 | 57 | 23 | 288 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 282 | 1 | 0 | 85 | 7 | 6 | 2 | 0 | 0 | 8 | 57 | 23 | 294 |
| STRASBOURG | BRIT AIR | S | 140 | 0 | 4 | 75 | 14 | 8 | 3 | 0 | 0 | 13 | 72 | 11 | 150 |
| | THOMAS COOK AIRLINES LTD | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 22 | 0 | 0 | 0 |
| TOTAL STRASBOURG | | | 142 | 0 | 4 | 75 | 14 | 8 | 3 | 0 | 0 | 13 | 72 | 11 | 150 |
| TOTAL TARBES-LOURDES INTERNATIONAL | | | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| TOULOUSE (BLAGNAC) | BRITANNIA AIRWAYS | C | 20 | 0 | 0 | 85 | 15 | 0 | 0 | 0 | 0 | 6 | 71 | 16 | 17 |
| | BRITISH AIRWAYS PLC | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 27 | 0 | 0 | 0 |
| | CITY FLYER EXPRESS | S | 184 | 0 | 0 | 86 | 8 | 3 | 3 | 0 | 0 | 10 | 69 | 12 | 42 |
| | FIRST CHOICE AIRWAYS LTD | C | 19 | 0 | 0 | 74 | 21 | 5 | 0 | 0 | 0 | 7 | 77 | 14 | 13 |
| | MONARCH AIRLINES | C | 19 | 0 | 0 | 63 | 16 | 11 | 11 | 0 | 0 | 27 | 75 | 18 | 24 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 70 | 20 | 10 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD | C | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 9 | 17 | 113 | 6 |
| TOTAL TOULOUSE (BLAGNAC) | | | 263 | 0 | 0 | 82 | 11 | 4 | 3 | 0 | 0 | 11 | 66 | 22 | 242 |
| TOTAL FRANCE | | | 1630 | 9 | 5 | 80 | 10 | 6 | 3 | 0 | 0 | 12 | 68 | 19 | 1788 |

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) | | | | | | | | | | | |
| GAMBIA | | | | | | | | | | | | | | | |
| BANJUL | FIRST CHOICE AIRWAYS LTD | C | 7 | 2 | 0 | 14 | 14 | 29 | 43 | 0 | 0 | 52 | 33 | 82 | 9 |
| | MONARCH AIRLINES | C | 18 | 0 | 0 | 39 | 6 | 28 | 28 | 0 | 0 | 38 | 44 | 30 | 18 |
| | SIERRA NATIONAL AIRLINES | S | 18 | 0 | 0 | 67 | 17 | 11 | 6 | 0 | 0 | 15 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD | C | 10 | 0 | 0 | 70 | 20 | 10 | 0 | 0 | 0 | 11 | 80 | 9 | 10 |
| TOTAL BANJUL | | | 53 | 2 | 0 | 51 | 13 | 19 | 17 | 0 | 0 | 27 | 51 | 37 | 37 |
| TOTAL GAMBIA | | | 53 | 2 | 0 | 51 | 13 | 19 | 17 | 0 | 0 | 27 | 51 | 37 | 37 |
| GERMANY | | | | | | | | | | | | | | | |
| BREMEN | CITY FLYER EXPRESS | S | 168 | 0 | 0 | 75 | 12 | 7 | 7 | 0 | 0 | 14 | 78 | 10 | 176 |
| TOTAL BREMEN | | | 168 | 0 | 0 | 75 | 12 | 7 | 7 | 0 | 0 | 14 | 78 | 10 | 176 |
| DUSSELDORF | CITY FLYER EXPRESS | S | 151 | 0 | 0 | 72 | 11 | 9 | 6 | 3 | 0 | 22 | 74 | 14 | 233 |
| TOTAL DUSSELDORF | | | 151 | 0 | 0 | 72 | 11 | 9 | 6 | 3 | 0 | 22 | 74 | 14 | 233 |
| FRANKFURT MAIN | BRITISH AIRWAYS (EURO OPS) LG | S | 172 | 0 | 0 | 72 | 18 | 6 | 4 | 1 | 0 | 14 | 68 | 16 | 170 |
| TOTAL FRANKFURT MAIN | | | 172 | 0 | 0 | 72 | 18 | 6 | 4 | 1 | 0 | 14 | 68 | 16 | 170 |
| HANOVER | CITY FLYER EXPRESS | S | 148 | 0 | 0 | 82 | 8 | 6 | 3 | 0 | 0 | 9 | 75 | 13 | 158 |
| TOTAL HANOVER | | | 148 | 0 | 0 | 82 | 8 | 6 | 3 | 0 | 0 | 9 | 75 | 13 | 158 |
| MUNICH | BRITISH REGIONAL AIRLINES LTD | S | 6 | 0 | 0 | 50 | 17 | 33 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| | DEUTSCHE BA | S | 170 | 0 | 0 | 90 | 7 | 2 | 1 | 0 | 0 | 6 | 58 | 18 | 175 |
| TOTAL MUNICH | | | 176 | 0 | 0 | 89 | 7 | 3 | 1 | 0 | 0 | 7 | 58 | 18 | 176 |
| TOTAL GERMANY | | | 816 | 0 | 0 | 78 | 12 | 6 | 4 | 1 | 0 | 13 | 69 | 15 | 1044 |
| GIBRALTAR | | | | | | | | | | | | | | | |
| GIBRALTAR | GB AIRWAYS LTD | S | 47 | 0 | 0 | 81 | 13 | 2 | 2 | 0 | 2 | 33 | 77 | 27 | 81 |
| TOTAL GIBRALTAR | | | 47 | 0 | 0 | 81 | 13 | 2 | 2 | 0 | 2 | 33 | 77 | 27 | 81 |
| TOTAL GIBRALTAR | | | 47 | 0 | 0 | 81 | 13 | 2 | 2 | 0 | 2 | 33 | 77 | 27 | 81 |
| GREECE | | | | | | | | | | | | | | | |
| ATHENS | BRITISH AIRWAYS (EURO OPS) LG | S | 62 | 0 | 0 | 95 | 2 | 3 | 0 | 0 | 0 | 4 | 54 | 30 | 59 |
| | FIRST CHOICE AIRWAYS LTD | C | 16 | 0 | 0 | 44 | 6 | 13 | 38 | 0 | 0 | 46 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 3 | 0 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 31 | 100 | 10 | 1 |
| TOTAL ATHENS | | | 82 | 0 | 0 | 82 | 5 | 6 | 7 | 0 | 0 | 13 | 53 | 31 | 110 |
| TOTAL CHANIA | | | 2 | 1 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 30 | 0 | 0 | 0 |
| HERAKLION | EXCEL AIRWAYS LTD | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| TOTAL HERAKLION | | | 7 | 0 | 0 | 71 | 14 | 14 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| RHODES | MONARCH AIRLINES | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| TOTAL RHODES | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| SALONIKA | OLYMPIC AIRWAYS | S | 38 | 0 | 0 | 74 | 8 | 11 | 8 | 0 | 0 | 16 | 0 | 0 | 0 |
| TOTAL SALONIKA | | | 38 | 0 | 0 | 74 | 8 | 11 | 8 | 0 | 0 | 16 | 0 | 0 | 0 |
| TOTAL GREECE | | | 132 | 1 | 0 | 79 | 6 | 8 | 7 | 0 | 0 | 14 | 53 | 31 | 110 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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) | | | | | | | | | | | |
| GRENADA | | | | | | | | | | | | | | | |
| GRENADA | BRITISH AIRWAYS PLC | S | 26 | 0 | 0 | 65 | 23 | 4 | 0 | 4 | 4 | 84 | 56 | 17 | 18 |
| GRENADA | MONARCH AIRLINES | C | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| TOTAL GRENADA | | | 31 | 0 | 0 | 68 | 23 | 3 | 0 | 3 | 3 | 72 | 59 | 28 | 29 |
| TOTAL GRENADA | | | 31 | 0 | 0 | 68 | 23 | 3 | 0 | 3 | 3 | 72 | 59 | 28 | 29 |
| HUNGARY | | | | | | | | | | | | | | | |
| BUDAPEST | MALEV (HUNGARIAN AIRLINES) | S | 28 | 0 | 0 | 96 | 4 | 0 | 0 | 0 | 0 | 3 | 74 | 12 | 42 |
| TOTAL BUDAPEST | | | 28 | 0 | 0 | 96 | 4 | 0 | 0 | 0 | 0 | 3 | 74 | 12 | 42 |
| TOTAL HUNGARY | | | 28 | 0 | 0 | 96 | 4 | 0 | 0 | 0 | 0 | 3 | 74 | 12 | 42 |
| INDIA | | | | | | | | | | | | | | | |
| GOA | FIRST CHOICE AIRWAYS LTD | C | 19 | 0 | 0 | 42 | 11 | 11 | 37 | 0 | 0 | 46 | 26 | 26 | 19 |
| GOA | MONARCH AIRLINES | C | 39 | 0 | 0 | 72 | 15 | 13 | 0 | 0 | 0 | 11 | 53 | 34 | 38 |
| TOTAL GOA | | | 58 | 0 | 0 | 62 | 14 | 12 | 12 | 0 | 0 | 22 | 40 | 46 | 67 |
| TRIVANDRUM | MONARCH AIRLINES | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 229 | 7 |
| TOTAL TRIVANDRUM | | | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 229 | 7 |
| TOTAL INDIA | | | 66 | 0 | 0 | 67 | 12 | 11 | 11 | 0 | 0 | 20 | 39 | 63 | 74 |
| INDONESIA | | | | | | | | | | | | | | | |
| BALI INTERNATIONAL | GARUDA INDONESIA | S | 18 | 0 | 0 | 89 | 6 | 0 | 6 | 0 | 0 | 8 | 56 | 22 | 18 |
| TOTAL BALI INTERNATIONAL | | | 18 | 0 | 0 | 89 | 6 | 0 | 6 | 0 | 0 | 8 | 56 | 22 | 18 |
| TOTAL INDONESIA | | | 18 | 0 | 0 | 89 | 6 | 0 | 6 | 0 | 0 | 8 | 56 | 22 | 18 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| DUBLIN | AER LINGUS | S | 186 | 0 | 10 | 82 | 8 | 5 | 4 | 0 | 0 | 11 | 76 | 14 | 177 |
| DUBLIN | CITY FLYER EXPRESS | S | 186 | 0 | 0 | 77 | 16 | 4 | 4 | 0 | 0 | 12 | 76 | 13 | 302 |
| DUBLIN | RYANAIR | S | 246 | 1 | 194 | 89 | 5 | 2 | 4 | 0 | 0 | 8 | 62 | 16 | 248 |
| TOTAL DUBLIN | | | 618 | 1 | 204 | 83 | 9 | 3 | 4 | 0 | 0 | 10 | 71 | 14 | 727 |
| TOTAL IRISH REPUBLIC | | | 618 | 1 | 204 | 83 | 9 | 3 | 4 | 0 | 0 | 10 | 72 | 14 | 912 |
| ISRAEL | | | | | | | | | | | | | | | |
| TOTAL OVDA | | | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 13 | 67 | 22 | 9 |
| TEL AVIV | ARKIA | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 58 | 27 | 12 |
| TEL AVIV | EXCEL AIRWAYS LTD | C | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 59 | 0 | 0 | 0 |
| TEL AVIV | FIRST CHOICE AIRWAYS LTD | C | 4 | 0 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 34 | 0 | 0 | 0 |
| TEL AVIV | MONARCH AIRLINES | C | 24 | 0 | 0 | 46 | 13 | 33 | 8 | 0 | 0 | 26 | 33 | 13 | 3 |
| TEL AVIV | THOMAS COOK AIRLINES LTD | C | 3 | 0 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 43 | 0 | 0 | 0 |
| TOTAL TEL AVIV | | | 35 | 0 | 0 | 40 | 20 | 26 | 14 | 0 | 0 | 29 | 42 | 30 | 19 |
| TOTAL ISRAEL | | | 38 | 0 | 0 | 42 | 21 | 24 | 13 | 0 | 0 | 28 | 50 | 28 | 28 |
| ITALY | | | | | | | | | | | | | | | |
| BERGAMO | MONARCH AIRLINES | C | 21 | 0 | 0 | 67 | 19 | 5 | 10 | 0 | 0 | 16 | 45 | 32 | 20 |
| BERGAMO | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 20 | 30 | 30 | 20 | 0 | 0 | 36 | 50 | 31 | 8 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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 BERGAMO | | | 31 | 0 | 0 | 52 | 23 | 13 | 13 | 0 | 0 | 23 | 45 | 31 | 29 |
| BOLOGNA | BRITISH AIRWAYS (EURO OPS) LG | S | 176 | 0 | 0 | 68 | 19 | 6 | 6 | 0 | 0 | 16 | 0 | 0 | 0 |
| TOTAL BOLOGNA | | | 176 | 0 | 9 | 68 | 19 | 6 | 6 | 0 | 0 | 16 | 72 | 11 | 117 |
| CAGLIARI (ELMAS) | THOMAS COOK AIRLINES LTD | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| TOTAL CAGLIARI (ELMAS) | | | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| CATANIA (FONTANAROSSA) | MERIDIANA AIR | S | 11 | 1 | 2 | 18 | 27 | 45 | 9 | 0 | 0 | 30 | 25 | 36 | 56 |
| TOTAL CATANIA (FONTANAROSSA) | | | 11 | 1 | 2 | 18 | 27 | 45 | 9 | 0 | 0 | 30 | 25 | 36 | 56 |
| FLORENCE | MERIDIANA AIR | S | 126 | 2 | 3 | 83 | 9 | 5 | 3 | 0 | 0 | 7 | 58 | 20 | 170 |
| TOTAL FLORENCE | | | 126 | 2 | 3 | 83 | 9 | 5 | 3 | 0 | 0 | 7 | 58 | 20 | 170 |
| GENOA | BRITISH AIRWAYS (EURO OPS) LG | S | 62 | 0 | 0 | 81 | 5 | 8 | 6 | 0 | 0 | 13 | 71 | 24 | 52 |
| TOTAL GENOA | | | 62 | 0 | 0 | 81 | 5 | 8 | 6 | 0 | 0 | 13 | 71 | 24 | 52 |
| NAPLES | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 70 | 10 | 10 | 10 | 0 | 0 | 20 | 67 | 13 | 9 |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 126 | 0 | 0 | 87 | 7 | 3 | 3 | 0 | 0 | 8 | 74 | 20 | 124 |
| | MONARCH AIRLINES | C | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 63 | 13 | 8 |
| TOTAL NAPLES | | | 140 | 0 | 0 | 86 | 7 | 4 | 4 | 0 | 0 | 9 | 73 | 19 | 141 |
| PALERMO | THOMAS COOK AIRLINES LTD | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| TOTAL PALERMO | | | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| PISA | BRITISH AIRWAYS (EURO OPS) LG | S | 124 | 0 | 0 | 93 | 3 | 2 | 2 | 0 | 0 | 6 | 70 | 20 | 124 |
| TOTAL PISA | | | 124 | 0 | 0 | 93 | 3 | 2 | 2 | 0 | 0 | 6 | 70 | 20 | 124 |
| ROME (CIAMPINO) | TITAN AIRWAYS LTD | 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) | ALITALIA | S | 60 | 0 | 1 | 72 | 22 | 7 | 0 | 0 | 0 | 10 | 65 | 13 | 106 |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 62 | 0 | 0 | 79 | 16 | 2 | 0 | 3 | 0 | 15 | 63 | 23 | 184 |
| TOTAL ROME (FIUMICINO) | | | 122 | 0 | 1 | 75 | 19 | 4 | 0 | 2 | 0 | 13 | 64 | 19 | 290 |
| TURIN | BRITANNIA AIRWAYS | C | 20 | 0 | 0 | 65 | 10 | 5 | 10 | 10 | 0 | 46 | 38 | 31 | 24 |
| | FIRST CHOICE AIRWAYS LTD | C | 28 | 0 | 0 | 61 | 14 | 21 | 4 | 0 | 0 | 18 | 56 | 40 | 16 |
| | FLYBE.BRITISH EUROPEAN | C | 10 | 0 | 0 | 30 | 40 | 20 | 10 | 0 | 0 | 26 | 50 | 12 | 2 |
| | MONARCH AIRLINES | C | 14 | 0 | 0 | 64 | 7 | 14 | 14 | 0 | 0 | 21 | 10 | 127 | 10 |
| | MY TRAVEL AIRWAYS UK | C | 20 | 0 | 0 | 80 | 15 | 5 | 0 | 0 | 0 | 10 | 63 | 24 | 8 |
| | THOMAS COOK AIRLINES LTD | C | 16 | 0 | 0 | 63 | 13 | 19 | 6 | 0 | 0 | 18 | 25 | 97 | 8 |
| TOTAL TURIN | | | 108 | 0 | 0 | 63 | 15 | 14 | 6 | 2 | 0 | 23 | 40 | 53 | 68 |
| VENICE | BRITISH AIRWAYS (EURO OPS) LG | S | 177 | 0 | 0 | 88 | 7 | 3 | 2 | 0 | 0 | 7 | 45 | 28 | 184 |
| | EXCEL AIRWAYS LTD | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| TOTAL VENICE | | | 179 | 0 | 6 | 88 | 7 | 4 | 2 | 0 | 0 | 7 | 52 | 23 | 367 |
| VERONA | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 30 | 20 | 30 | 0 | 20 | 0 | 83 | 25 | 46 | 8 |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 62 | 0 | 0 | 90 | 6 | 0 | 3 | 0 | 0 | 6 | 62 | 21 | 116 |
| | FIRST CHOICE AIRWAYS LTD | C | 12 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 20 | 43 | 111 | 7 |
| TOTAL VERONA | | | 84 | 0 | 0 | 77 | 7 | 11 | 2 | 2 | 0 | 17 | 59 | 27 | 131 |
| TOTAL ITALY | | | 1169 | 6 | 21 | 78 | 11 | 6 | 4 | 1 | 0 | 12 | 59 | 23 | 1723 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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) |
| JAMAICA | | | | | | | | | | | | | | | |
| MONTEGO BAY | BRITISH AIRWAYS PLC | S | 35 | 0 | 0 | 51 | 40 | 6 | 3 | 0 | 0 | 17 | 39 | 45 | 36 |
| | MONARCH AIRLINES | C | 8 | 0 | 0 | 0 | 13 | 0 | 88 | 0 | 0 | 87 | 50 | 22 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 9 | 0 | 0 | 33 | 33 | 22 | 0 | 11 | 0 | 43 | 50 | 18 | 8 |
| TOTAL MONTEGO BAY | | | 52 | 0 | 0 | 40 | 35 | 8 | 15 | 2 | 0 | 32 | 42 | 38 | 52 |
| TOTAL JAMAICA | | | 52 | 0 | 0 | 40 | 35 | 8 | 15 | 2 | 0 | 32 | 42 | 38 | 52 |
| JORDAN | | | | | | | | | | | | | | | |
| AMMAN | ROYAL JORDANIAN | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| TOTAL AMMAN | | | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| TOTAL JORDAN | | | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 17 | 50 | 31 | 4 |
| KAZAKHSTAN | | | | | | | | | | | | | | | |
| SHERCHENKO | EUROPEAN AIR CHARTER | C | 7 | 0 | 0 | 43 | 29 | 0 | 14 | 14 | 0 | 49 | 0 | 0 | 0 |
| TOTAL SHERCHENKO | | | 7 | 0 | 0 | 43 | 29 | 0 | 14 | 14 | 0 | 49 | 0 | 0 | 0 |
| TOTAL KAZAKHSTAN | | | 7 | 0 | 0 | 43 | 29 | 0 | 14 | 14 | 0 | 49 | 67 | 25 | 24 |
| KENYA | | | | | | | | | | | | | | | |
| MOMBASA | AFRICAN SAFARI AIRWAYS-ASA | C | 10 | 0 | 0 | 40 | 20 | 20 | 20 | 0 | 0 | 31 | 50 | 67 | 4 |
| | MONARCH AIRLINES | C | 9 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 8 | 38 | 38 | 8 |
| TOTAL MOMBASA | | | 19 | 0 | 0 | 53 | 26 | 11 | 11 | 0 | 0 | 20 | 60 | 31 | 20 |
| TOTAL KENYA | | | 19 | 0 | 0 | 53 | 26 | 11 | 11 | 0 | 0 | 20 | 61 | 26 | 28 |
| LATVIA | | | | | | | | | | | | | | | |
| RIGA | BRITISH AIRWAYS (EURO OPS) LG | S | 43 | 0 | 0 | 91 | 7 | 2 | 0 | 0 | 0 | 5 | 76 | 11 | 37 |
| TOTAL RIGA | | | 43 | 0 | 0 | 91 | 7 | 2 | 0 | 0 | 0 | 5 | 76 | 11 | 37 |
| TOTAL LATVIA | | | 43 | 0 | 0 | 91 | 7 | 2 | 0 | 0 | 0 | 5 | 76 | 11 | 37 |
| LIBYA | | | | | | | | | | | | | | | |
| TRIPOLI | BRITISH AIRWAYS (EURO OPS) LG | S | 26 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 4 | 68 | 23 | 28 |
| TOTAL TRIPOLI | | | 26 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 4 | 68 | 23 | 28 |
| TOTAL LIBYA | | | 26 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 4 | 68 | 23 | 28 |
| LUXEMBOURG | | | | | | | | | | | | | | | |
| LUXEMBOURG | CITY FLYER EXPRESS | S | 143 | 0 | 0 | 82 | 10 | 2 | 6 | 1 | 0 | 12 | 79 | 10 | 189 |
| TOTAL LUXEMBOURG | | | 143 | 0 | 0 | 82 | 10 | 2 | 6 | 1 | 0 | 12 | 79 | 10 | 189 |
| TOTAL LUXEMBOURG | | | 143 | 0 | 0 | 82 | 10 | 2 | 6 | 1 | 0 | 12 | 79 | 10 | 189 |
| MALDIVE ISLANDS | | | | | | | | | | | | | | | |
| MALE INTERNATIONAL | FIRST CHOICE AIRWAYS LTD | C | 9 | 0 | 0 | 67 | 11 | 11 | 11 | 0 | 0 | 19 | 50 | 26 | 8 |
| | MONARCH AIRLINES | C | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 63 | 14 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 1 | 0 | 60 | 20 | 10 | 10 | 0 | 0 | 26 | 71 | 27 | 7 |
| TOTAL MALE INTERNATIONAL | | | 28 | 1 | 0 | 75 | 11 | 7 | 7 | 0 | 0 | 16 | 61 | 22 | 23 |
| TOTAL MALDIVE ISLANDS | | | 28 | 1 | 0 | 75 | 11 | 7 | 7 | 0 | 0 | 16 | 61 | 22 | 23 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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) | | | | | | | | | | | |
| MALTA | | | | | | | | | | | | | | | |
| MALTA | AIR MALTA | S | 62 | 0 | 0 | 95 | 5 | 0 | 0 | 0 | 0 | 3 | 81 | 9 | 70 |
| | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 60 | 10 | 0 | 30 | 0 | 0 | 36 | 83 | 11 | 18 |
| | EXCEL AIRWAYS LTD | S | 10 | 0 | 0 | 60 | 30 | 10 | 0 | 0 | 0 | 11 | 75 | 33 | 8 |
| | FIRST CHOICE AIRWAYS LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 45 | 54 | 11 |
| | GB AIRWAYS LTD | S | 61 | 1 | 0 | 75 | 20 | 2 | 3 | 0 | 0 | 13 | 75 | 21 | 53 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 5 | 100 | 7 | 8 |
| | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 7 | 75 | 15 | 8 |
| TOTAL MALTA | | | 167 | 1 | 0 | 83 | 13 | 1 | 3 | 0 | 0 | 9 | 78 | 17 | 176 |
| TOTAL MALTA | | | 167 | 1 | 0 | 83 | 13 | 1 | 3 | 0 | 0 | 9 | 78 | 17 | 176 |
| MAURITIUS | | | | | | | | | | | | | | | |
| MAURITIUS | BRITISH AIRWAYS PLC | S | 27 | 0 | 0 | 85 | 7 | 7 | 0 | 0 | 0 | 9 | 70 | 13 | 27 |
| TOTAL MAURITIUS | | | 27 | 0 | 0 | 85 | 7 | 7 | 0 | 0 | 0 | 9 | 70 | 13 | 27 |
| TOTAL MAURITIUS | | | 27 | 0 | 0 | 85 | 7 | 7 | 0 | 0 | 0 | 9 | 70 | 13 | 27 |
| MEXICO | | | | | | | | | | | | | | | |
| CANCUN | BRITISH AIRWAYS PLC | S | 18 | 0 | 0 | 67 | 17 | 11 | 0 | 6 | 0 | 28 | 50 | 32 | 18 |
| | FIRST CHOICE AIRWAYS LTD | C | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 13 | 0 | 0 | 38 | 0 | 31 | 23 | 8 | 0 | 67 | 65 | 23 | 17 |
| | THOMAS COOK AIRLINES LTD | C | 5 | 0 | 0 | 60 | 0 | 0 | 0 | 40 | 0 | 97 | 0 | 0 | 0 |
| TOTAL CANCUN | | | 44 | 0 | 0 | 61 | 7 | 16 | 7 | 9 | 0 | 44 | 60 | 25 | 40 |
| PUERTO VALLARTA | FIRST CHOICE AIRWAYS LTD | C | 9 | 0 | 0 | 56 | 0 | 33 | 11 | 0 | 0 | 27 | 75 | 14 | 8 |
| TOTAL PUERTO VALLARTA | | | 9 | 0 | 0 | 56 | 0 | 33 | 11 | 0 | 0 | 27 | 75 | 14 | 8 |
| TOTAL MEXICO | | | 53 | 0 | 0 | 60 | 6 | 19 | 8 | 8 | 0 | 41 | 63 | 23 | 48 |
| MOROCCO | | | | | | | | | | | | | | | |
| AGADIR | BRITANNIA AIRWAYS | C | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | GB AIRWAYS LTD | S | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 50 | 30 | 0 | 20 | 0 | 0 | 28 | 0 | 0 | 0 |
| TOTAL AGADIR | | | 24 | 0 | 0 | 63 | 21 | 8 | 8 | 0 | 0 | 18 | 32 | 25 | 19 |
| MARRAKESH | GB AIRWAYS LTD | S | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| TOTAL MARRAKESH | | | 5 | 2 | 2 | 80 | 0 | 20 | 0 | 0 | 0 | 7 | 63 | 29 | 16 |
| TOTAL MOROCCO | | | 29 | 2 | 2 | 66 | 17 | 10 | 7 | 0 | 0 | 16 | 44 | 27 | 36 |
| NETHERLANDS | | | | | | | | | | | | | | | |
| AMSTERDAM | CITY FLYER EXPRESS | S | 432 | 0 | 0 | 85 | 9 | 2 | 4 | 0 | 0 | 10 | 74 | 13 | 452 |
| | EASYJET AIRLINE COMPANY LTD | S | 248 | 0 | 0 | 77 | 8 | 7 | 7 | 1 | 0 | 16 | 0 | 0 | 0 |
| | TRANSVIA | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| TOTAL AMSTERDAM | | | 682 | 0 | 0 | 82 | 8 | 4 | 5 | 1 | 0 | 12 | 74 | 13 | 452 |
| ROTTERDAM | TTA - TRANS TRAVEL AIRLINES BV | S | 145 | 1 | 1 | 72 | 13 | 12 | 2 | 0 | 0 | 12 | 0 | 0 | 0 |
| TOTAL ROTTERDAM | | | 145 | 2 | 1 | 72 | 13 | 12 | 2 | 0 | 0 | 12 | 78 | 10 | 147 |
| TOTAL NETHERLANDS | | | 827 | 2 | 1 | 80 | 9 | 5 | 4 | 0 | 0 | 12 | 76 | 12 | 639 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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) | | | | | | | | | | | |
| NIGERIA | | | | | | | | | | | | | | | |
| ABUJA | BRITISH AIRWAYS PLC | S | 26 | 0 | 0 | 88 | 8 | 0 | 4 | 0 | 0 | 10 | 50 | 18 | 24 |
| TOTAL ABUJA | | | 26 | 0 | 0 | 88 | 8 | 0 | 4 | 0 | 0 | 10 | 50 | 18 | 24 |
| LAGOS | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 72 | 17 | 10 | 2 | 0 | 0 | 12 | 68 | 21 | 62 |
| TOTAL LAGOS | | | 60 | 0 | 0 | 72 | 17 | 10 | 2 | 0 | 0 | 12 | 68 | 21 | 62 |
| TOTAL NIGERIA | | | 86 | 0 | 0 | 77 | 14 | 7 | 2 | 0 | 0 | 12 | 63 | 20 | 86 |
| NORWAY | | | | | | | | | | | | | | | |
| BERGEN | BRAATHENS ASA | S | 58 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 7 | 74 | 9 | 62 |
| TOTAL BERGEN | | | 58 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 7 | 74 | 9 | 62 |
| GEILO (DAGALI) | BRITISH AIRWAYS PLC | C | 10 | 0 | 0 | 70 | 30 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| | FLYBE.BRITISH EUROPEAN | C | 9 | 1 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| TOTAL GEILO (DAGALI) | | | 19 | 1 | 0 | 84 | 16 | 0 | 0 | 0 | 0 | 9 | 63 | 51 | 8 |
| TOTAL NORWAY | | | 77 | 2 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 7 | 76 | 14 | 239 |
| POLAND | | | | | | | | | | | | | | | |
| KRAKOW | LOT-POLISH AIRLINES | S | 62 | 0 | 0 | 94 | 5 | 2 | 0 | 0 | 0 | 3 | 77 | 15 | 62 |
| TOTAL KRAKOW | | | 62 | 0 | 0 | 94 | 5 | 2 | 0 | 0 | 0 | 3 | 77 | 15 | 62 |
| TOTAL POLAND | | | 62 | 0 | 0 | 94 | 5 | 2 | 0 | 0 | 0 | 3 | 82 | 11 | 148 |
| PORTUGAL(EXCLUDING MADEIRA) | | | | | | | | | | | | | | | |
| FARO | AIR LUXOR | C | 3 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 20 | 0 | 0 | 70 | 10 | 5 | 0 | 10 | 5 | 79 | 74 | 9 | 19 |
| | BRITISH AIRWAYS PLC | C | 10 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 11 | 60 | 19 | 20 |
| | EXCEL AIRWAYS LTD | C | 15 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | FIRST CHOICE AIRWAYS LTD | S | 18 | 0 | 0 | 39 | 28 | 28 | 6 | 0 | 0 | 24 | 25 | 35 | 12 |
| | FIRST CHOICE AIRWAYS LTD | C | 13 | 0 | 0 | 77 | 0 | 8 | 15 | 0 | 0 | 18 | 39 | 28 | 18 |
| | GB AIRWAYS LTD | S | 56 | 0 | 0 | 86 | 13 | 2 | 0 | 0 | 0 | 7 | 68 | 22 | 78 |
| | MONARCH AIRLINES | C | 31 | 0 | 0 | 74 | 13 | 13 | 0 | 0 | 0 | 12 | 61 | 17 | 28 |
| | MY TRAVEL AIRWAYS UK | C | 17 | 0 | 0 | 65 | 18 | 6 | 12 | 0 | 0 | 17 | 65 | 35 | 17 |
| | THOMAS COOK AIRLINES LTD | C | 22 | 1 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 8 | 42 | 50 | 19 |
| TOTAL FARO | | | 205 | 1 | 0 | 76 | 13 | 7 | 2 | 1 | 0 | 18 | 59 | 26 | 212 |
| LISBON | AIR PORTUGAL | S | 118 | 4 | 2 | 74 | 11 | 11 | 4 | 0 | 0 | 14 | 77 | 12 | 62 |
| | BRITANNIA AIRWAYS | C | 2 | 1 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | FIRST CHOICE AIRWAYS LTD | C | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 58 | 0 | 0 | 0 |
| | GB AIRWAYS LTD | S | 50 | 0 | 0 | 84 | 12 | 0 | 4 | 0 | 0 | 7 | 76 | 18 | 58 |
| | THOMAS COOK AIRLINES LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| TOTAL LISBON | | | 174 | 6 | 2 | 76 | 11 | 8 | 5 | 0 | 0 | 12 | 77 | 15 | 120 |
| OPORTO (PORTUGAL) | GB AIRWAYS LTD | S | 50 | 0 | 0 | 68 | 18 | 14 | 0 | 0 | 0 | 13 | 65 | 26 | 57 |
| TOTAL OPORTO (PORTUGAL) | | | 50 | 0 | 0 | 68 | 18 | 14 | 0 | 0 | 0 | 13 | 65 | 26 | 57 |
| TOTAL PORTUGAL(EXCLUDING MADEIRA) | | | 429 | 7 | 2 | 75 | 13 | 8 | 3 | 0 | 0 | 15 | 65 | 22 | 389 |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | |
| FUNCHAL | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 50 | 415 | 8 |
| | EXCEL AIRWAYS LTD | C | 16 | 0 | 0 | 94 | 0 | 0 | 6 | 0 | 0 | 5 | 75 | 12 | 8 |

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) | | | | | | | | | | |
| FUNCHAL | FIRST CHOICE AIRWAYS LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 63 | 34 | 8 |
| | GB AIRWAYS LTD | S | 44 | 0 | 0 | 84 | 11 | 5 | 0 | 0 | 7 | 58 | 46 | 36 | |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 63 | 13 | 13 | 13 | 0 | 18 | 88 | 8 | 8 | |
| | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 13 | 53 | 249 | 15 | |
| TOTAL FUNCHAL | | | 94 | 0 | 0 | 85 | 9 | 4 | 2 | 0 | 7 | 60 | 134 | 91 | |
| TOTAL PORTUGAL(MADEIRA) | | | 94 | 0 | 0 | 85 | 9 | 4 | 2 | 0 | 7 | 60 | 134 | 91 | |
| PUERTO RICO | | | | | | | | | | | | | | | |
| SAN JUAN (PUERTO RICO) | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 60 | 0 | 30 | 10 | 0 | 25 | 67 | 29 | 9 | |
| TOTAL SAN JUAN (PUERTO RICO) | | | 10 | 0 | 0 | 60 | 0 | 30 | 10 | 0 | 25 | 67 | 29 | 9 | |
| TOTAL PUERTO RICO | | | 10 | 0 | 0 | 60 | 0 | 30 | 10 | 0 | 25 | 67 | 29 | 9 | |
| RUMANIA | | | | | | | | | | | | | | | |
| BUCHAREST (OTOPENI) | BRITISH AIRWAYS (EURO OPS) LG | S | 60 | 0 | 0 | 95 | 5 | 0 | 0 | 0 | 3 | 79 | 15 | 68 | |
| TOTAL BUCHAREST (OTOPENI) | | | 60 | 0 | 0 | 95 | 5 | 0 | 0 | 0 | 3 | 79 | 15 | 68 | |
| TOTAL RUMANIA | | | 60 | 0 | 0 | 95 | 5 | 0 | 0 | 0 | 3 | 79 | 15 | 68 | |
| RUSSIA | | | | | | | | | | | | | | | |
| ST PETERSBURG | BRITISH AIRWAYS (EURO OPS) LG | S | 46 | 0 | 0 | 83 | 9 | 7 | 2 | 0 | 9 | 83 | 14 | 42 | |
| TOTAL ST PETERSBURG | | | 46 | 0 | 0 | 83 | 9 | 7 | 2 | 0 | 9 | 82 | 14 | 44 | |
| TOTAL RUSSIA | | | 46 | 1 | 0 | 83 | 9 | 7 | 2 | 0 | 9 | 82 | 14 | 44 | |
| SEYCHELLES | | | | | | | | | | | | | | | |
| SEYCHELLES | AIR SEYCHELLES | S | 20 | 0 | 1 | 30 | 15 | 40 | 10 | 5 | 40 | 50 | 33 | 16 | |
| TOTAL SEYCHELLES | | | 20 | 0 | 1 | 30 | 15 | 40 | 10 | 5 | 40 | 58 | 29 | 33 | |
| TOTAL SEYCHELLES | | | 20 | 0 | 1 | 30 | 15 | 40 | 10 | 5 | 40 | 58 | 29 | 33 | |
| SPAIN | | | | | | | | | | | | | | | |
| ALICANTE | BRITANNIA AIRWAYS | C | 16 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 13 | 89 | 8 | 18 | |
| | BRITISH AIRWAYS PLC | C | 24 | 0 | 0 | 58 | 21 | 13 | 8 | 0 | 25 | 100 | 1 | 2 | |
| | EUROPEAN AIR CHARTER | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | |
| | EXCEL AIRWAYS LTD | C | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | |
| | FIRST CHOICE AIRWAYS LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 10 | 80 | 11 | 10 | |
| | FIRST CHOICE AIRWAYS LTD | S | 18 | 0 | 2 | 61 | 6 | 17 | 11 | 0 | 6 | 52 | 89 | 7 | 18 |
| | GB AIRWAYS LTD | S | 80 | 0 | 0 | 61 | 23 | 9 | 5 | 3 | 22 | 77 | 17 | 56 | |
| | IBERIA | S | 62 | 0 | 0 | 60 | 16 | 21 | 3 | 0 | 18 | 58 | 25 | 62 | |
| | MONARCH AIRLINES | C | 35 | 0 | 0 | 83 | 11 | 3 | 3 | 0 | 8 | 67 | 14 | 30 | |
| | MY TRAVEL AIRWAYS UK | C | 26 | 0 | 0 | 65 | 15 | 4 | 8 | 8 | 32 | 78 | 9 | 36 | |
| THOMAS COOK AIRLINES LTD | C | 19 | 0 | 0 | 84 | 0 | 16 | 0 | 0 | 7 | 78 | 12 | 18 | | |
| TOTAL ALICANTE | | | 294 | 0 | 2 | 67 | 16 | 11 | 4 | 1 | 20 | 73 | 15 | 260 | |
| ALMERIA | | | | | | | | | | | | | | | |
| ALMERIA | EUROPEAN AIR CHARTER | C | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | |
| | MONARCH AIRLINES | C | 8 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 21 | 60 | 18 | 10 | |
| | MY TRAVEL AIRWAYS UK | C | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 9 | 60 | 47 | 10 | |
| TOTAL ALMERIA | | | 22 | 0 | 0 | 73 | 18 | 9 | 0 | 0 | 12 | 60 | 33 | 20 | |
| ASTURIAS | | | | | | | | | | | | | | | |
| ASTURIAS | AIR NOSTRUM | S | 26 | 0 | 0 | 92 | 0 | 8 | 0 | 0 | 5 | 85 | 10 | 26 | |

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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 ASTURIAS | | | 26 | 0 | 0 | 92 | 0 | 8 | 0 | 0 | 0 | 5 | 85 | 10 | 26 |
| BARCELONA | BRITISH AIRWAYS (EURO OPS) LG | S | 186 | 0 | 0 | 84 | 11 | 3 | 1 | 0 | 1 | 10 | 70 | 24 | 186 |
| | EASYJET AIRLINE COMPANY LTD | S | 124 | 1 | 0 | 93 | 3 | 4 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | FIRST CHOICE AIRWAYS LTD | C | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 15 | 67 | 21 | 3 |
| | MONARCH AIRLINES | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 28 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| TOTAL BARCELONA | | | 318 | 1 | 0 | 87 | 8 | 4 | 1 | 0 | 0 | 9 | 70 | 24 | 189 |
| BILBAO | BRITISH AIRWAYS (EURO OPS) LG | S | 62 | 0 | 0 | 84 | 8 | 0 | 8 | 0 | 0 | 11 | 80 | 16 | 116 |
| | FIRST CHOICE AIRWAYS LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| TOTAL BILBAO | | | 64 | 0 | 0 | 84 | 8 | 0 | 8 | 0 | 0 | 10 | 80 | 16 | 116 |
| MADRID | AIR EUROPA | S | 62 | 0 | 0 | 79 | 10 | 10 | 2 | 0 | 0 | 11 | 44 | 23 | 62 |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 186 | 0 | 0 | 87 | 7 | 4 | 1 | 1 | 0 | 10 | 53 | 24 | 181 |
| | FIRST CHOICE AIRWAYS LTD | C | 3 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 29 | 50 | 37 | 4 |
| | MONARCH AIRLINES | C | 3 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 0 | 22 | 0 | 0 | 0 |
| TOTAL MADRID | | | 254 | 0 | 0 | 84 | 8 | 6 | 2 | 1 | 0 | 11 | 51 | 24 | 247 |
| MAHON | BRITISH AIRWAYS PLC | C | 20 | 0 | 0 | 95 | 0 | 5 | 0 | 0 | 0 | 5 | 63 | 22 | 8 |
| | FIRST CHOICE AIRWAYS LTD | C | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| TOTAL MAHON | | | 27 | 0 | 0 | 93 | 4 | 4 | 0 | 0 | 0 | 5 | 63 | 22 | 8 |
| MALAGA | BRITANNIA AIRWAYS | C | 20 | 0 | 0 | 85 | 10 | 0 | 5 | 0 | 0 | 11 | 45 | 21 | 22 |
| | BRITISH AIRWAYS PLC | C | 6 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 9 | 47 | 38 | 19 |
| | EASYJET AIRLINE COMPANY LTD | S | 124 | 0 | 0 | 69 | 17 | 9 | 6 | 0 | 0 | 15 | 0 | 0 | 0 |
| | EUROPEAN AIR CHARTER | C | 29 | 2 | 0 | 45 | 28 | 17 | 7 | 3 | 0 | 29 | 0 | 0 | 0 |
| | EXCEL AIRWAYS LTD | C | 16 | 2 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | FIRST CHOICE AIRWAYS LTD | C | 11 | 0 | 0 | 45 | 36 | 0 | 18 | 0 | 0 | 41 | 40 | 18 | 15 |
| | FIRST CHOICE AIRWAYS LTD | S | 30 | 0 | 0 | 67 | 17 | 13 | 3 | 0 | 0 | 16 | 33 | 24 | 18 |
| | GB AIRWAYS LTD | S | 119 | 3 | 2 | 70 | 16 | 7 | 6 | 2 | 0 | 19 | 77 | 14 | 123 |
| | MONARCH AIRLINES | C | 74 | 2 | 0 | 64 | 22 | 9 | 5 | 0 | 0 | 17 | 39 | 40 | 44 |
| | MY TRAVEL AIRWAYS UK | C | 26 | 0 | 0 | 50 | 27 | 23 | 0 | 0 | 0 | 17 | 32 | 48 | 28 |
| | THOMAS COOK AIRLINES LTD | C | 36 | 0 | 0 | 64 | 22 | 6 | 3 | 6 | 0 | 22 | 43 | 43 | 46 |
| TOTAL MALAGA | | | 491 | 9 | 2 | 66 | 19 | 9 | 5 | 1 | 0 | 18 | 54 | 27 | 320 |
| MURCIA SAN JAVIER | BRITISH AIRWAYS PLC | C | 25 | 0 | 0 | 76 | 8 | 8 | 8 | 0 | 0 | 16 | 75 | 21 | 20 |
| TOTAL MURCIA SAN JAVIER | | | 25 | 0 | 0 | 76 | 8 | 8 | 8 | 0 | 0 | 16 | 75 | 21 | 20 |
| PALMA DE MALLORCA | AIR EUROPA | S | 36 | 0 | 0 | 58 | 25 | 14 | 3 | 0 | 0 | 18 | 36 | 36 | 28 |
| | BRITANNIA AIRWAYS | C | 20 | 0 | 0 | 55 | 15 | 15 | 15 | 0 | 0 | 23 | 53 | 23 | 19 |
| | EASYJET AIRLINE COMPANY LTD | S | 86 | 1 | 19 | 66 | 19 | 10 | 2 | 2 | 0 | 20 | 0 | 0 | 0 |
| | EXCEL AIRWAYS LTD | C | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | FIRST CHOICE AIRWAYS LTD | S | 12 | 0 | 1 | 92 | 8 | 0 | 0 | 0 | 0 | 3 | 70 | 15 | 10 |
| | FIRST CHOICE AIRWAYS LTD | C | 14 | 1 | 0 | 57 | 36 | 0 | 0 | 7 | 0 | 29 | 100 | 15 | 1 |
| | GB AIRWAYS LTD | S | 22 | 0 | 0 | 95 | 5 | 0 | 0 | 0 | 0 | 4 | 65 | 18 | 20 |
| | MONARCH AIRLINES | C | 4 | 0 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 108 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 29 | 0 | 0 | 69 | 3 | 3 | 21 | 3 | 0 | 29 | 84 | 18 | 32 |
| | THOMAS COOK AIRLINES LTD | C | 13 | 1 | 0 | 54 | 31 | 8 | 0 | 8 | 0 | 28 | 75 | 13 | 12 |
| | VOLAR AIRLINES | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| TOTAL PALMA DE MALLORCA | | | 241 | 4 | 20 | 66 | 17 | 8 | 5 | 2 | 0 | 21 | 63 | 22 | 122 |

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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) | | | | | | | | | | |
| SANTIAGO DE COMPOSTELA (SPAIN) | FIRST CHOICE AIRWAYS LTD | C | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 27 | 0 | 0 | 0 |
| TOTAL SANTIAGO DE COMPOSTELA (SPAIN) | | | 5 | 0 | 0 | 40 | 20 | 40 | 0 | 0 | 0 | 22 | 0 | 0 | 0 |
| SEVILLE | GB AIRWAYS LTD | S | 44 | 0 | 0 | 75 | 9 | 5 | 11 | 0 | 0 | 18 | 63 | 18 | 38 |
| TOTAL SEVILLE | | | 44 | 0 | 0 | 75 | 9 | 5 | 11 | 0 | 0 | 18 | 62 | 28 | 39 |
| VALENCIA | BRITANNIA AIRWAYS | C | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 41 | 0 | 0 | 0 |
| | GB AIRWAYS LTD | S | 52 | 0 | 0 | 88 | 6 | 4 | 2 | 0 | 0 | 7 | 74 | 24 | 43 |
| TOTAL VALENCIA | | | 54 | 0 | 0 | 87 | 6 | 4 | 4 | 0 | 0 | 8 | 74 | 24 | 43 |
| TOTAL SPAIN | | | 1868 | 14 | 24 | 75 | 13 | 7 | 4 | 1 | 0 | 15 | 64 | 22 | 1420 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | |
| ARRECIFE | BRITANNIA AIRWAYS | C | 17 | 4 | 0 | 65 | 0 | 12 | 12 | 12 | 0 | 55 | 38 | 27 | 16 |
| | EXCEL AIRWAYS LTD | C | 27 | 0 | 0 | 85 | 15 | 0 | 0 | 0 | 0 | 5 | 89 | 6 | 19 |
| | FIRST CHOICE AIRWAYS LTD | C | 10 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 28 | 75 | 9 | 16 |
| | FIRST CHOICE AIRWAYS LTD | S | 23 | 1 | 1 | 74 | 9 | 13 | 4 | 0 | 0 | 13 | 58 | 23 | 26 |
| | GB AIRWAYS LTD | S | 10 | 0 | 1 | 50 | 20 | 20 | 10 | 0 | 0 | 26 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 37 | 0 | 0 | 76 | 19 | 5 | 0 | 0 | 0 | 9 | 61 | 16 | 18 |
| | MY TRAVEL AIRWAYS UK | C | 16 | 0 | 0 | 81 | 6 | 13 | 0 | 0 | 0 | 9 | 62 | 25 | 26 |
| | THOMAS COOK AIRLINES LTD | C | 52 | 0 | 0 | 77 | 10 | 10 | 4 | 0 | 0 | 11 | 46 | 35 | 57 |
| TOTAL ARRECIFE | | | 192 | 5 | 2 | 76 | 11 | 8 | 4 | 1 | 0 | 15 | 59 | 23 | 188 |
| FUERTEVENTURA | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 88 | 0 | 0 | 13 | 0 | 0 | 11 | 61 | 13 | 18 |
| | FIRST CHOICE AIRWAYS LTD | C | 16 | 0 | 0 | 56 | 25 | 19 | 0 | 0 | 0 | 18 | 67 | 13 | 24 |
| | MY TRAVEL AIRWAYS UK | C | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 4 | 81 | 12 | 27 |
| | THOMAS COOK AIRLINES LTD | C | 18 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 10 | 62 | 12 | 26 |
| TOTAL FUERTEVENTURA | | | 60 | 0 | 0 | 75 | 15 | 8 | 2 | 0 | 0 | 10 | 68 | 12 | 95 |
| LAS PALMAS | BRITANNIA AIRWAYS | C | 16 | 0 | 0 | 81 | 13 | 6 | 0 | 0 | 0 | 8 | 56 | 15 | 18 |
| | EXCEL AIRWAYS LTD | C | 10 | 0 | 0 | 50 | 20 | 10 | 20 | 0 | 0 | 41 | 0 | 0 | 0 |
| | FIRST CHOICE AIRWAYS LTD | C | 24 | 0 | 0 | 75 | 13 | 4 | 0 | 8 | 0 | 31 | 67 | 11 | 24 |
| | GB AIRWAYS LTD | S | 15 | 0 | 0 | 60 | 20 | 13 | 7 | 0 | 0 | 20 | 0 | 0 | 0 |
| | IBERWORLD | C | 10 | 0 | 0 | 50 | 30 | 20 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 8 | 100 | 4 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 34 | 0 | 0 | 74 | 12 | 6 | 3 | 6 | 0 | 23 | 60 | 17 | 35 |
| | THOMAS COOK AIRLINES LTD | C | 26 | 0 | 0 | 85 | 8 | 4 | 4 | 0 | 0 | 7 | 68 | 9 | 25 |
| TOTAL LAS PALMAS | | | 143 | 0 | 0 | 73 | 14 | 7 | 3 | 3 | 0 | 20 | 67 | 12 | 118 |
| SANTA CRUZ DE LA PALMA | THOMAS COOK AIRLINES LTD | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 70 | 10 |
| TOTAL SANTA CRUZ DE LA PALMA | | | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 70 | 10 |
| TENERIFE (SURREINA SOFIA) | BRITANNIA AIRWAYS | C | 59 | 0 | 0 | 69 | 12 | 12 | 7 | 0 | 0 | 18 | 38 | 28 | 50 |
| | EXCEL AIRWAYS LTD | C | 46 | 2 | 0 | 96 | 4 | 0 | 0 | 0 | 0 | 2 | 86 | 9 | 14 |
| | FIRST CHOICE AIRWAYS LTD | C | 40 | 0 | 0 | 78 | 8 | 8 | 8 | 0 | 0 | 15 | 55 | 26 | 60 |
| | FIRST CHOICE AIRWAYS LTD | S | 26 | 1 | 0 | 54 | 23 | 12 | 4 | 0 | 8 | 51 | 30 | 27 | 10 |
| | FUTURA AIRLINES | C | 30 | 0 | 0 | 33 | 30 | 3 | 33 | 0 | 0 | 40 | 24 | 38 | 17 |
| | GB AIRWAYS LTD | S | 53 | 0 | 0 | 64 | 19 | 11 | 6 | 0 | 0 | 20 | 29 | 34 | 28 |
| | IBERWORLD | C | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 45 | 0 | 0 | 67 | 22 | 2 | 9 | 0 | 0 | 18 | 44 | 59 | 32 |
| | MY TRAVEL AIRWAYS UK | C | 46 | 0 | 0 | 70 | 11 | 15 | 4 | 0 | 0 | 16 | 61 | 19 | 46 |
| | THOMAS COOK AIRLINES LTD | C | 86 | 0 | 0 | 83 | 12 | 3 | 2 | 0 | 0 | 8 | 58 | 24 | 76 |

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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 TENERIFE (SURREINA SOFIA) | | | 433 | 3 | 0 | 71 | 15 | 7 | 7 | 0 | 0 | 18 | 49 | 28 | 361 |
| TOTAL SPAIN(CANARY ISLANDS) | | | 838 | 8 | 2 | 73 | 14 | 7 | 5 | 1 | 0 | 17 | 56 | 23 | 772 |
| ST LUCIA | | | | | | | | | | | | | | | |
| ST LUCIA (HEWANORRA) | BRITISH AIRWAYS PLC | S | 34 | 0 | 0 | 62 | 12 | 6 | 18 | 3 | 0 | 32 | 58 | 46 | 26 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 17 | 0 | 0 | 71 | 24 | 6 | 0 | 0 | 0 | 13 | 75 | 18 | 8 |
| TOTAL ST LUCIA (HEWANORRA) | | | 51 | 0 | 0 | 65 | 16 | 6 | 12 | 2 | 0 | 25 | 59 | 36 | 44 |
| TOTAL ST LUCIA | | | 51 | 0 | 0 | 65 | 16 | 6 | 12 | 2 | 0 | 25 | 59 | 36 | 44 |
| SWITZERLAND | | | | | | | | | | | | | | | |
| BERNE | FLYBE.BRITISH EUROPEAN | C | 9 | 0 | 0 | 33 | 11 | 22 | 22 | 11 | 0 | 64 | 0 | 0 | 0 |
| TOTAL BERNE | | | 9 | 0 | 0 | 33 | 11 | 22 | 22 | 11 | 0 | 64 | 0 | 0 | 0 |
| GENEVA | | | | | | | | | | | | | | | |
| | BRITANNIA AIRWAYS | C | 58 | 0 | 0 | 36 | 24 | 28 | 7 | 2 | 3 | 44 | 28 | 43 | 47 |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 176 | 0 | 0 | 66 | 17 | 10 | 5 | 1 | 0 | 19 | 63 | 24 | 169 |
| | BRITISH AIRWAYS PLC | C | 31 | 0 | 0 | 42 | 29 | 16 | 13 | 0 | 0 | 26 | 10 | 32 | 10 |
| | EASYJET AIRLINE COMPANY LTD | S | 62 | 0 | 0 | 95 | 3 | 2 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | EASYJET SWITZERLAND | S | 182 | 1 | 2 | 69 | 14 | 11 | 6 | 0 | 0 | 15 | 60 | 26 | 124 |
| | EUROPEAN AIR CHARTER | C | 10 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 42 | 0 | 0 | 0 |
| | FIRST CHOICE AIRWAYS LTD | C | 40 | 0 | 0 | 43 | 18 | 35 | 5 | 0 | 0 | 25 | 32 | 41 | 28 |
| | MONARCH AIRLINES | C | 28 | 1 | 0 | 46 | 7 | 32 | 14 | 0 | 0 | 28 | 42 | 31 | 19 |
| | MY TRAVEL AIRWAYS UK | C | 20 | 0 | 0 | 80 | 10 | 5 | 5 | 0 | 0 | 13 | 80 | 14 | 10 |
| | THOMAS COOK AIRLINES LTD | C | 20 | 0 | 0 | 15 | 15 | 65 | 5 | 0 | 0 | 35 | 20 | 46 | 20 |
| TOTAL GENEVA | | | 627 | 3 | 2 | 62 | 15 | 15 | 7 | 0 | 0 | 21 | 51 | 30 | 455 |
| SION | BRITISH AIRWAYS PLC | C | 19 | 0 | 0 | 26 | 21 | 32 | 16 | 5 | 0 | 47 | 0 | 0 | 0 |
| TOTAL SION | | | 19 | 0 | 0 | 26 | 21 | 32 | 16 | 5 | 0 | 47 | 45 | 41 | 20 |
| ZURICH | EASYJET AIRLINE COMPANY LTD | S | 124 | 0 | 0 | 59 | 19 | 15 | 7 | 0 | 0 | 21 | 0 | 0 | 0 |
| TOTAL ZURICH | | | 124 | 0 | 0 | 59 | 19 | 15 | 7 | 0 | 0 | 21 | 64 | 15 | 120 |
| TOTAL SWITZERLAND | | | 779 | 3 | 2 | 60 | 16 | 16 | 7 | 1 | 0 | 22 | 53 | 27 | 595 |
| TRINIDAD AND TOBAGO | | | | | | | | | | | | | | | |
| TOBAGO | MONARCH AIRLINES | C | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| TOTAL TOBAGO | | | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 17 | 71 | 12 | 7 |
| TOTAL TRINIDAD AND TOBAGO | | | 4 | 1 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 17 | 71 | 12 | 7 |
| TUNISIA | | | | | | | | | | | | | | | |
| JERBA | MONARCH AIRLINES | C | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 50 | 40 | 10 | 0 | 0 | 0 | 16 | 67 | 13 | 9 |
| TOTAL JERBA | | | 14 | 0 | 0 | 64 | 29 | 7 | 0 | 0 | 0 | 12 | 67 | 13 | 9 |
| MONASTIR | | | | | | | | | | | | | | | |
| | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 88 | 0 | 0 | 13 | 0 | 0 | 13 | 67 | 16 | 18 |
| | FIRST CHOICE AIRWAYS LTD | C | 10 | 0 | 0 | 70 | 10 | 0 | 20 | 0 | 0 | 28 | 69 | 19 | 16 |
| | MONARCH AIRLINES | C | 13 | 0 | 0 | 62 | 15 | 15 | 8 | 0 | 0 | 15 | 11 | 80 | 9 |
| | MY TRAVEL AIRWAYS UK | C | 19 | 0 | 0 | 58 | 5 | 26 | 11 | 0 | 0 | 28 | 79 | 12 | 24 |
| | THOMAS COOK AIRLINES LTD | C | 10 | 0 | 0 | 40 | 30 | 10 | 20 | 0 | 0 | 39 | 0 | 0 | 0 |
| TOTAL MONASTIR | | | 60 | 0 | 0 | 62 | 12 | 13 | 13 | 0 | 0 | 25 | 65 | 24 | 68 |
| TUNIS | GB AIRWAYS LTD | S | 44 | 0 | 0 | 86 | 11 | 2 | 0 | 0 | 0 | 9 | 62 | 12 | 34 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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 TUNIS | | | 44 | 1 | 0 | 86 | 11 | 2 | 0 | 0 | 0 | 9 | 62 | 12 | 34 |
| TOTAL TUNISIA | | | 119 | 1 | 0 | 71 | 13 | 8 | 7 | 0 | 0 | 17 | 64 | 19 | 111 |
| TURKEY | | | | | | | | | | | | | | | |
| ANTALYA | THOMAS COOK AIRLINES LTD | C | 12 | 0 | 0 | 67 | 8 | 25 | 0 | 0 | 0 | 15 | 58 | 32 | 12 |
| TOTAL ANTALYA | | | 12 | 0 | 0 | 67 | 8 | 25 | 0 | 0 | 0 | 15 | 58 | 32 | 12 |
| TOTAL DALAMAN | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| TOTAL TURKEY | | | 14 | 0 | 0 | 71 | 7 | 21 | 0 | 0 | 0 | 13 | 58 | 32 | 12 |
| UKRAINE | | | | | | | | | | | | | | | |
| KIEV (BORISPOL) | BRITISH AIRWAYS (EURO OPS) LG | S | 42 | 0 | 0 | 83 | 2 | 12 | 2 | 0 | 0 | 11 | 57 | 19 | 42 |
| | UKRAINE INTERNATIONAL AIRLIN | S | 46 | 0 | 0 | 89 | 9 | 2 | 0 | 0 | 0 | 6 | 51 | 40 | 37 |
| TOTAL KIEV (BORISPOL) | | | 88 | 0 | 0 | 86 | 6 | 7 | 1 | 0 | 0 | 8 | 54 | 29 | 79 |
| TOTAL UKRAINE | | | 88 | 0 | 0 | 86 | 6 | 7 | 1 | 0 | 0 | 8 | 54 | 29 | 79 |
| UNITED ARAB EMIRATES | | | | | | | | | | | | | | | |
| DUBAI | EMIRATES | S | 61 | 1 | 24 | 80 | 11 | 5 | 3 | 0 | 0 | 9 | 69 | 15 | 62 |
| TOTAL DUBAI | | | 61 | 1 | 24 | 80 | 11 | 5 | 3 | 0 | 0 | 9 | 69 | 15 | 62 |
| TOTAL UNITED ARAB EMIRATES | | | 61 | 2 | 24 | 80 | 11 | 5 | 3 | 0 | 0 | 9 | 69 | 15 | 62 |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| ABERDEEN | BRITISH AIRWAYS (EURO OPS) LG | S | 224 | 0 | 0 | 94 | 2 | 2 | 1 | 0 | 0 | 4 | 78 | 19 | 221 |
| TOTAL ABERDEEN | | | 224 | 0 | 0 | 94 | 2 | 2 | 1 | 0 | 0 | 4 | 78 | 19 | 221 |
| BELFAST CITY | FLYBE.BRITISH EUROPEAN | S | 299 | 9 | 9 | 83 | 9 | 2 | 3 | 2 | 0 | 14 | 87 | 6 | 327 |
| TOTAL BELFAST CITY | | | 299 | 9 | 9 | 83 | 9 | 2 | 3 | 2 | 0 | 14 | 87 | 6 | 327 |
| BIRMINGHAM | BRITANNIA AIRWAYS | C | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL BIRMINGHAM | | | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BRISTOL | BRITISH AIRWAYS CITIEXPRESS L | S | 40 | 0 | 2 | 85 | 13 | 3 | 0 | 0 | 0 | 8 | 43 | 26 | 23 |
| TOTAL BRISTOL | | | 40 | 0 | 2 | 85 | 13 | 3 | 0 | 0 | 0 | 8 | 43 | 26 | 23 |
| EDINBURGH | BRITISH AIRWAYS (EURO OPS) LG | S | 322 | 0 | 0 | 87 | 8 | 3 | 2 | 0 | 0 | 6 | 73 | 19 | 334 |
| | EASYJET AIRLINE COMPANY LTD | S | 268 | 0 | 2 | 72 | 13 | 11 | 4 | 0 | 14 | 0 | 0 | 0 | |
| TOTAL EDINBURGH | | | 590 | 0 | 2 | 80 | 10 | 7 | 3 | 0 | 10 | 73 | 19 | 334 | |
| GLASGOW | BRITISH AIRWAYS (EURO OPS) LG | S | 312 | 0 | 0 | 93 | 2 | 3 | 2 | 0 | 0 | 6 | 80 | 14 | 330 |
| TOTAL GLASGOW | | | 312 | 0 | 0 | 93 | 2 | 3 | 2 | 0 | 0 | 6 | 80 | 14 | 331 |
| GUERNSEY | CITY FLYER EXPRESS | S | 151 | 0 | 0 | 81 | 5 | 11 | 2 | 2 | 0 | 15 | 80 | 8 | 190 |
| | FLYBE.BRITISH EUROPEAN | S | 203 | 0 | 5 | 88 | 6 | 3 | 3 | 0 | 0 | 7 | 89 | 9 | 222 |
| TOTAL GUERNSEY | | | 354 | 0 | 5 | 85 | 6 | 6 | 3 | 1 | 0 | 10 | 85 | 9 | 412 |
| INVERNESS | BRITISH REGIONAL AIRLINES LTD | S | 168 | 0 | 0 | 84 | 7 | 5 | 4 | 0 | 0 | 9 | 76 | 22 | 170 |
| TOTAL INVERNESS | | | 168 | 0 | 0 | 84 | 7 | 5 | 4 | 0 | 0 | 9 | 76 | 22 | 170 |
| ISLE OF MAN | BA CITIEXPRESS (IOM) LTD | S | 2 | 2 | 2 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| TOTAL ISLE OF MAN | | | 2 | 2 | 2 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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) | | | | | | | | | | |
| JERSEY | CITY FLYER EXPRESS | S | 375 | 0 | 0 | 78 | 10 | 7 | 5 | 0 | 0 | 13 | 77 | 13 | 346 |
| | FLYBE.BRITISH EUROPEAN | S | 235 | 0 | 4 | 81 | 9 | 3 | 6 | 1 | 0 | 14 | 87 | 11 | 229 |
| TOTAL JERSEY | | | 610 | 0 | 4 | 79 | 9 | 6 | 5 | 0 | 13 | 81 | 12 | 575 | |
| LEEDS BRADFORD | BRITISH REGIONAL AIRLINES LTD | S | 162 | 0 | 2 | 86 | 6 | 5 | 2 | 0 | 8 | 0 | 0 | 0 | |
| TOTAL LEEDS BRADFORD | | | 162 | 0 | 2 | 86 | 6 | 5 | 2 | 0 | 8 | 0 | 0 | 0 | |
| MANCHESTER | BRITANNIA AIRWAYS | C | 7 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 1 | 75 | 18 | 24 | |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 382 | 0 | 0 | 90 | 5 | 2 | 1 | 1 | 8 | 73 | 19 | 392 | |
| | MONARCH AIRLINES | C | 13 | 8 | 0 | 85 | 0 | 15 | 0 | 0 | 10 | 44 | 34 | 9 | |
| | MY TRAVEL AIRWAYS UK | C | 7 | 0 | 0 | 57 | 14 | 14 | 14 | 0 | 30 | 75 | 49 | 4 | |
| | THOMAS COOK AIRLINES LTD | C | 23 | 2 | 0 | 91 | 4 | 4 | 0 | 0 | 3 | 67 | 104 | 3 | |
| TOTAL MANCHESTER | | | 433 | 39 | 0 | 90 | 5 | 3 | 1 | 1 | 8 | 72 | 20 | 435 | |
| NEWCASTLE | CITY FLYER EXPRESS | S | 278 | 0 | 0 | 88 | 6 | 3 | 3 | 0 | 7 | 71 | 15 | 279 | |
| TOTAL NEWCASTLE | | | 278 | 1 | 2 | 88 | 6 | 3 | 3 | 0 | 7 | 71 | 15 | 279 | |
| NEWQUAY | BRITISH AIRWAYS CITIEXPRESS L | S | 135 | 0 | 0 | 79 | 8 | 7 | 5 | 0 | 12 | 64 | 19 | 129 | |
| TOTAL NEWQUAY | | | 135 | 0 | 0 | 79 | 8 | 7 | 5 | 0 | 12 | 64 | 19 | 129 | |
| PLYMOUTH | BRITISH AIRWAYS CITIEXPRESS L | S | 113 | 0 | 0 | 81 | 9 | 6 | 4 | 0 | 11 | 61 | 19 | 122 | |
| TOTAL PLYMOUTH | | | 113 | 0 | 0 | 81 | 9 | 6 | 4 | 0 | 11 | 61 | 19 | 122 | |
| TOTAL UNITED KINGDOM | | | 3729 | 55 | 28 | 85 | 7 | 5 | 3 | 0 | 10 | 77 | 15 | 3358 | |
| USA | | | | | | | | | | | | | | | |
| ATLANTA | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 95 | 2 | 2 | 2 | 0 | 4 | 65 | 19 | 62 | |
| | DELTA AIRLINES | S | 141 | 0 | 18 | 72 | 15 | 6 | 6 | 1 | 15 | 62 | 23 | 138 | |
| TOTAL ATLANTA | | | 203 | 0 | 18 | 79 | 11 | 5 | 5 | 0 | 12 | 63 | 22 | 200 | |
| BOSTON | DELTA AIRLINES | S | 59 | 1 | 0 | 86 | 10 | 3 | 0 | 0 | 6 | 0 | 0 | 0 | |
| TOTAL BOSTON | | | 59 | 1 | 0 | 86 | 10 | 3 | 0 | 0 | 6 | 72 | 26 | 60 | |
| CHARLOTTE | US AIRWAYS | S | 62 | 0 | 0 | 65 | 11 | 11 | 10 | 3 | 27 | 66 | 19 | 62 | |
| TOTAL CHARLOTTE | | | 62 | 0 | 0 | 65 | 11 | 11 | 10 | 3 | 27 | 71 | 18 | 124 | |
| CINCINNATI | DELTA AIRLINES | S | 76 | 0 | 7 | 88 | 7 | 0 | 4 | 1 | 9 | 71 | 12 | 120 | |
| TOTAL CINCINNATI | | | 76 | 0 | 7 | 88 | 7 | 0 | 4 | 1 | 9 | 71 | 12 | 120 | |
| DALLAS/FORT WORTH | AMERICAN AIRLINES | S | 80 | 0 | 0 | 78 | 5 | 9 | 8 | 1 | 17 | 54 | 27 | 124 | |
| | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 81 | 11 | 5 | 3 | 0 | 8 | 63 | 24 | 62 | |
| TOTAL DALLAS/FORT WORTH | | | 142 | 0 | 0 | 79 | 8 | 7 | 6 | 1 | 13 | 57 | 26 | 186 | |
| DENVER INTERNATIONAL | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 82 | 8 | 5 | 3 | 2 | 11 | 71 | 48 | 58 | |
| TOTAL DENVER INTERNATIONAL | | | 62 | 0 | 0 | 82 | 8 | 5 | 3 | 2 | 11 | 71 | 48 | 58 | |
| DETROIT | NORTHWEST AIRLINES | S | 62 | 0 | 1 | 82 | 5 | 8 | 2 | 2 | 30 | 85 | 32 | 60 | |
| TOTAL DETROIT | | | 62 | 0 | 1 | 82 | 5 | 8 | 2 | 2 | 30 | 85 | 32 | 60 | |
| HOUSTON | BRITISH AIRWAYS PLC | S | 98 | 0 | 0 | 77 | 16 | 6 | 1 | 0 | 9 | 51 | 28 | 78 | |
| | CONTINENTAL AIRLINES | S | 124 | 3 | 0 | 74 | 12 | 10 | 3 | 1 | 13 | 73 | 11 | 124 | |
| TOTAL HOUSTON | | | 222 | 3 | 0 | 75 | 14 | 8 | 2 | 0 | 11 | 64 | 17 | 202 | |
| LAS VEGAS | VIRGIN ATLANTIC AIRWAYS LTD | S | 18 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 9 | 50 | 24 | 18 | |
| TOTAL LAS VEGAS | | | 18 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 9 | 46 | 57 | 26 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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) | | | | | | | | | | | |
| MIAMI INTERNATIONAL | VIRGIN ATLANTIC AIRWAYS LTD | S | 62 | 0 | 0 | 61 | 23 | 15 | 2 | 0 | 0 | 15 | 55 | 26 | 62 |
| TOTAL MIAMI INTERNATIONAL | | | 62 | 0 | 0 | 61 | 23 | 15 | 2 | 0 | 0 | 15 | 58 | 27 | 111 |
| MINNEAPOLIS-ST PAUL | NORTHWEST AIRLINES | S | 60 | 0 | 2 | 85 | 5 | 2 | 5 | 3 | 0 | 16 | 60 | 22 | 62 |
| TOTAL MINNEAPOLIS-ST PAUL | | | 60 | 0 | 2 | 85 | 5 | 2 | 5 | 3 | 0 | 16 | 60 | 22 | 62 |
| NEW YORK (NEWARK) | CONTINENTAL AIRLINES | S | 127 | 0 | 0 | 85 | 7 | 5 | 3 | 0 | 0 | 9 | 74 | 15 | 123 |
| TOTAL NEW YORK (NEWARK) | | | 127 | 0 | 0 | 85 | 7 | 5 | 3 | 0 | 0 | 9 | 73 | 14 | 185 |
| ORLANDO | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 82 | 10 | 8 | 0 | 0 | 0 | 8 | 55 | 33 | 62 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 130 | 0 | 0 | 65 | 18 | 12 | 5 | 0 | 0 | 17 | 51 | 38 | 110 |
| TOTAL ORLANDO | | | 192 | 0 | 0 | 71 | 15 | 11 | 3 | 0 | 0 | 14 | 50 | 35 | 191 |
| PHILADELPHIA INTERNATIONAL | US AIRWAYS | S | 62 | 1 | 0 | 81 | 10 | 10 | 0 | 0 | 0 | 9 | 61 | 16 | 62 |
| TOTAL PHILADELPHIA INTERNATIONAL | | | 62 | 1 | 0 | 81 | 10 | 10 | 0 | 0 | 0 | 9 | 61 | 16 | 62 |
| PHOENIX | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 94 | 5 | 2 | 0 | 0 | 0 | 3 | 85 | 7 | 13 |
| TOTAL PHOENIX | | | 62 | 0 | 0 | 94 | 5 | 2 | 0 | 0 | 0 | 3 | 85 | 7 | 13 |
| PITTSBURGH | US AIRWAYS | S | 30 | 0 | 0 | 73 | 7 | 10 | 7 | 3 | 0 | 23 | 76 | 12 | 62 |
| TOTAL PITTSBURGH | | | 30 | 0 | 0 | 73 | 7 | 10 | 7 | 3 | 0 | 23 | 76 | 12 | 62 |
| RALEIGH | AMERICAN AIRLINES | S | 62 | 0 | 0 | 84 | 10 | 6 | 0 | 0 | 0 | 7 | 81 | 23 | 62 |
| TOTAL RALEIGH | | | 62 | 0 | 0 | 84 | 10 | 6 | 0 | 0 | 0 | 7 | 81 | 23 | 62 |
| SAN DIEGO | BRITISH AIRWAYS PLC | S | 46 | 0 | 0 | 93 | 2 | 4 | 0 | 0 | 0 | 3 | 50 | 32 | 62 |
| TOTAL SAN DIEGO | | | 46 | 0 | 0 | 93 | 2 | 4 | 0 | 0 | 0 | 3 | 50 | 32 | 62 |
| SANFORD | BRITANNIA AIRWAYS | C | 5 | 1 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| | FIRST CHOICE AIRWAYS LTD | C | 10 | 0 | 0 | 40 | 30 | 20 | 10 | 0 | 0 | 24 | 74 | 15 | 23 |
| | MY TRAVEL AIRWAYS UK | C | 21 | 0 | 0 | 52 | 10 | 10 | 24 | 5 | 0 | 45 | 48 | 44 | 33 |
| | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 50 | 0 | 0 | 25 | 13 | 119 | 0 | 0 | 0 | 0 |
| TOTAL SANFORD | | | 45 | 1 | 0 | 47 | 16 | 13 | 18 | 4 | 2 | 50 | 60 | 32 | 57 |
| ST LOUIS (LAMBERT) | AMERICAN AIRLINES | S | 62 | 0 | 0 | 74 | 11 | 10 | 5 | 0 | 0 | 13 | 0 | 0 | 0 |
| TOTAL ST LOUIS (LAMBERT) | | | 62 | 0 | 0 | 74 | 11 | 10 | 5 | 0 | 0 | 13 | 65 | 12 | 62 |
| TAMPA | BRITISH AIRWAYS PLC | S | 27 | 0 | 0 | 59 | 7 | 11 | 19 | 4 | 0 | 30 | 42 | 38 | 26 |
| TOTAL TAMPA | | | 27 | 0 | 0 | 59 | 7 | 11 | 19 | 4 | 0 | 30 | 42 | 38 | 26 |
| TOTAL USA | | | 1743 | 8 | 28 | 78 | 10 | 7 | 4 | 1 | 0 | 14 | 65 | 23 | 2175 |
| VENEZUELA | | | | | | | | | | | | | | | |
| CARACAS | BRITISH AIRWAYS PLC | S | 13 | 0 | 0 | 77 | 0 | 15 | 0 | 8 | 0 | 24 | 77 | 25 | 13 |
| TOTAL CARACAS | | | 13 | 0 | 0 | 77 | 0 | 15 | 0 | 8 | 0 | 24 | 77 | 25 | 13 |
| PORLAMAR | FIRST CHOICE AIRWAYS LTD | C | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 100 | 4 | 3 |
| TOTAL PORLAMAR | | | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 100 | 4 | 3 |
| TOTAL VENEZUELA | | | 17 | 0 | 0 | 76 | 6 | 12 | 0 | 6 | 0 | 21 | 81 | 21 | 16 |
| VIRGIN ISLANDS (U.S.A) | | | | | | | | | | | | | | | |
| ST THOMAS ISLANDS | FIRST CHOICE AIRWAYS LTD | C | 4 | 0 | 0 | 25 | 50 | 0 | 25 | 0 | 0 | 31 | 60 | 44 | 5 |
| TOTAL ST THOMAS ISLANDS | | | 4 | 0 | 0 | 25 | 50 | 0 | 25 | 0 | 0 | 31 | 60 | 44 | 5 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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 VIRGIN ISLANDS (U.S.A) | | | 4 | 0 | 0 | 25 | 50 | 0 | 25 | 0 | 0 | 31 | 60 | 44 | 5 |
| ZAMBIA | | | | | | | | | | | | | | | |
| LUSAKA | BRITISH AIRWAYS PLC | S | 27 | 0 | 0 | 85 | 0 | 4 | 7 | 0 | 4 | 67 | 84 | 14 | 25 |
| TOTAL LUSAKA | | | 27 | 0 | 0 | 85 | 0 | 4 | 7 | 0 | 4 | 67 | 84 | 14 | 25 |
| TOTAL ZAMBIA | | | 27 | 0 | 0 | 85 | 0 | 4 | 7 | 0 | 4 | 67 | 84 | 14 | 25 |
| ZIMBABWE | | | | | | | | | | | | | | | |
| HARARE | AIR ZIMBABWE | S | 33 | 1 | 3 | 61 | 21 | 9 | 0 | 3 | 6 | 60 | 54 | 23 | 28 |
| TOTAL HARARE | | | 34 | 1 | 3 | 62 | 21 | 9 | 0 | 3 | 6 | 58 | 54 | 23 | 28 |
| TOTAL ZIMBABWE | | | 34 | 1 | 3 | 62 | 21 | 9 | 0 | 3 | 6 | 58 | 54 | 23 | 28 |
| TOTAL GATWICK | | | 17813 | 168 | 363 | 78 | 11 | 7 | 4 | 1 | 0 | 14 | 67 | 21 | 19289 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: GLASGOW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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) |
| AUSTRIA | | | | | | | | | | | | | | | |
| SALZBURG | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 60 | 14 | 5 |
| TOTAL SALZBURG | | | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 60 | 14 | 5 |
| TOTAL AUSTRIA | | | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 60 | 14 | 5 |
| BARBADOS | | | | | | | | | | | | | | | |
| BRIDGETOWN | BRITANNIA AIRWAYS | C | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 15 | 67 | 17 | 3 |
| TOTAL BRIDGETOWN | | | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 15 | 67 | 17 | 3 |
| TOTAL BARBADOS | | | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 15 | 67 | 17 | 3 |
| CANADA | | | | | | | | | | | | | | | |
| TORONTO | AIR TRANSAT | S | 8 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 10 | 40 | 28 | 10 |
| TOTAL TORONTO | | | 8 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 10 | 28 | 52 | 64 |
| TOTAL CANADA | | | 8 | 1 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 10 | 28 | 52 | 64 |
| CYPRUS | | | | | | | | | | | | | | | |
| LARNACA | HELIOS AIRWAYS LTD | C | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| TOTAL LARNACA | | | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| PAPHOS | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 6 | 90 | 5 | 10 |
| | EUROCYPRIA AIRLINES LTD | C | 12 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | FIRST CHOICE AIRWAYS LTD | S | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| TOTAL PAPHOS | | | 30 | 0 | 0 | 93 | 3 | 3 | 0 | 0 | 0 | 5 | 78 | 101 | 18 |
| TOTAL CYPRUS | | | 34 | 0 | 0 | 91 | 3 | 6 | 0 | 0 | 0 | 5 | 78 | 101 | 18 |
| DENMARK | | | | | | | | | | | | | | | |
| COPENHAGEN | BMI BRITISH MIDLAND | S | 60 | 1 | 1 | 85 | 10 | 3 | 2 | 0 | 0 | 8 | 85 | 9 | 62 |
| TOTAL COPENHAGEN | | | 60 | 1 | 1 | 85 | 10 | 3 | 2 | 0 | 0 | 8 | 85 | 9 | 62 |
| TOTAL DENMARK | | | 60 | 1 | 1 | 85 | 10 | 3 | 2 | 0 | 0 | 8 | 85 | 9 | 62 |
| FRANCE | | | | | | | | | | | | | | | |
| LYON | BRITANNIA AIRWAYS | C | 13 | 0 | 0 | 62 | 8 | 31 | 0 | 0 | 0 | 17 | 25 | 53 | 12 |
| TOTAL LYON | | | 13 | 0 | 0 | 62 | 8 | 31 | 0 | 0 | 0 | 17 | 31 | 49 | 13 |
| PARIS (CHARLES DE GAULLE) | BRITISH AIRWAYS PLC | S | 161 | 0 | 1 | 93 | 4 | 0 | 3 | 0 | 0 | 5 | 88 | 7 | 164 |
| | EXCEL AIRWAYS LTD | C | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 38 | 0 | 0 | 0 |
| | FLYGLOBESPAN | C | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 67 | 0 | 0 | 0 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 165 | 0 | 1 | 92 | 4 | 1 | 4 | 0 | 0 | 6 | 73 | 14 | 304 |
| TOULOUSE (BLAGNAC) | FIRST CHOICE AIRWAYS LTD | C | 8 | 1 | 0 | 88 | 0 | 0 | 13 | 0 | 0 | 11 | 57 | 35 | 7 |
| TOTAL TOULOUSE (BLAGNAC) | | | 8 | 1 | 0 | 88 | 0 | 0 | 13 | 0 | 0 | 11 | 57 | 35 | 7 |
| TOTAL FRANCE | | | 187 | 1 | 1 | 89 | 4 | 3 | 4 | 0 | 0 | 7 | 71 | 16 | 324 |
| GERMANY | | | | | | | | | | | | | | | |
| FRANKFURT MAIN | BRITISH AIRWAYS CITIEXPRESS L | S | 23 | 0 | 0 | 74 | 9 | 13 | 4 | 0 | 0 | 15 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 46 | 0 | 0 | 78 | 17 | 4 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | BRITISH REGIONAL AIRLINES LTD | S | 21 | 0 | 0 | 90 | 0 | 10 | 0 | 0 | 0 | 7 | 89 | 5 | 18 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: GLASGOW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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 | | | 90 | 0 | 0 | 80 | 11 | 8 | 1 | 0 | 0 | 9 | 89 | 5 | 18 |
| MUNICH | BRITISH AIRWAYS CITIEXPRESS L | S | 54 | 0 | 0 | 94 | 2 | 4 | 0 | 0 | 0 | 4 | 50 | 17 | 4 |
| TOTAL MUNICH | | | 54 | 0 | 0 | 94 | 2 | 4 | 0 | 0 | 0 | 4 | 50 | 17 | 4 |
| TOTAL GERMANY | | | 144 | 2 | 0 | 85 | 8 | 6 | 1 | 0 | 0 | 7 | 82 | 7 | 22 |
| ICELAND | | | | | | | | | | | | | | | |
| KEFLAVIK | ICELANDAIR | S | 40 | 0 | 0 | 83 | 13 | 3 | 3 | 0 | 0 | 9 | 85 | 9 | 52 |
| TOTAL KEFLAVIK | | | 40 | 0 | 0 | 83 | 13 | 3 | 3 | 0 | 0 | 9 | 85 | 9 | 52 |
| TOTAL ICELAND | | | 40 | 0 | 0 | 83 | 13 | 3 | 3 | 0 | 0 | 9 | 85 | 9 | 52 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| CORK | BRITISH REGIONAL AIRLINES LTD | S | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 89 | 8 | 61 |
| | LOGANAIR | S | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| TOTAL CORK | | | 16 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 89 | 8 | 61 |
| DUBLIN | AER LINGUS | S | 177 | 0 | 0 | 92 | 3 | 5 | 0 | 0 | 0 | 5 | 86 | 8 | 214 |
| | GO FLY LTD | S | 24 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL DUBLIN | | | 201 | 0 | 0 | 90 | 4 | 5 | 0 | 0 | 0 | 6 | 86 | 8 | 214 |
| TOTAL IRISH REPUBLIC | | | 217 | 0 | 0 | 91 | 4 | 5 | 0 | 0 | 0 | 6 | 87 | 8 | 275 |
| ITALY | | | | | | | | | | | | | | | |
| ALGHERO/SASSARI | AZZURRA AIR | C | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 84 | 0 | 0 | 0 |
| TOTAL ALGHERO/SASSARI | | | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 84 | 0 | 0 | 0 |
| NAPLES | AZZURRA AIR | C | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 72 | 0 | 0 | 0 |
| TOTAL NAPLES | | | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 72 | 0 | 0 | 0 |
| TURIN | THOMAS COOK AIRLINES LTD | C | 9 | 0 | 0 | 78 | 0 | 22 | 0 | 0 | 0 | 10 | 50 | 23 | 8 |
| TOTAL TURIN | | | 9 | 0 | 0 | 78 | 0 | 22 | 0 | 0 | 0 | 10 | 50 | 23 | 8 |
| TOTAL ITALY | | | 13 | 0 | 1 | 62 | 0 | 23 | 15 | 0 | 0 | 31 | 56 | 19 | 27 |
| MALTA | | | | | | | | | | | | | | | |
| MALTA | AIR MALTA | C | 6 | 0 | 0 | 50 | 17 | 17 | 17 | 0 | 0 | 39 | 88 | 8 | 8 |
| | AIR MALTA | S | 8 | 0 | 2 | 88 | 13 | 0 | 0 | 0 | 5 | 50 | 15 | 10 | |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 4 | 50 | 36 | 6 | |
| TOTAL MALTA | | | 22 | 0 | 2 | 82 | 9 | 5 | 5 | 0 | 0 | 14 | 63 | 18 | 24 |
| TOTAL MALTA | | | 22 | 0 | 2 | 82 | 9 | 5 | 5 | 0 | 0 | 14 | 63 | 18 | 24 |
| NETHERLANDS | | | | | | | | | | | | | | | |
| AMSTERDAM | EASYJET AIRLINE COMPANY LTD | S | 123 | 0 | 1 | 87 | 7 | 2 | 3 | 0 | 0 | 7 | 0 | 0 | 0 |
| | KLM UK LTD | S | 222 | 3 | 3 | 91 | 5 | 3 | 1 | 0 | 0 | 7 | 84 | 7 | 264 |
| | TRANSAVIA | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL AMSTERDAM | | | 347 | 3 | 4 | 89 | 6 | 3 | 2 | 0 | 0 | 7 | 84 | 7 | 264 |
| TOTAL NETHERLANDS | | | 348 | 3 | 4 | 89 | 6 | 3 | 2 | 0 | 0 | 7 | 84 | 7 | 264 |
| POLAND | | | | | | | | | | | | | | | |
| KRAKOW | AZZURRA AIR | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: GLASGOW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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 KRAKOW | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| TOTAL POLAND | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| PORTUGAL(EXCLUDING MADEIRA) | | | | | | | | | | | | | | | |
| FARO | AIR LUXOR | C | 3 | 0 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 33 | 0 | 0 | 0 |
| | BMI BRITISH MIDLAND | C | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 18 | 67 | 11 | 9 |
| | BRITANNIA AIRWAYS | C | 18 | 0 | 0 | 72 | 11 | 11 | 0 | 6 | 0 | 24 | 60 | 17 | 10 |
| | FIRST CHOICE AIRWAYS LTD | C | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 13 | 0 | 0 | 54 | 31 | 15 | 0 | 0 | 0 | 17 | 13 | 192 | 8 |
| TOTAL FARO | | | 43 | 0 | 0 | 63 | 21 | 14 | 0 | 2 | 0 | 20 | 52 | 63 | 29 |
| TOTAL PORTUGAL(EXCLUDING MADEIRA) | | | 43 | 0 | 0 | 63 | 21 | 14 | 0 | 2 | 0 | 20 | 52 | 63 | 29 |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | |
| FUNCHAL | FIRST CHOICE AIRWAYS LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 50 | 192 | 8 |
| | SATA | C | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 10 | 86 | 4 | 7 |
| TOTAL FUNCHAL | | | 16 | 0 | 0 | 88 | 6 | 6 | 0 | 0 | 0 | 6 | 67 | 105 | 15 |
| TOTAL PORTUGAL(MADEIRA) | | | 16 | 0 | 0 | 88 | 6 | 6 | 0 | 0 | 0 | 6 | 67 | 105 | 15 |
| SPAIN | | | | | | | | | | | | | | | |
| ALICANTE | BRITANNIA AIRWAYS | C | 18 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 7 | 89 | 7 | 18 |
| | FIRST CHOICE AIRWAYS LTD | C | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 21 | 0 | 0 | 76 | 10 | 0 | 14 | 0 | 0 | 16 | 75 | 88 | 20 |
| | THOMAS COOK AIRLINES LTD | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 10 | 10 |
| TOTAL ALICANTE | | | 53 | 0 | 0 | 83 | 11 | 0 | 6 | 0 | 0 | 9 | 80 | 39 | 50 |
| BARCELONA | BRITISH AIRWAYS PLC | S | 24 | 0 | 0 | 96 | 4 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| TOTAL BARCELONA | | | 25 | 0 | 0 | 92 | 4 | 0 | 4 | 0 | 0 | 5 | 100 | 1 | 1 |
| MADRID | BRITISH AIRWAYS PLC | S | 17 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 3 | 19 |
| TOTAL MADRID | | | 17 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 3 | 19 |
| MALAGA | BMI BRITISH MIDLAND | C | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 28 | 100 | 12 | 1 |
| | BRITANNIA AIRWAYS | C | 18 | 0 | 0 | 72 | 28 | 0 | 0 | 0 | 0 | 8 | 33 | 72 | 18 |
| | FIRST CHOICE AIRWAYS LTD | S | 10 | 0 | 0 | 90 | 0 | 10 | 0 | 0 | 0 | 8 | 25 | 39 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 19 | 63 | 62 | 8 |
| | THOMAS COOK AIRLINES LTD | C | 11 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 30 | 24 | 10 |
| TOTAL MALAGA | | | 53 | 0 | 0 | 74 | 17 | 9 | 0 | 0 | 0 | 10 | 38 | 52 | 45 |
| PALMA DE MALLORCA | BMI BRITISH MIDLAND | C | 2 | 1 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 100 | 7 | 3 |
| | BRITANNIA AIRWAYS | C | 18 | 0 | 0 | 56 | 17 | 11 | 17 | 0 | 0 | 23 | 61 | 17 | 18 |
| | CHANNEL EXPRESS (AIR SVS) | C | 7 | 0 | 0 | 71 | 29 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| | FIRST CHOICE AIRWAYS LTD | C | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 100 | 3 | 2 |
| | IBERWORLD | C | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 11 | 0 | 0 | 45 | 27 | 9 | 18 | 0 | 0 | 24 | 70 | 23 | 10 |
| | SPANAIR | C | 10 | 0 | 0 | 60 | 10 | 30 | 0 | 0 | 0 | 17 | 70 | 19 | 10 |
| TOTAL PALMA DE MALLORCA | | | 55 | 1 | 0 | 60 | 20 | 11 | 9 | 0 | 0 | 18 | 66 | 19 | 56 |
| TOTAL SPAIN | | | 203 | 1 | 0 | 77 | 13 | 5 | 4 | 0 | 0 | 11 | 67 | 32 | 172 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

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| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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) | | | | | | | | | | | |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | |
| ARRECIFE | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 4 | 8 |
| | FIRST CHOICE AIRWAYS LTD | S | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 11 | 60 | 16 | 10 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 60 | 16 | 10 |
| | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 80 | 6 | 10 |
| TOTAL ARRECIFE | | | 32 | 0 | 0 | 94 | 3 | 3 | 0 | 0 | 0 | 4 | 71 | 11 | 38 |
| FUERTEVENTURA | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 12 | 88 | 8 | 8 |
| TOTAL FUERTEVENTURA | | | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 12 | 88 | 8 | 8 |
| LAS PALMAS | | | | | | | | | | | | | | | |
| | BRITANNIA AIRWAYS | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 33 | 18 |
| | FIRST CHOICE AIRWAYS LTD | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 4 | 75 | 9 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 11 | 88 | 5 | 8 |
| | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 24 | 9 |
| TOTAL LAS PALMAS | | | 26 | 0 | 0 | 92 | 4 | 4 | 0 | 0 | 0 | 5 | 65 | 21 | 43 |
| TENERIFE (SURREINA SOFIA) | | | | | | | | | | | | | | | |
| | BRITANNIA AIRWAYS | C | 18 | 0 | 0 | 67 | 17 | 17 | 0 | 0 | 0 | 11 | 56 | 14 | 18 |
| | FIRST CHOICE AIRWAYS LTD | S | 18 | 0 | 0 | 72 | 11 | 17 | 0 | 0 | 0 | 11 | 83 | 7 | 18 |
| | FUTURA AIRLINES | C | 36 | 0 | 0 | 67 | 14 | 14 | 6 | 0 | 0 | 17 | 64 | 17 | 14 |
| | MY TRAVEL AIRWAYS UK | C | 18 | 0 | 0 | 61 | 11 | 28 | 0 | 0 | 0 | 16 | 67 | 17 | 18 |
| | SPANAIR | C | 10 | 0 | 0 | 70 | 20 | 10 | 0 | 0 | 0 | 12 | 100 | 5 | 10 |
| | THOMAS COOK AIRLINES LTD | C | 21 | 0 | 0 | 90 | 0 | 0 | 0 | 10 | 0 | 23 | 94 | 3 | 18 |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 121 | 0 | 0 | 71 | 12 | 14 | 2 | 2 | 0 | 15 | 76 | 11 | 96 |
| TOTAL SPAIN(CANARY ISLANDS) | | | 187 | 0 | 0 | 78 | 10 | 11 | 1 | 1 | 0 | 12 | 73 | 13 | 185 |
| SWITZERLAND | | | | | | | | | | | | | | | |
| GENEVA | | | | | | | | | | | | | | | |
| | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 20 | 30 | 30 | 20 | 0 | 0 | 40 | 10 | 46 | 10 |
| | BRITISH AIRWAYS PLC | C | 20 | 0 | 0 | 20 | 40 | 35 | 5 | 0 | 0 | 26 | 20 | 33 | 20 |
| TOTAL GENEVA | | | 30 | 0 | 0 | 20 | 37 | 33 | 10 | 0 | 0 | 31 | 17 | 38 | 30 |
| TOTAL SWITZERLAND | | | 30 | 0 | 0 | 20 | 37 | 33 | 10 | 0 | 0 | 31 | 17 | 38 | 30 |
| TUNISIA | | | | | | | | | | | | | | | |
| MONASTIR | NOUVELAIR TUNISIE | C | 11 | 0 | 0 | 36 | 0 | 9 | 55 | 0 | 0 | 46 | 22 | 41 | 9 |
| TOTAL MONASTIR | | | 11 | 0 | 0 | 36 | 0 | 9 | 55 | 0 | 0 | 46 | 22 | 41 | 9 |
| TOTAL TUNISIA | | | 11 | 0 | 0 | 36 | 0 | 9 | 55 | 0 | 0 | 46 | 22 | 41 | 9 |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| BARRA | | | | | | | | | | | | | | | |
| | LOGANAIR | S | 50 | 0 | 0 | 92 | 2 | 2 | 4 | 0 | 0 | 6 | 87 | 14 | 45 |
| TOTAL BARRA | | | 50 | 0 | 0 | 92 | 2 | 2 | 4 | 0 | 0 | 6 | 87 | 14 | 45 |
| BELFAST CITY | BRITISH REGIONAL AIRLINES LTD | S | 144 | 5 | 0 | 82 | 3 | 3 | 13 | 0 | 0 | 15 | 83 | 10 | 218 |
| TOTAL BELFAST CITY | | | 144 | 5 | 0 | 82 | 3 | 3 | 13 | 0 | 0 | 15 | 83 | 10 | 218 |
| BELFAST INTERNATIONAL | EASYJET AIRLINE COMPANY LTD | S | 186 | 0 | 0 | 88 | 7 | 2 | 4 | 0 | 0 | 7 | 0 | 0 | 0 |
| | GO FLY LTD | S | 126 | 0 | 0 | 90 | 4 | 4 | 2 | 0 | 0 | 6 | 0 | 0 | 0 |
| TOTAL BELFAST INTERNATIONAL | | | 312 | 0 | 0 | 88 | 6 | 3 | 3 | 0 | 0 | 7 | 86 | 10 | 124 |
| BENBECULA | BRITISH REGIONAL AIRLINES LTD | S | 51 | 1 | 0 | 78 | 6 | 10 | 6 | 0 | 0 | 12 | 94 | 5 | 54 |
| TOTAL BENBECULA | | | 51 | 1 | 0 | 78 | 6 | 10 | 6 | 0 | 0 | 12 | 94 | 5 | 54 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: GLASGOW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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) | | | | | | | | | | |
| BIRMINGHAM | BRITISH AIRWAYS PLC | S | 112 | 1 | 1 | 94 | 4 | 2 | 1 | 0 | 0 | 4 | 86 | 10 | 229 |
| | FLYBE.BRITISH EUROPEAN | S | 189 | 1 | 10 | 82 | 9 | 7 | 2 | 1 | 0 | 10 | 82 | 10 | 243 |
| TOTAL BIRMINGHAM | | | 302 | 2 | 11 | 86 | 7 | 5 | 1 | 0 | 0 | 8 | 84 | 10 | 472 |
| BRISTOL | BRITISH AIRWAYS CITIEXPRESS L | S | 152 | 0 | 0 | 91 | 4 | 4 | 1 | 0 | 0 | 6 | 56 | 28 | 270 |
| | GO FLY LTD | S | 120 | 0 | 0 | 75 | 15 | 7 | 3 | 0 | 0 | 12 | 0 | 0 | 0 |
| TOTAL BRISTOL | | | 272 | 0 | 0 | 84 | 9 | 5 | 2 | 0 | 0 | 9 | 56 | 28 | 270 |
| CAMPBELTOWN | LOGANAIR | S | 80 | 0 | 0 | 90 | 1 | 8 | 1 | 0 | 0 | 6 | 88 | 10 | 80 |
| TOTAL CAMPBELTOWN | | | 80 | 0 | 0 | 90 | 1 | 8 | 1 | 0 | 0 | 6 | 88 | 10 | 80 |
| CARDIFF WALES | BRITISH REGIONAL AIRLINES LTD | S | 98 | 17 | 0 | 63 | 20 | 10 | 6 | 0 | 0 | 15 | 82 | 9 | 136 |
| TOTAL CARDIFF WALES | | | 98 | 17 | 0 | 63 | 20 | 10 | 6 | 0 | 0 | 15 | 82 | 9 | 136 |
| CITY OF DERRY (EGLINTON) | LOGANAIR | S | 78 | 0 | 0 | 82 | 9 | 4 | 3 | 0 | 3 | 19 | 82 | 18 | 114 |
| TOTAL CITY OF DERRY (EGLINTON) | | | 78 | 0 | 0 | 82 | 9 | 4 | 3 | 0 | 3 | 19 | 82 | 18 | 114 |
| EDINBURGH | CHANNEL EXPRESS (AIR SVS) | C | 6 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| TOTAL EDINBURGH | | | 7 | 63 | 0 | 57 | 43 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| GATWICK | BRITISH AIRWAYS (EURO OPS) LG | S | 312 | 0 | 0 | 94 | 2 | 3 | 1 | 0 | 0 | 5 | 82 | 12 | 329 |
| TOTAL GATWICK | | | 312 | 9 | 0 | 94 | 2 | 3 | 1 | 0 | 0 | 5 | 81 | 13 | 335 |
| HEATHROW | BMI BRITISH MIDLAND | S | 434 | 0 | 1 | 79 | 12 | 6 | 3 | 0 | 0 | 10 | 72 | 13 | 473 |
| | BRITISH AIRWAYS PLC | S | 636 | 1 | 5 | 83 | 9 | 5 | 2 | 0 | 0 | 9 | 81 | 10 | 666 |
| TOTAL HEATHROW | | | 1070 | 1 | 6 | 81 | 10 | 6 | 2 | 0 | 0 | 9 | 77 | 11 | 1139 |
| INVERNESS | LOGANAIR | S | 85 | 0 | 0 | 89 | 4 | 5 | 2 | 0 | 0 | 8 | 72 | 12 | 72 |
| TOTAL INVERNESS | | | 85 | 0 | 0 | 89 | 4 | 5 | 2 | 0 | 0 | 8 | 72 | 12 | 72 |
| ISLAY | LOGANAIR | S | 88 | 2 | 0 | 78 | 8 | 3 | 10 | 0 | 0 | 17 | 73 | 14 | 93 |
| TOTAL ISLAY | | | 88 | 2 | 0 | 78 | 8 | 3 | 10 | 0 | 0 | 17 | 73 | 14 | 93 |
| ISLE OF MAN | BA CITIEXPRESS (IOM) LTD | S | 72 | 0 | 0 | 82 | 6 | 3 | 10 | 0 | 0 | 15 | 82 | 8 | 87 |
| TOTAL ISLE OF MAN | | | 72 | 0 | 0 | 82 | 6 | 3 | 10 | 0 | 0 | 15 | 82 | 8 | 87 |
| LEEDS BRADFORD | BMI REGIONAL | S | 130 | 0 | 0 | 93 | 4 | 3 | 0 | 0 | 0 | 5 | 85 | 12 | 127 |
| TOTAL LEEDS BRADFORD | | | 130 | 0 | 0 | 93 | 4 | 3 | 0 | 0 | 0 | 5 | 85 | 12 | 127 |
| LUTON | EASYJET AIRLINE COMPANY LTD | S | 359 | 1 | 6 | 67 | 16 | 10 | 7 | 0 | 0 | 18 | 61 | 30 | 381 |
| TOTAL LUTON | | | 359 | 1 | 6 | 67 | 16 | 10 | 7 | 0 | 0 | 18 | 61 | 30 | 381 |
| MANCHESTER | BMI REGIONAL | S | 171 | 0 | 0 | 96 | 3 | 1 | 0 | 0 | 0 | 2 | 90 | 6 | 194 |
| | BRITISH AIRWAYS CITIEXPRESS L | S | 91 | 0 | 0 | 80 | 13 | 4 | 2 | 0 | 0 | 8 | 61 | 21 | 231 |
| | BRITISH AIRWAYS PLC | S | 120 | 2 | 4 | 69 | 17 | 7 | 6 | 2 | 0 | 17 | 0 | 0 | 0 |
| TOTAL MANCHESTER | | | 384 | 2 | 4 | 84 | 10 | 4 | 2 | 1 | 0 | 8 | 74 | 14 | 425 |
| NOTTINGHAM EAST MIDLANDS INT'L | BMI BRITISH MIDLAND | S | 186 | 0 | 0 | 91 | 5 | 3 | 0 | 0 | 0 | 4 | 78 | 13 | 189 |
| TOTAL NOTTINGHAM EAST MIDLANDS INT'L | | | 186 | 0 | 0 | 91 | 5 | 3 | 0 | 0 | 0 | 4 | 78 | 13 | 189 |
| PLYMOUTH | BRITISH AIRWAYS CITIEXPRESS L | S | 26 | 0 | 0 | 88 | 4 | 4 | 4 | 0 | 0 | 7 | 58 | 24 | 12 |
| TOTAL PLYMOUTH | | | 26 | 0 | 0 | 88 | 4 | 4 | 4 | 0 | 0 | 7 | 58 | 24 | 12 |
| SOUTHAMPTON | BRITISH REGIONAL AIRLINES LTD | S | 167 | 3 | 0 | 85 | 8 | 5 | 2 | 0 | 0 | 8 | 85 | 8 | 179 |
| TOTAL SOUTHAMPTON | | | 168 | 3 | 0 | 85 | 8 | 5 | 2 | 0 | 0 | 8 | 85 | 8 | 179 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: GLASGOW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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) | | | | | | | | | | |
| STANSTED | GO FLY LTD | S | 270 | 0 | 0 | 90 | 5 | 3 | 3 | 0 | 0 | 6 | 83 | 9 | 236 |
| TOTAL STANSTED | | | 270 | 0 | 0 | 90 | 5 | 3 | 3 | 0 | 0 | 6 | 83 | 9 | 236 |
| STORNOWAY | BRITISH REGIONAL AIRLINES LTD | S | 92 | 0 | 0 | 87 | 4 | 4 | 3 | 1 | 0 | 10 | 74 | 17 | 98 |
| TOTAL STORNOWAY | | | 92 | 0 | 0 | 87 | 4 | 4 | 3 | 1 | 0 | 10 | 74 | 17 | 98 |
| SUMBURGH | BRITISH REGIONAL AIRLINES LTD | S | 51 | 0 | 0 | 90 | 6 | 2 | 2 | 0 | 0 | 5 | 79 | 15 | 52 |
| | LOGANAIR | S | 62 | 0 | 0 | 73 | 13 | 11 | 3 | 0 | 0 | 14 | 70 | 16 | 27 |
| TOTAL SUMBURGH | | | 113 | 0 | 0 | 81 | 10 | 7 | 3 | 0 | 0 | 10 | 76 | 16 | 79 |
| TIREE | LOGANAIR | S | 51 | 0 | 0 | 92 | 4 | 0 | 4 | 0 | 0 | 5 | 84 | 11 | 45 |
| TOTAL TIREE | | | 51 | 0 | 0 | 92 | 4 | 0 | 4 | 0 | 0 | 5 | 84 | 11 | 45 |
| TOTAL UNITED KINGDOM | | | 4800 | 106 | 27 | 84 | 8 | 5 | 3 | 0 | 0 | 9 | 77 | 14 | 5292 |
| USA | | | | | | | | | | | | | | | |
| NEW YORK (NEWARK) | CONTINENTAL AIRLINES | S | 54 | 0 | 0 | 93 | 2 | 2 | 4 | 0 | 0 | 7 | 77 | 27 | 61 |
| TOTAL NEW YORK (NEWARK) | | | 54 | 0 | 0 | 93 | 2 | 2 | 4 | 0 | 0 | 7 | 77 | 27 | 61 |
| SANFORD | MY TRAVEL AIRWAYS UK | C | 10 | 1 | 0 | 50 | 20 | 10 | 20 | 0 | 0 | 23 | 36 | 48 | 11 |
| | THOMAS COOK AIRLINES LTD | C | 2 | 1 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL SANFORD | | | 13 | 2 | 0 | 62 | 15 | 8 | 15 | 0 | 0 | 18 | 36 | 48 | 11 |
| TOTAL USA | | | 67 | 2 | 0 | 87 | 4 | 3 | 6 | 0 | 0 | 9 | 70 | 29 | 77 |
| TOTAL GLASGOW | | | 6445 | 117 | 37 | 84 | 8 | 5 | 3 | 0 | 0 | 9 | 76 | 15 | 7201 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

| | | Reporting Airport: HEATHROW (Full Analysis) | | | | | | | | | | | MAR 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) | | | | | | | | | | | |
| ALGERIA | | | | | | | | | | | | | | | | |
| ALGIERS | AIR ALGERIE | S | 30 | 0 | 0 | 13 | 27 | 40 | 20 | 0 | 0 | 37 | 27 | 39 | 26 | |
| TOTAL ALGIERS | | | 30 | 0 | 0 | 13 | 27 | 40 | 20 | 0 | 0 | 37 | 27 | 39 | 26 | |
| TOTAL ALGERIA | | | 30 | 0 | 0 | 13 | 27 | 40 | 20 | 0 | 0 | 37 | 27 | 39 | 26 | |
| ARMENIA | | | | | | | | | | | | | | | | |
| YEREVAN | BRITISH MEDITERRANEAN AIRWA | S | 21 | 1 | 0 | 62 | 10 | 5 | 14 | 10 | 0 | 46 | 60 | 31 | 25 | |
| TOTAL YEREVAN | | | 21 | 1 | 0 | 62 | 10 | 5 | 14 | 10 | 0 | 46 | 60 | 31 | 25 | |
| TOTAL ARMENIA | | | 21 | 1 | 0 | 62 | 10 | 5 | 14 | 10 | 0 | 46 | 60 | 31 | 25 | |
| AUSTRALIA | | | | | | | | | | | | | | | | |
| MELBOURNE | BRITISH AIRWAYS PLC | S | 44 | 0 | 0 | 64 | 20 | 9 | 7 | 0 | 0 | 17 | 63 | 14 | 8 | |
| | QANTAS | S | 44 | 0 | 0 | 50 | 34 | 11 | 0 | 5 | 0 | 23 | 53 | 28 | 62 | |
| TOTAL MELBOURNE | | | 88 | 0 | 0 | 57 | 27 | 10 | 3 | 2 | 0 | 20 | 54 | 26 | 70 | |
| SYDNEY | BRITISH AIRWAYS PLC | S | 161 | 1 | 1 | 68 | 14 | 12 | 5 | 0 | 1 | 24 | 60 | 23 | 124 | |
| | QANTAS | S | 81 | 0 | 0 | 54 | 12 | 12 | 19 | 2 | 0 | 33 | 47 | 24 | 92 | |
| TOTAL SYDNEY | | | 242 | 1 | 1 | 64 | 13 | 12 | 10 | 1 | 0 | 27 | 54 | 23 | 216 | |
| TOTAL AUSTRALIA | | | 330 | 1 | 1 | 62 | 17 | 12 | 8 | 1 | 0 | 25 | 54 | 24 | 286 | |
| AUSTRIA | | | | | | | | | | | | | | | | |
| VIENNA | AUSTRIAN AIRLINES | S | 248 | 0 | 0 | 81 | 12 | 6 | 1 | 0 | 0 | 9 | 80 | 10 | 241 | |
| | BRITISH AIRWAYS PLC | S | 247 | 0 | 0 | 88 | 9 | 3 | 0 | 0 | 0 | 6 | 79 | 10 | 248 | |
| TOTAL VIENNA | | | 495 | 0 | 0 | 85 | 10 | 5 | 1 | 0 | 0 | 8 | 79 | 10 | 489 | |
| TOTAL AUSTRIA | | | 495 | 0 | 0 | 85 | 10 | 5 | 1 | 0 | 0 | 8 | 79 | 10 | 489 | |
| AZERBAIJAN | | | | | | | | | | | | | | | | |
| BAKU | BRITISH MEDITERRANEAN AIRWA | S | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 8 | 0 | 242 | 1 | |
| TOTAL BAKU | | | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 8 | 0 | 242 | 1 | |
| TOTAL AZERBAIJAN | | | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 8 | 0 | 242 | 1 | |
| BAHRAIN | | | | | | | | | | | | | | | | |
| BAHRAIN | GULF AIR | S | 39 | 0 | 0 | 85 | 8 | 5 | 3 | 0 | 0 | 9 | 70 | 23 | 46 | |
| TOTAL BAHRAIN | | | 39 | 0 | 0 | 85 | 8 | 5 | 3 | 0 | 0 | 9 | 70 | 23 | 46 | |
| TOTAL BAHRAIN | | | 39 | 0 | 0 | 85 | 8 | 5 | 3 | 0 | 0 | 9 | 70 | 23 | 46 | |
| BANGLADESH | | | | | | | | | | | | | | | | |
| DACCA | BIMAN BANGLADESH AIRLINES | S | 45 | 0 | 0 | 42 | 22 | 20 | 13 | 0 | 2 | 40 | 35 | 95 | 71 | |
| | BRITISH AIRWAYS PLC | S | 27 | 0 | 0 | 37 | 15 | 33 | 15 | 0 | 0 | 34 | 26 | 44 | 27 | |
| TOTAL DACCA | | | 72 | 0 | 0 | 40 | 19 | 25 | 14 | 0 | 1 | 38 | 33 | 81 | 98 | |
| SYLHET | BIMAN BANGLADESH AIRLINES | S | 13 | 0 | 0 | 15 | 31 | 8 | 38 | 8 | 0 | 65 | 0 | 0 | 0 | |
| TOTAL SYLHET | | | 13 | 0 | 0 | 15 | 31 | 8 | 38 | 8 | 0 | 65 | 0 | 0 | 0 | |
| TOTAL BANGLADESH | | | 85 | 0 | 0 | 36 | 21 | 22 | 18 | 1 | 1 | 42 | 33 | 81 | 98 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

| | | Reporting Airport: HEATHROW (Full Analysis) | | | | | | | | | | | | | |
|--------------------------------------|-----------------------|---------------------------------------------|-------------|-----------|---------------------|----------------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|-------------|
| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 2001 | | |
| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | MISMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights | |
| | | | Matched | Unmatched | | | | | | | | | | | |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| BARBADOS | | | | | | | | | | | | | | | |
| BRIDGETOWN | BRITISH AIRWAYS PLC | S | 10 | 0 | 0 | 80 | 10 | 10 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| TOTAL BRIDGETOWN | | | 10 | 0 | 0 | 80 | 10 | 10 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| TOTAL BARBADOS | | | 10 | 0 | 0 | 80 | 10 | 10 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| BELGIUM | | | | | | | | | | | | | | | |
| BRUSSELS | BMI BRITISH MIDLAND | S | 298 | 0 | 0 | 80 | 11 | 4 | 4 | 1 | 0 | 12 | 63 | 16 | 307 |
| | BRITISH AIRWAYS PLC | S | 383 | 0 | 0 | 82 | 9 | 6 | 2 | 0 | 0 | 9 | 73 | 13 | 342 |
| | SN BRUSSELS AIRLINES | S | 526 | 0 | 0 | 87 | 8 | 3 | 1 | 1 | 0 | 7 | 0 | 0 | 0 |
| TOTAL BRUSSELS | | | 1207 | 0 | 0 | 84 | 9 | 4 | 2 | 1 | 0 | 9 | 69 | 14 | 1181 |
| TOTAL BELGIUM | | | 1207 | 0 | 0 | 84 | 9 | 4 | 2 | 1 | 0 | 9 | 69 | 14 | 1181 |
| BRAZIL | | | | | | | | | | | | | | | |
| RIO DE JANEIRO (GALEAO) | BRITISH AIRWAYS PLC | S | 54 | 0 | 0 | 85 | 4 | 6 | 4 | 2 | 0 | 11 | 58 | 15 | 12 |
| | VARIG | S | 60 | 2 | 2 | 68 | 12 | 13 | 3 | 0 | 3 | 47 | 52 | 23 | 62 |
| TOTAL RIO DE JANEIRO (GALEAO) | | | 114 | 2 | 2 | 76 | 8 | 10 | 4 | 1 | 2 | 30 | 53 | 22 | 74 |
| TOTAL BRAZIL | | | 114 | 2 | 2 | 76 | 8 | 10 | 4 | 1 | 2 | 30 | 53 | 22 | 74 |
| BRUNEI | | | | | | | | | | | | | | | |
| BANDAR SERI BEGAWAN | ROYAL BRUNEI AIRLINES | S | 62 | 1 | 0 | 63 | 21 | 8 | 6 | 2 | 0 | 20 | 56 | 28 | 61 |
| TOTAL BANDAR SERI BEGAWAN | | | 62 | 1 | 0 | 63 | 21 | 8 | 6 | 2 | 0 | 20 | 56 | 28 | 61 |
| TOTAL BRUNEI | | | 62 | 1 | 0 | 63 | 21 | 8 | 6 | 2 | 0 | 20 | 56 | 28 | 61 |
| CANADA | | | | | | | | | | | | | | | |
| CALGARY | AIR CANADA | S | 62 | 0 | 0 | 65 | 16 | 13 | 5 | 0 | 2 | 23 | 53 | 30 | 62 |
| TOTAL CALGARY | | | 62 | 0 | 0 | 65 | 16 | 13 | 5 | 0 | 2 | 23 | 53 | 30 | 62 |
| HALIFAX INT | AIR CANADA | S | 59 | 0 | 0 | 59 | 22 | 10 | 7 | 0 | 2 | 35 | 48 | 42 | 52 |
| TOTAL HALIFAX INT | | | 59 | 0 | 0 | 59 | 22 | 10 | 7 | 0 | 2 | 35 | 48 | 42 | 52 |
| MONTREAL (DORVAL) | AIR CANADA | S | 62 | 1 | 0 | 69 | 18 | 6 | 6 | 0 | 0 | 15 | 44 | 26 | 62 |
| | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 81 | 11 | 5 | 2 | 2 | 0 | 13 | 67 | 19 | 60 |
| TOTAL MONTREAL (DORVAL) | | | 124 | 1 | 0 | 75 | 15 | 6 | 4 | 1 | 0 | 14 | 55 | 23 | 122 |
| OTTAWA INTERNATIONAL | AIR CANADA | S | 54 | 0 | 0 | 74 | 11 | 9 | 4 | 0 | 2 | 24 | 52 | 23 | 54 |
| TOTAL OTTAWA INTERNATIONAL | | | 54 | 0 | 0 | 74 | 11 | 9 | 4 | 0 | 2 | 24 | 52 | 23 | 54 |
| TORONTO | AIR CANADA | S | 240 | 1 | 0 | 79 | 10 | 5 | 5 | 1 | 0 | 15 | 59 | 20 | 241 |
| | BRITISH AIRWAYS PLC | S | 124 | 0 | 0 | 80 | 10 | 5 | 5 | 0 | 0 | 12 | 59 | 22 | 124 |
| TOTAL TORONTO | | | 364 | 1 | 0 | 79 | 10 | 5 | 5 | 1 | 0 | 14 | 59 | 21 | 365 |
| VANCOUVER | AIR CANADA | S | 62 | 0 | 0 | 66 | 15 | 6 | 6 | 5 | 2 | 36 | 65 | 24 | 62 |
| | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 73 | 13 | 5 | 8 | 0 | 2 | 22 | 48 | 36 | 60 |
| TOTAL VANCOUVER | | | 124 | 0 | 0 | 69 | 14 | 6 | 7 | 2 | 2 | 29 | 57 | 30 | 122 |
| TOTAL CANADA | | | 788 | 2 | 0 | 74 | 13 | 6 | 5 | 1 | 1 | 19 | 56 | 25 | 777 |
| CAYMAN ISLANDS | | | | | | | | | | | | | | | |
| GRAND CAYMAN | BRITISH AIRWAYS PLC | S | 26 | 0 | 0 | 73 | 19 | 8 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

| | | Reporting Airport: HEATHROW (Full Analysis) | | | | | | | | | | | MAR 2001 | | |
|--------------------------|-----------------------------|---------------------------------------------|------------|-----------|----------------------------|---------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | |
| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | 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 GRAND CAYMAN | | | 26 | 0 | 0 | 73 | 19 | 8 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| TOTAL CAYMAN ISLANDS | | | 26 | 0 | 0 | 73 | 19 | 8 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| CHINA | | | | | | | | | | | | | | | |
| BEIJING | AIR CHINA | S | 26 | 4 | 0 | 54 | 23 | 12 | 12 | 0 | 0 | 21 | 57 | 18 | 28 |
| | BRITISH AIRWAYS PLC | S | 26 | 0 | 0 | 81 | 8 | 8 | 4 | 0 | 0 | 10 | 89 | 5 | 28 |
| TOTAL BEIJING | | | 52 | 4 | 0 | 67 | 15 | 10 | 8 | 0 | 0 | 15 | 73 | 12 | 56 |
| SHANGHAI (PU DONG) | VIRGIN ATLANTIC AIRWAYS LTD | S | 27 | 0 | 0 | 52 | 19 | 19 | 11 | 0 | 0 | 23 | 56 | 31 | 27 |
| TOTAL SHANGHAI (PU DONG) | | | 27 | 0 | 0 | 52 | 19 | 19 | 11 | 0 | 0 | 23 | 56 | 31 | 27 |
| TOTAL CHINA | | | 79 | 4 | 0 | 62 | 16 | 13 | 9 | 0 | 0 | 18 | 67 | 18 | 83 |
| CROATIA | | | | | | | | | | | | | | | |
| ZAGREB | BRITISH AIRWAYS PLC | S | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| | CROATIA AIRLINES | S | 60 | 0 | 0 | 67 | 20 | 7 | 7 | 0 | 0 | 16 | 82 | 9 | 62 |
| TOTAL ZAGREB | | | 62 | 0 | 0 | 66 | 21 | 6 | 6 | 0 | 0 | 16 | 82 | 9 | 62 |
| TOTAL CROATIA | | | 62 | 0 | 0 | 66 | 21 | 6 | 6 | 0 | 0 | 16 | 82 | 9 | 72 |
| CYPRUS | | | | | | | | | | | | | | | |
| LARNACA | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 58 | 26 | 13 | 3 | 0 | 0 | 16 | 54 | 45 | 80 |
| | CYPRUS AIRWAYS | S | 105 | 2 | 0 | 51 | 29 | 14 | 6 | 0 | 0 | 19 | 54 | 40 | 103 |
| TOTAL LARNACA | | | 167 | 2 | 0 | 54 | 28 | 14 | 5 | 0 | 0 | 18 | 54 | 43 | 183 |
| PAPHOS | CYPRUS AIRWAYS | S | 4 | 0 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 58 | 0 | 68 | 4 |
| TOTAL PAPHOS | | | 4 | 0 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 58 | 0 | 68 | 4 |
| TOTAL CYPRUS | | | 171 | 2 | 0 | 53 | 27 | 15 | 5 | 0 | 0 | 19 | 53 | 43 | 187 |
| CZECH REPUBLIC | | | | | | | | | | | | | | | |
| PRAGUE | BRITISH AIRWAYS PLC | S | 185 | 0 | 1 | 77 | 10 | 8 | 5 | 0 | 0 | 12 | 68 | 20 | 186 |
| | CSA | S | 124 | 0 | 0 | 60 | 31 | 9 | 0 | 0 | 0 | 13 | 52 | 27 | 124 |
| TOTAL PRAGUE | | | 309 | 0 | 1 | 71 | 18 | 8 | 3 | 0 | 0 | 12 | 61 | 23 | 310 |
| TOTAL CZECH REPUBLIC | | | 309 | 0 | 1 | 71 | 18 | 8 | 3 | 0 | 0 | 12 | 61 | 23 | 310 |
| DENMARK | | | | | | | | | | | | | | | |
| COPENHAGEN | BRITISH AIRWAYS PLC | S | 285 | 1 | 1 | 83 | 11 | 6 | 0 | 0 | 0 | 8 | 73 | 13 | 298 |
| | SAS | S | 409 | 0 | 0 | 86 | 6 | 5 | 3 | 0 | 0 | 8 | 71 | 15 | 368 |
| | VARIG | S | 26 | 0 | 0 | 58 | 23 | 12 | 8 | 0 | 0 | 17 | 50 | 31 | 26 |
| TOTAL COPENHAGEN | | | 720 | 1 | 1 | 83 | 9 | 6 | 2 | 0 | 0 | 8 | 71 | 15 | 692 |
| TOTAL DENMARK | | | 720 | 1 | 1 | 83 | 9 | 6 | 2 | 0 | 0 | 8 | 71 | 15 | 692 |
| EGYPT | | | | | | | | | | | | | | | |
| CAIRO | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 89 | 6 | 5 | 0 | 0 | 0 | 5 | 69 | 28 | 62 |
| | EGYPT AIR | S | 63 | 0 | 0 | 16 | 30 | 41 | 13 | 0 | 0 | 42 | 13 | 42 | 63 |
| TOTAL CAIRO | | | 125 | 0 | 0 | 52 | 18 | 23 | 6 | 0 | 0 | 24 | 41 | 35 | 125 |
| LUXOR | EGYPT AIR | S | 8 | 0 | 0 | 13 | 50 | 13 | 25 | 0 | 0 | 42 | 0 | 49 | 8 |
| TOTAL LUXOR | | | 8 | 0 | 0 | 13 | 50 | 13 | 25 | 0 | 0 | 42 | 21 | 35 | 14 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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 EGYPT | | | 133 | 0 | 0 | 50 | 20 | 23 | 8 | 0 | 0 | 25 | 39 | 35 | 148 |
| ETHIOPIA | | | | | | | | | | | | | | | |
| ADDIS ABABA | BRITISH MEDITERRANEAN AIRWA | S | 13 | 0 | 0 | 62 | 15 | 23 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| | ETHIOPIAN AIRLINES | S | 38 | 0 | 0 | 55 | 24 | 13 | 8 | 0 | 0 | 20 | 23 | 58 | 26 |
| TOTAL ADDIS ABABA | | | 51 | 0 | 0 | 57 | 22 | 16 | 6 | 0 | 0 | 19 | 23 | 58 | 26 |
| TOTAL ETHIOPIA | | | 51 | 0 | 0 | 57 | 22 | 16 | 6 | 0 | 0 | 19 | 23 | 58 | 26 |
| FED REP YUGO SERBIA M'ENEGRO | | | | | | | | | | | | | | | |
| BELGRADE | JATAIRWAYS | S | 46 | 0 | 0 | 70 | 24 | 2 | 4 | 0 | 0 | 12 | 50 | 22 | 46 |
| TOTAL BELGRADE | | | 46 | 0 | 0 | 70 | 24 | 2 | 4 | 0 | 0 | 12 | 50 | 22 | 46 |
| TOTAL FED REP YUGO SERBIA M'ENEGRO | | | 46 | 0 | 0 | 70 | 24 | 2 | 4 | 0 | 0 | 12 | 50 | 22 | 46 |
| FINLAND | | | | | | | | | | | | | | | |
| HELSINKI | BRITISH AIRWAYS PLC | S | 124 | 0 | 0 | 85 | 10 | 4 | 2 | 0 | 0 | 7 | 78 | 12 | 121 |
| | FINNAIR | S | 209 | 0 | 0 | 80 | 13 | 4 | 3 | 0 | 0 | 9 | 67 | 16 | 211 |
| TOTAL HELSINKI | | | 333 | 0 | 0 | 82 | 12 | 4 | 2 | 0 | 0 | 8 | 71 | 14 | 332 |
| TOTAL FINLAND | | | 333 | 0 | 0 | 82 | 12 | 4 | 2 | 0 | 0 | 8 | 71 | 14 | 332 |
| FRANCE | | | | | | | | | | | | | | | |
| LYON | BRITISH AIRWAYS PLC | S | 204 | 0 | 0 | 79 | 12 | 6 | 3 | 0 | 0 | 10 | 0 | 0 | 0 |
| | FLYBE.BRITISH EUROPEAN | S | 161 | 0 | 0 | 85 | 7 | 7 | 1 | 0 | 0 | 6 | 70 | 16 | 168 |
| TOTAL LYON | | | 365 | 0 | 0 | 82 | 10 | 7 | 2 | 0 | 0 | 8 | 70 | 16 | 168 |
| NICE | BMI BRITISH MIDLAND | S | 124 | 0 | 0 | 82 | 14 | 3 | 1 | 0 | 0 | 8 | 69 | 15 | 126 |
| | BRITISH AIRWAYS PLC | S | 248 | 0 | 0 | 79 | 13 | 4 | 4 | 0 | 0 | 11 | 72 | 14 | 252 |
| TOTAL NICE | | | 372 | 0 | 0 | 80 | 13 | 4 | 3 | 0 | 0 | 10 | 71 | 15 | 379 |
| PARIS (CHARLES DE GAULLE) | AIR FRANCE | S | 797 | 5 | 2 | 63 | 20 | 12 | 4 | 0 | 0 | 16 | 53 | 23 | 771 |
| | BMI BRITISH MIDLAND | S | 298 | 2 | 0 | 75 | 16 | 9 | 0 | 0 | 0 | 10 | 61 | 17 | 377 |
| | BRITISH AIRWAYS PLC | S | 678 | 0 | 0 | 82 | 10 | 5 | 2 | 0 | 0 | 9 | 75 | 14 | 687 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 1773 | 8 | 2 | 72 | 16 | 9 | 3 | 0 | 0 | 12 | 63 | 19 | 1835 |
| TOULOUSE (BLAGNAC) | FLYBE.BRITISH EUROPEAN | S | 168 | 0 | 0 | 85 | 10 | 1 | 4 | 0 | 0 | 7 | 73 | 10 | 158 |
| TOTAL TOULOUSE (BLAGNAC) | | | 168 | 0 | 0 | 85 | 10 | 1 | 4 | 0 | 0 | 7 | 73 | 10 | 158 |
| TOTAL FRANCE | | | 2678 | 8 | 2 | 76 | 14 | 8 | 3 | 0 | 0 | 11 | 65 | 17 | 2682 |
| GERMANY | | | | | | | | | | | | | | | |
| BERLIN (TEGEL) | BRITISH AIRWAYS PLC | S | 370 | 0 | 0 | 84 | 9 | 5 | 1 | 0 | 0 | 8 | 76 | 13 | 308 |
| TOTAL BERLIN (TEGEL) | | | 370 | 0 | 0 | 84 | 9 | 5 | 1 | 0 | 0 | 8 | 76 | 13 | 308 |
| COLOGNE (BONN) | BRITISH AIRWAYS PLC | S | 226 | 0 | 0 | 85 | 10 | 5 | 0 | 0 | 0 | 7 | 81 | 12 | 172 |
| | LUFTHANSA | S | 168 | 0 | 4 | 58 | 22 | 10 | 9 | 1 | 0 | 23 | 0 | 0 | 0 |
| TOTAL COLOGNE (BONN) | | | 394 | 0 | 4 | 74 | 15 | 7 | 4 | 1 | 0 | 14 | 81 | 12 | 172 |
| DUSSELDORF | BRITISH AIRWAYS PLC | S | 298 | 0 | 0 | 84 | 8 | 7 | 1 | 0 | 0 | 8 | 78 | 12 | 286 |
| | LUFTHANSA | S | 274 | 0 | 3 | 95 | 3 | 2 | 0 | 0 | 0 | 3 | 88 | 9 | 248 |
| TOTAL DUSSELDORF | | | 572 | 0 | 3 | 89 | 6 | 5 | 1 | 0 | 0 | 6 | 83 | 10 | 574 |
| FRANKFURT MAIN | BRITISH AIRWAYS PLC | S | 370 | 0 | 4 | 80 | 10 | 6 | 4 | 0 | 0 | 12 | 71 | 15 | 382 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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) | | | | | | | | | | |
| FRANKFURT MAIN | LUFTHANSA | S | 610 | 2 | 1 | 84 | 11 | 3 | 1 | 0 | 0 | 7 | 70 | 14 | 614 |
| TOTAL FRANKFURT MAIN | | | 980 | 4 | 5 | 83 | 11 | 4 | 2 | 0 | 0 | 9 | 70 | 14 | 996 |
| HAMBURG | BRITISH AIRWAYS PLC | S | 244 | 0 | 0 | 78 | 14 | 6 | 1 | 0 | 0 | 10 | 65 | 16 | 200 |
| | LUFTHANSA | S | 226 | 0 | 3 | 95 | 4 | 1 | 0 | 0 | 0 | 3 | 73 | 12 | 179 |
| TOTAL HAMBURG | | | 470 | 0 | 3 | 86 | 9 | 4 | 0 | 0 | 0 | 7 | 69 | 14 | 379 |
| HANOVER | BMI BRITISH MIDLAND | S | 181 | 0 | 0 | 77 | 17 | 5 | 2 | 0 | 0 | 10 | 70 | 17 | 155 |
| | BRITISH AIRWAYS PLC | S | 24 | 0 | 0 | 79 | 13 | 4 | 4 | 0 | 0 | 12 | 27 | 25 | 15 |
| TOTAL HANOVER | | | 205 | 0 | 0 | 77 | 16 | 5 | 2 | 0 | 0 | 10 | 71 | 15 | 232 |
| MUNICH | BRITISH AIRWAYS PLC | S | 360 | 0 | 0 | 82 | 13 | 5 | 0 | 0 | 0 | 8 | 70 | 16 | 360 |
| | LUFTHANSA | S | 366 | 0 | 0 | 92 | 6 | 2 | 1 | 0 | 0 | 5 | 83 | 9 | 354 |
| TOTAL MUNICH | | | 726 | 0 | 0 | 87 | 9 | 3 | 0 | 0 | 0 | 6 | 76 | 12 | 714 |
| STUTTGART | BMI BRITISH MIDLAND | S | 150 | 0 | 0 | 86 | 9 | 3 | 2 | 0 | 0 | 7 | 79 | 10 | 182 |
| | BRITISH AIRWAYS PLC | S | 242 | 0 | 0 | 83 | 9 | 5 | 2 | 0 | 0 | 9 | 78 | 11 | 232 |
| TOTAL STUTTGART | | | 392 | 0 | 0 | 84 | 9 | 4 | 2 | 0 | 0 | 8 | 79 | 10 | 462 |
| TOTAL GERMANY | | | 4109 | 4 | 15 | 84 | 10 | 5 | 2 | 0 | 0 | 8 | 75 | 13 | 3837 |
| GHANA | | | | | | | | | | | | | | | |
| ACCRA | BRITISH AIRWAYS PLC | S | 48 | 0 | 0 | 69 | 23 | 2 | 6 | 0 | 0 | 13 | 0 | 0 | 0 |
| | GHANA AIRWAYS | S | 21 | 0 | 1 | 0 | 5 | 33 | 43 | 14 | 5 | 175 | 8 | 109 | 36 |
| TOTAL ACCRA | | | 69 | 0 | 1 | 48 | 17 | 12 | 17 | 4 | 1 | 63 | 8 | 109 | 36 |
| TOTAL GHANA | | | 69 | 0 | 1 | 48 | 17 | 12 | 17 | 4 | 1 | 63 | 8 | 109 | 36 |
| GIBRALTAR | | | | | | | | | | | | | | | |
| GIBRALTAR | GB AIRWAYS LTD | S | 68 | 0 | 0 | 85 | 9 | 6 | 0 | 0 | 0 | 7 | 93 | 6 | 14 |
| TOTAL GIBRALTAR | | | 68 | 0 | 0 | 85 | 9 | 6 | 0 | 0 | 0 | 7 | 93 | 6 | 14 |
| TOTAL GIBRALTAR | | | 68 | 0 | 0 | 85 | 9 | 6 | 0 | 0 | 0 | 7 | 93 | 6 | 14 |
| GREECE | | | | | | | | | | | | | | | |
| ATHENS | BRITISH AIRWAYS PLC | S | 124 | 0 | 0 | 81 | 10 | 8 | 2 | 0 | 0 | 9 | 67 | 15 | 124 |
| | OLYMPIC AIRWAYS | S | 147 | 1 | 1 | 59 | 18 | 11 | 12 | 0 | 0 | 21 | 40 | 41 | 152 |
| TOTAL ATHENS | | | 271 | 2 | 1 | 69 | 14 | 10 | 7 | 0 | 0 | 15 | 54 | 28 | 398 |
| TOTAL GREECE | | | 271 | 2 | 1 | 69 | 14 | 10 | 7 | 0 | 0 | 15 | 54 | 28 | 398 |
| HONG KONG | | | | | | | | | | | | | | | |
| HONG KONG (CHEP LAP KOK) | BRITISH AIRWAYS PLC | S | 116 | 0 | 0 | 90 | 6 | 3 | 2 | 0 | 0 | 5 | 82 | 16 | 62 |
| | CATHAY PACIFIC AIRWAYS | S | 123 | 1 | 1 | 84 | 7 | 6 | 3 | 0 | 0 | 9 | 68 | 43 | 118 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 62 | 0 | 0 | 84 | 11 | 3 | 2 | 0 | 0 | 7 | 70 | 12 | 61 |
| TOTAL HONG KONG (CHEP LAP KOK) | | | 301 | 1 | 1 | 86 | 8 | 4 | 2 | 0 | 0 | 7 | 72 | 28 | 241 |
| TOTAL HONG KONG | | | 301 | 1 | 1 | 86 | 8 | 4 | 2 | 0 | 0 | 7 | 72 | 28 | 241 |
| HUNGARY | | | | | | | | | | | | | | | |
| BUDAPEST | BRITISH AIRWAYS PLC | S | 124 | 0 | 0 | 81 | 11 | 7 | 1 | 0 | 0 | 10 | 67 | 27 | 138 |
| | MALEV (HUNGARIAN AIRLINES) | S | 124 | 0 | 0 | 85 | 14 | 2 | 0 | 0 | 0 | 6 | 59 | 19 | 122 |
| TOTAL BUDAPEST | | | 248 | 0 | 0 | 83 | 13 | 4 | 0 | 0 | 0 | 8 | 63 | 23 | 260 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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 HUNGARY | | | 248 | 0 | 0 | 83 | 13 | 4 | 0 | 0 | 0 | 8 | 63 | 23 | 260 |
| ICELAND | | | | | | | | | | | | | | | |
| KEFLAVIK | ICELANDAIR | S | 90 | 2 | 0 | 77 | 12 | 6 | 3 | 2 | 0 | 15 | 74 | 10 | 98 |
| TOTAL KEFLAVIK | | | 90 | 2 | 0 | 77 | 12 | 6 | 3 | 2 | 0 | 15 | 74 | 10 | 98 |
| TOTAL ICELAND | | | 90 | 2 | 0 | 77 | 12 | 6 | 3 | 2 | 0 | 15 | 74 | 10 | 98 |
| INDIA | | | | | | | | | | | | | | | |
| CALCUTTA | BRITISH AIRWAYS PLC | S | 18 | 0 | 0 | 44 | 33 | 0 | 22 | 0 | 0 | 26 | 0 | 0 | 0 |
| TOTAL CALCUTTA | | | 18 | 0 | 0 | 44 | 33 | 0 | 22 | 0 | 0 | 26 | 0 | 0 | 0 |
| DELHI | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 56 | 29 | 8 | 5 | 0 | 2 | 40 | 60 | 34 | 62 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 18 | 0 | 0 | 44 | 39 | 11 | 6 | 0 | 0 | 20 | 11 | 36 | 19 |
| TOTAL DELHI | | | 80 | 0 | 0 | 54 | 31 | 9 | 5 | 0 | 1 | 36 | 48 | 35 | 81 |
| MADRAS/CHENNAI | BRITISH AIRWAYS PLC | S | 18 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 5 | 71 | 15 | 17 |
| TOTAL MADRAS/CHENNAI | | | 18 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 5 | 71 | 15 | 17 |
| MUMBAI | AIR INDIA | S | 90 | 0 | 1 | 33 | 14 | 29 | 23 | 0 | 0 | 40 | 40 | 30 | 87 |
| | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 76 | 11 | 13 | 0 | 0 | 0 | 11 | 68 | 23 | 62 |
| TOTAL MUMBAI | | | 152 | 0 | 1 | 51 | 13 | 22 | 14 | 0 | 0 | 28 | 52 | 27 | 149 |
| TOTAL INDIA | | | 268 | 0 | 1 | 54 | 20 | 15 | 11 | 0 | 0 | 29 | 52 | 29 | 247 |
| IRAN | | | | | | | | | | | | | | | |
| TEHRAN | BRITISH MEDITERRANEAN AIRWA | S | 25 | 2 | 0 | 56 | 20 | 12 | 12 | 0 | 0 | 27 | 34 | 45 | 35 |
| | IRAN AIR | S | 28 | 0 | 0 | 61 | 11 | 25 | 0 | 4 | 0 | 29 | 31 | 41 | 26 |
| TOTAL TEHRAN | | | 53 | 2 | 0 | 58 | 15 | 19 | 6 | 2 | 0 | 28 | 33 | 43 | 61 |
| TOTAL IRAN | | | 53 | 2 | 0 | 58 | 15 | 19 | 6 | 2 | 0 | 28 | 33 | 43 | 61 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| CORK | AER LINGUS | S | 188 | 0 | 0 | 85 | 9 | 4 | 2 | 1 | 0 | 9 | 83 | 9 | 198 |
| TOTAL CORK | | | 188 | 0 | 0 | 85 | 9 | 4 | 2 | 1 | 0 | 9 | 83 | 9 | 198 |
| DUBLIN | AER LINGUS | S | 786 | 0 | 0 | 77 | 14 | 7 | 2 | 0 | 0 | 11 | 74 | 12 | 767 |
| | BMI BRITISH MIDLAND | S | 545 | 1 | 0 | 77 | 12 | 8 | 3 | 0 | 0 | 12 | 59 | 18 | 487 |
| TOTAL DUBLIN | | | 1331 | 2 | 0 | 77 | 13 | 7 | 2 | 0 | 0 | 11 | 68 | 14 | 1254 |
| SHANNON | AER LINGUS | S | 187 | 0 | 0 | 89 | 7 | 1 | 2 | 0 | 0 | 6 | 78 | 12 | 190 |
| TOTAL SHANNON | | | 187 | 0 | 0 | 89 | 7 | 1 | 2 | 0 | 0 | 6 | 78 | 12 | 190 |
| TOTAL IRISH REPUBLIC | | | 1706 | 2 | 0 | 79 | 12 | 6 | 2 | 0 | 0 | 10 | 71 | 13 | 1642 |
| ISRAEL | | | | | | | | | | | | | | | |
| OVDA | EL AL | S | 14 | 0 | 0 | 43 | 14 | 43 | 0 | 0 | 0 | 21 | 83 | 9 | 18 |
| TOTAL OVDA | | | 14 | 0 | 0 | 43 | 14 | 43 | 0 | 0 | 0 | 21 | 83 | 9 | 18 |
| TEL AVIV | BRITISH AIRWAYS PLC | S | 123 | 0 | 1 | 73 | 12 | 8 | 7 | 0 | 0 | 14 | 79 | 14 | 151 |
| | EL AL | S | 85 | 2 | 2 | 69 | 18 | 11 | 2 | 0 | 0 | 13 | 40 | 34 | 81 |
| TOTAL TEL AVIV | | | 208 | 2 | 3 | 72 | 14 | 9 | 5 | 0 | 0 | 13 | 65 | 21 | 240 |
| TOTAL ISRAEL | | | 222 | 2 | 3 | 70 | 14 | 11 | 5 | 0 | 0 | 14 | 66 | 20 | 258 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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) | | | | | | | | | | | |
| ITALY | | | | | | | | | | | | | | | |
| CATANIA (FONTANAROSSA) | BMI BRITISH MIDLAND | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 27 | 0 | 0 | 0 |
| TOTAL CATANIA (FONTANAROSSA) | | | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 27 | 0 | 0 | 0 |
| MILAN (LINATE) | ALITALIA | S | 166 | 1 | 0 | 78 | 8 | 10 | 4 | 0 | 0 | 13 | 72 | 11 | 183 |
| | BMI BRITISH MIDLAND | S | 176 | 0 | 0 | 87 | 10 | 2 | 2 | 0 | 0 | 6 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 186 | 0 | 0 | 72 | 19 | 6 | 3 | 0 | 0 | 13 | 59 | 18 | 186 |
| TOTAL MILAN (LINATE) | | | 528 | 1 | 0 | 79 | 12 | 6 | 3 | 0 | 0 | 11 | 65 | 15 | 369 |
| MILAN (MALPENSA) | ALITALIA | S | 305 | 0 | 2 | 57 | 22 | 15 | 7 | 0 | 0 | 19 | 53 | 20 | 303 |
| | BRITISH AIRWAYS PLC | S | 186 | 0 | 0 | 71 | 16 | 9 | 4 | 0 | 0 | 13 | 63 | 17 | 135 |
| TOTAL MILAN (MALPENSA) | | | 491 | 1 | 2 | 62 | 20 | 13 | 6 | 0 | 0 | 17 | 56 | 18 | 717 |
| NAPLES | BMI BRITISH MIDLAND | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 28 | 0 | 0 | 0 |
| TOTAL NAPLES | | | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 28 | 0 | 0 | 0 |
| PALERMO | BMI BRITISH MIDLAND | C | 6 | 0 | 0 | 17 | 50 | 17 | 17 | 0 | 0 | 29 | 50 | 18 | 6 |
| TOTAL PALERMO | | | 6 | 0 | 0 | 17 | 50 | 17 | 17 | 0 | 0 | 29 | 50 | 18 | 6 |
| ROME (FIUMICINO) | ALITALIA | S | 307 | 0 | 0 | 55 | 23 | 17 | 4 | 0 | 0 | 19 | 57 | 19 | 306 |
| | BRITISH AIRWAYS PLC | S | 310 | 0 | 0 | 82 | 9 | 6 | 2 | 0 | 0 | 10 | 71 | 16 | 304 |
| TOTAL ROME (FIUMICINO) | | | 617 | 1 | 0 | 69 | 16 | 12 | 3 | 0 | 0 | 14 | 64 | 18 | 852 |
| TOTAL ITALY | | | 1646 | 3 | 2 | 70 | 16 | 10 | 4 | 0 | 0 | 14 | 61 | 17 | 2120 |
| JAMAICA | | | | | | | | | | | | | | | |
| KINGSTON | AIR JAMAICA | S | 56 | 0 | 0 | 27 | 18 | 13 | 38 | 5 | 0 | 67 | 23 | 55 | 44 |
| TOTAL KINGSTON | | | 56 | 0 | 0 | 27 | 18 | 13 | 38 | 5 | 0 | 67 | 23 | 55 | 44 |
| TOTAL JAMAICA | | | 56 | 0 | 0 | 27 | 18 | 13 | 38 | 5 | 0 | 67 | 23 | 55 | 44 |
| JAPAN | | | | | | | | | | | | | | | |
| OSAKA (KANSAI) | JAPAN AIRLINES | S | 62 | 0 | 0 | 68 | 24 | 6 | 2 | 0 | 0 | 13 | 84 | 9 | 62 |
| TOTAL OSAKA (KANSAI) | | | 62 | 0 | 0 | 68 | 24 | 6 | 2 | 0 | 0 | 13 | 84 | 9 | 62 |
| TOKYO (NARITA) | AEROFLOT | S | 19 | 0 | 0 | 37 | 16 | 32 | 11 | 0 | 5 | 119 | 35 | 39 | 17 |
| | ALL NIPPON AIRWAYS | S | 62 | 0 | 0 | 74 | 19 | 3 | 2 | 2 | 0 | 15 | 79 | 11 | 62 |
| | BRITISH AIRWAYS PLC | S | 122 | 1 | 1 | 78 | 13 | 7 | 2 | 0 | 1 | 13 | 68 | 17 | 120 |
| | JAPAN AIRLINES | S | 61 | 3 | 3 | 87 | 10 | 2 | 2 | 0 | 0 | 7 | 81 | 7 | 74 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 61 | 1 | 1 | 74 | 15 | 8 | 3 | 0 | 0 | 13 | 69 | 13 | 62 |
| TOTAL TOKYO (NARITA) | | | 325 | 5 | 5 | 76 | 14 | 7 | 2 | 0 | 1 | 18 | 71 | 14 | 335 |
| TOTAL JAPAN | | | 387 | 5 | 5 | 74 | 16 | 7 | 2 | 0 | 1 | 18 | 73 | 13 | 415 |
| JORDAN | | | | | | | | | | | | | | | |
| AMMAN | BRITISH MEDITERRANEAN AIRWA | S | 55 | 2 | 0 | 62 | 13 | 20 | 5 | 0 | 0 | 17 | 65 | 30 | 60 |
| | ROYAL JORDANIAN | S | 62 | 0 | 0 | 56 | 13 | 16 | 11 | 3 | 0 | 28 | 51 | 49 | 61 |
| TOTAL AMMAN | | | 117 | 2 | 0 | 59 | 13 | 18 | 9 | 2 | 0 | 23 | 58 | 40 | 121 |
| TOTAL JORDAN | | | 117 | 2 | 0 | 59 | 13 | 18 | 9 | 2 | 0 | 23 | 58 | 40 | 121 |
| KAZAKHSTAN | | | | | | | | | | | | | | | |
| ALMA ATA | BRITISH MEDITERRANEAN AIRWA | S | 28 | 1 | 0 | 57 | 11 | 14 | 11 | 7 | 0 | 38 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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 ALMA ATA | | | 28 | 1 | 0 | 57 | 11 | 14 | 11 | 7 | 0 | 38 | 0 | 0 | 0 |
| TOTAL KAZAKHSTAN | | | 28 | 1 | 0 | 57 | 11 | 14 | 11 | 7 | 0 | 38 | 0 | 0 | 0 |
| KENYA | | | | | | | | | | | | | | | |
| NAIROBI | BRITISH AIRWAYS PLC | S | 10 | 0 | 0 | 80 | 0 | 10 | 10 | 0 | 0 | 15 | 0 | 0 | 0 |
| | KENYA AIRWAYS | S | 62 | 0 | 0 | 77 | 11 | 6 | 2 | 2 | 2 | 20 | 69 | 15 | 58 |
| TOTAL NAIROBI | | | 72 | 0 | 0 | 78 | 10 | 7 | 3 | 1 | 1 | 20 | 69 | 15 | 58 |
| TOTAL KENYA | | | 72 | 0 | 0 | 78 | 10 | 7 | 3 | 1 | 1 | 20 | 69 | 15 | 58 |
| KUWAIT | | | | | | | | | | | | | | | |
| KUWAIT | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 89 | 6 | 3 | 2 | 0 | 0 | 6 | 85 | 13 | 62 |
| | KUWAIT AIRWAYS | S | 62 | 0 | 0 | 61 | 21 | 18 | 0 | 0 | 0 | 15 | 66 | 18 | 62 |
| TOTAL KUWAIT | | | 124 | 0 | 0 | 75 | 14 | 10 | 1 | 0 | 0 | 11 | 76 | 16 | 124 |
| TOTAL KUWAIT | | | 124 | 0 | 0 | 75 | 14 | 10 | 1 | 0 | 0 | 11 | 76 | 16 | 124 |
| KYRGYZSTAN | | | | | | | | | | | | | | | |
| BISHKEK (FRUNZE) | BRITISH MEDITERRANEAN AIRWA | S | 18 | 0 | 0 | 56 | 22 | 6 | 11 | 0 | 6 | 66 | 39 | 24 | 18 |
| TOTAL BISHKEK (FRUNZE) | | | 18 | 0 | 0 | 56 | 22 | 6 | 11 | 0 | 6 | 66 | 39 | 24 | 18 |
| TOTAL KYRGYZSTAN | | | 18 | 0 | 0 | 56 | 22 | 6 | 11 | 0 | 6 | 66 | 39 | 24 | 18 |
| LEBANON | | | | | | | | | | | | | | | |
| BEIRUT | BRITISH MEDITERRANEAN AIRWA | S | 9 | 0 | 0 | 22 | 11 | 22 | 44 | 0 | 0 | 57 | 51 | 28 | 51 |
| | MEA | S | 44 | 0 | 0 | 52 | 27 | 18 | 2 | 0 | 0 | 17 | 36 | 29 | 44 |
| TOTAL BEIRUT | | | 53 | 0 | 0 | 47 | 25 | 19 | 9 | 0 | 0 | 24 | 44 | 29 | 95 |
| TOTAL LEBANON | | | 53 | 0 | 0 | 47 | 25 | 19 | 9 | 0 | 0 | 24 | 44 | 29 | 95 |
| LIBYA | | | | | | | | | | | | | | | |
| BENGHAZI | LIBYAN ARAB AIRLINES | S | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 9 | 50 | 18 | 6 |
| TOTAL BENGHAZI | | | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 9 | 50 | 18 | 6 |
| TRIPOLI | LIBYAN ARAB AIRLINES | S | 18 | 0 | 0 | 78 | 6 | 11 | 6 | 0 | 0 | 12 | 50 | 42 | 10 |
| TOTAL TRIPOLI | | | 18 | 0 | 0 | 78 | 6 | 11 | 6 | 0 | 0 | 12 | 50 | 42 | 10 |
| TOTAL LIBYA | | | 22 | 0 | 0 | 82 | 5 | 9 | 5 | 0 | 0 | 11 | 50 | 33 | 16 |
| LITHUANIA | | | | | | | | | | | | | | | |
| VILNIUS | LITHUANIA AIRLINES | S | 60 | 0 | 0 | 75 | 18 | 7 | 0 | 0 | 0 | 10 | 74 | 11 | 62 |
| TOTAL VILNIUS | | | 60 | 0 | 0 | 75 | 18 | 7 | 0 | 0 | 0 | 10 | 74 | 11 | 62 |
| TOTAL LITHUANIA | | | 60 | 0 | 0 | 75 | 18 | 7 | 0 | 0 | 0 | 10 | 74 | 11 | 62 |
| LUXEMBOURG | | | | | | | | | | | | | | | |
| LUXEMBOURG | LUXAIR | S | 124 | 0 | 0 | 73 | 22 | 5 | 0 | 0 | 0 | 10 | 69 | 13 | 122 |
| TOTAL LUXEMBOURG | | | 124 | 0 | 0 | 73 | 22 | 5 | 0 | 0 | 0 | 10 | 69 | 13 | 122 |
| TOTAL LUXEMBOURG | | | 124 | 0 | 0 | 73 | 22 | 5 | 0 | 0 | 0 | 10 | 69 | 13 | 122 |
| MALAWI | | | | | | | | | | | | | | | |
| LILONGWE | BRITISH AIRWAYS PLC | S | 9 | 0 | 0 | 89 | 0 | 0 | 11 | 0 | 0 | 7 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

| | | Reporting Airport: HEATHROW (Full Analysis) | | | | | | | | | | | | | | |
|-----------------------------------|-----------------------------|---------------------------------------------|------------|-----------|----------------------------|---------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|--|
| | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | MAR 2001 | | | |
| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | 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 LILONGWE | | | 9 | 0 | 0 | 89 | 0 | 0 | 11 | 0 | 0 | 7 | 0 | 0 | 0 | |
| TOTAL MALAWI | | | 9 | 0 | 0 | 89 | 0 | 0 | 11 | 0 | 0 | 7 | 0 | 0 | 0 | |
| MALAYSIA | | | | | | | | | | | | | | | | |
| KUALA LUMPUR (SEPANG) | MALYSIAN AIRLINES SYSTEM-MA | S | 159 | 0 | 1 | 72 | 11 | 12 | 4 | 1 | 0 | 16 | 76 | 14 | 124 | |
| TOTAL KUALA LUMPUR (SEPANG) | | | 159 | 0 | 1 | 72 | 11 | 12 | 4 | 1 | 0 | 16 | 74 | 14 | 158 | |
| TOTAL MALAYSIA | | | 159 | 0 | 1 | 72 | 11 | 12 | 4 | 1 | 0 | 16 | 74 | 14 | 158 | |
| MALTA | | | | | | | | | | | | | | | | |
| MALTA | AIR MALTA | S | 125 | 1 | 1 | 77 | 14 | 6 | 2 | 0 | 0 | 10 | 71 | 16 | 124 | |
| TOTAL MALTA | | | 125 | 1 | 1 | 77 | 14 | 6 | 2 | 0 | 0 | 10 | 71 | 17 | 143 | |
| TOTAL MALTA | | | 125 | 1 | 1 | 77 | 14 | 6 | 2 | 0 | 0 | 10 | 71 | 17 | 143 | |
| MAURITIUS | | | | | | | | | | | | | | | | |
| MAURITIUS | AIR MAURITIUS LTD | S | 28 | 0 | 0 | 36 | 14 | 29 | 21 | 0 | 0 | 40 | 36 | 41 | 28 | |
| TOTAL MAURITIUS | | | 28 | 1 | 1 | 36 | 14 | 29 | 21 | 0 | 0 | 40 | 36 | 41 | 28 | |
| TOTAL MAURITIUS | | | 28 | 1 | 1 | 36 | 14 | 29 | 21 | 0 | 0 | 40 | 36 | 41 | 28 | |
| MEXICO | | | | | | | | | | | | | | | | |
| MEXICO CITY | BRITISH AIRWAYS PLC | S | 26 | 0 | 0 | 77 | 4 | 15 | 4 | 0 | 0 | 14 | 19 | 152 | 27 | |
| TOTAL MEXICO CITY | | | 26 | 0 | 0 | 77 | 4 | 15 | 4 | 0 | 0 | 14 | 19 | 152 | 27 | |
| TOTAL MEXICO | | | 26 | 0 | 0 | 77 | 4 | 15 | 4 | 0 | 0 | 14 | 19 | 152 | 27 | |
| MOROCCO | | | | | | | | | | | | | | | | |
| CASABLANCA MOHAMED V | GB AIRWAYS LTD | S | 9 | 0 | 0 | 56 | 22 | 11 | 11 | 0 | 0 | 20 | 35 | 20 | 17 | |
| | ROYAL AIR MAROC | S | 40 | 0 | 0 | 55 | 23 | 20 | 3 | 0 | 0 | 16 | 56 | 25 | 62 | |
| TOTAL CASABLANCA MOHAMED V | | | 49 | 0 | 0 | 55 | 22 | 18 | 4 | 0 | 0 | 16 | 52 | 24 | 79 | |
| MARRAKESH | GB AIRWAYS LTD | S | 53 | 0 | 0 | 62 | 13 | 13 | 11 | 0 | 0 | 19 | 58 | 25 | 45 | |
| | ROYAL AIR MAROC | S | 22 | 0 | 0 | 68 | 5 | 23 | 5 | 0 | 0 | 16 | 0 | 0 | 0 | |
| TOTAL MARRAKESH | | | 75 | 0 | 0 | 64 | 11 | 16 | 9 | 0 | 0 | 18 | 58 | 25 | 45 | |
| TOTAL MOROCCO | | | 124 | 0 | 0 | 60 | 15 | 17 | 7 | 0 | 0 | 17 | 54 | 24 | 124 | |
| NAMIBIA | | | | | | | | | | | | | | | | |
| WINDHOEK | AIR NAMIBIA | S | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 7 | 30 | 30 | 10 | |
| TOTAL WINDHOEK | | | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 7 | 30 | 30 | 10 | |
| TOTAL NAMIBIA | | | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 7 | 30 | 30 | 10 | |
| NATIONALIST CHINA (TAIWAN) | | | | | | | | | | | | | | | | |
| TAIPEI | BRITISH AIRWAYS PLC | S | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 70 | 21 | 27 | |
| | EVA AIR | S | 25 | 1 | 1 | 72 | 16 | 12 | 0 | 0 | 0 | 12 | 75 | 14 | 28 | |
| TOTAL TAIPEI | | | 28 | 1 | 1 | 75 | 14 | 11 | 0 | 0 | 0 | 11 | 73 | 18 | 55 | |
| TOTAL NATIONALIST CHINA (TAIWAN) | | | 28 | 1 | 1 | 75 | 14 | 11 | 0 | 0 | 0 | 11 | 73 | 18 | 55 | |
| NETHERLANDS | | | | | | | | | | | | | | | | |
| AMSTERDAM | BMI BRITISH MIDLAND | S | 526 | 2 | 2 | 82 | 11 | 6 | 1 | 1 | 0 | 8 | 67 | 16 | 509 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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) | | | | | | | | | | |
| AMSTERDAM | BRITISH AIRWAYS PLC | S | 470 | 0 | 1 | 84 | 7 | 6 | 3 | 0 | 0 | 8 | 78 | 11 | 476 |
| | KLM | S | 548 | 0 | 0 | 87 | 7 | 4 | 1 | 0 | 0 | 7 | 82 | 10 | 540 |
| TOTAL AMSTERDAM | | | 1544 | 2 | 3 | 85 | 8 | 5 | 1 | 0 | 0 | 8 | 76 | 12 | 1583 |
| EINDHOVEN | HOLLANDEXEL | S | 83 | 0 | 0 | 58 | 20 | 12 | 10 | 0 | 0 | 21 | 64 | 13 | 98 |
| TOTAL EINDHOVEN | | | 83 | 0 | 0 | 58 | 20 | 12 | 10 | 0 | 0 | 21 | 70 | 12 | 134 |
| ROTTERDAM | KLM | S | 206 | 0 | 2 | 86 | 6 | 7 | 1 | 0 | 0 | 8 | 85 | 9 | 215 |
| TOTAL ROTTERDAM | | | 206 | 0 | 2 | 86 | 6 | 7 | 1 | 0 | 0 | 8 | 82 | 9 | 268 |
| TOTAL NETHERLANDS | | | 1833 | 2 | 5 | 84 | 9 | 6 | 2 | 0 | 0 | 8 | 76 | 12 | 1985 |
| NEW ZEALAND | | | | | | | | | | | | | | | |
| AUCKLAND INTERNATIONAL | AIR NEW ZEALAND LTD | S | 61 | 1 | 1 | 61 | 21 | 10 | 5 | 3 | 0 | 25 | 69 | 18 | 61 |
| TOTAL AUCKLAND INTERNATIONAL | | | 61 | 1 | 1 | 61 | 21 | 10 | 5 | 3 | 0 | 25 | 69 | 18 | 61 |
| TOTAL NEW ZEALAND | | | 61 | 1 | 1 | 61 | 21 | 10 | 5 | 3 | 0 | 25 | 69 | 18 | 61 |
| NIGERIA | | | | | | | | | | | | | | | |
| LAGOS | BRITISH AIRWAYS PLC | S | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 11 | 50 | 17 | 28 |
| | NIGERIA AIRWAYS | S | 18 | 0 | 0 | 0 | 6 | 22 | 72 | 0 | 0 | 87 | 0 | 132 | 2 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 38 | 0 | 23 | 63 | 18 | 13 | 5 | 0 | 0 | 14 | 0 | 0 | 0 |
| TOTAL LAGOS | | | 58 | 0 | 23 | 43 | 16 | 16 | 26 | 0 | 0 | 36 | 47 | 24 | 30 |
| TOTAL NIGERIA | | | 58 | 0 | 23 | 43 | 16 | 16 | 26 | 0 | 0 | 36 | 47 | 24 | 30 |
| NORWAY | | | | | | | | | | | | | | | |
| OSLO (GARDERMOEN) | BRITISH AIRWAYS PLC | S | 242 | 0 | 0 | 81 | 11 | 6 | 2 | 0 | 0 | 10 | 74 | 18 | 262 |
| | SAS | S | 281 | 0 | 0 | 82 | 10 | 5 | 2 | 0 | 0 | 9 | 78 | 11 | 327 |
| TOTAL OSLO (GARDERMOEN) | | | 523 | 0 | 0 | 81 | 11 | 6 | 2 | 0 | 0 | 9 | 76 | 14 | 589 |
| STAVANGER | SAS | S | 52 | 0 | 0 | 77 | 15 | 8 | 0 | 0 | 0 | 8 | 91 | 6 | 47 |
| TOTAL STAVANGER | | | 52 | 0 | 0 | 77 | 15 | 8 | 0 | 0 | 0 | 8 | 91 | 6 | 47 |
| TOTAL NORWAY | | | 575 | 0 | 0 | 81 | 11 | 6 | 2 | 0 | 0 | 9 | 77 | 13 | 677 |
| OMAN | | | | | | | | | | | | | | | |
| MUSCAT | BRITISH AIRWAYS PLC | S | 54 | 0 | 0 | 91 | 6 | 4 | 0 | 0 | 0 | 6 | 81 | 14 | 62 |
| | GULF AIR | S | 13 | 0 | 0 | 69 | 23 | 8 | 0 | 0 | 0 | 10 | 61 | 20 | 76 |
| TOTAL MUSCAT | | | 67 | 0 | 0 | 87 | 9 | 4 | 0 | 0 | 0 | 6 | 70 | 17 | 138 |
| TOTAL OMAN | | | 67 | 0 | 0 | 87 | 9 | 4 | 0 | 0 | 0 | 6 | 70 | 17 | 138 |
| PAKISTAN | | | | | | | | | | | | | | | |
| ISLAMABAD | PAKISTAN INTL AIRLINES | S | 36 | 0 | 0 | 17 | 31 | 14 | 39 | 0 | 0 | 50 | 42 | 46 | 31 |
| TOTAL ISLAMABAD | | | 36 | 0 | 0 | 17 | 31 | 14 | 39 | 0 | 0 | 50 | 42 | 76 | 57 |
| KARACHI | PAKISTAN INTL AIRLINES | S | 28 | 2 | 2 | 54 | 4 | 18 | 18 | 7 | 0 | 51 | 30 | 40 | 30 |
| TOTAL KARACHI | | | 28 | 2 | 2 | 54 | 4 | 18 | 18 | 7 | 0 | 51 | 30 | 40 | 30 |
| LAHORE | PAKISTAN INTL AIRLINES | S | 6 | 0 | 0 | 50 | 33 | 17 | 0 | 0 | 0 | 16 | 31 | 57 | 26 |
| TOTAL LAHORE | | | 6 | 0 | 0 | 50 | 33 | 17 | 0 | 0 | 0 | 16 | 31 | 57 | 26 |
| TOTAL PAKISTAN | | | 70 | 2 | 2 | 34 | 20 | 16 | 27 | 3 | 0 | 47 | 36 | 62 | 113 |

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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) |
| PHILIPPINES | | | | | | | | | | | | | | | |
| MANILA | BRITISH AIRWAYS PLC | S | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 13 | 60 | 88 | 35 |
| TOTAL MANILA | | | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 13 | 60 | 88 | 35 |
| TOTAL PHILIPPINES | | | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 13 | 60 | 88 | 35 |
| POLAND | | | | | | | | | | | | | | | |
| WARSAW | BRITISH AIRWAYS PLC | S | 180 | 0 | 0 | 82 | 9 | 7 | 2 | 0 | 0 | 9 | 74 | 14 | 136 |
| | LOT-POLISH AIRLINES | S | 183 | 0 | 0 | 81 | 11 | 6 | 2 | 0 | 0 | 9 | 75 | 12 | 186 |
| TOTAL WARSAW | | | 363 | 0 | 0 | 81 | 10 | 7 | 2 | 0 | 0 | 9 | 75 | 13 | 322 |
| TOTAL POLAND | | | 365 | 0 | 0 | 81 | 10 | 7 | 2 | 0 | 0 | 10 | 75 | 13 | 322 |
| PORTUGAL(EXCLUDING MADEIRA) | | | | | | | | | | | | | | | |
| FARO | AIR PORTUGAL | S | 62 | 0 | 0 | 68 | 18 | 10 | 3 | 0 | 2 | 21 | 79 | 13 | 62 |
| | GB AIRWAYS LTD | S | 60 | 0 | 0 | 65 | 17 | 13 | 2 | 3 | 0 | 22 | 63 | 33 | 46 |
| TOTAL FARO | | | 122 | 0 | 0 | 66 | 17 | 11 | 2 | 2 | 1 | 22 | 72 | 22 | 108 |
| LISBON | AIR PORTUGAL | S | 162 | 0 | 0 | 46 | 26 | 19 | 8 | 2 | 0 | 29 | 51 | 21 | 183 |
| | BRITISH AIRWAYS PLC | S | 248 | 0 | 0 | 72 | 16 | 8 | 4 | 0 | 0 | 13 | 65 | 18 | 214 |
| TOTAL LISBON | | | 410 | 0 | 0 | 61 | 20 | 12 | 6 | 1 | 0 | 20 | 59 | 19 | 397 |
| OPORTO (PORTUGAL) | AIR PORTUGAL | S | 98 | 0 | 2 | 50 | 27 | 17 | 6 | 0 | 0 | 21 | 65 | 17 | 91 |
| TOTAL OPORTO (PORTUGAL) | | | 98 | 0 | 2 | 50 | 27 | 17 | 6 | 0 | 0 | 21 | 65 | 17 | 91 |
| TOTAL PORTUGAL(EXCLUDING MADEIRA) | | | 630 | 0 | 2 | 61 | 20 | 13 | 5 | 1 | 0 | 20 | 62 | 19 | 596 |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | |
| FUNCHAL | AIR PORTUGAL | S | 18 | 0 | 0 | 22 | 28 | 28 | 11 | 11 | 0 | 60 | 44 | 35 | 16 |
| TOTAL FUNCHAL | | | 18 | 0 | 0 | 22 | 28 | 28 | 11 | 11 | 0 | 60 | 44 | 35 | 16 |
| TOTAL PORTUGAL(MADEIRA) | | | 18 | 0 | 0 | 22 | 28 | 28 | 11 | 11 | 0 | 60 | 44 | 35 | 16 |
| QATAR | | | | | | | | | | | | | | | |
| DOHA | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 92 | 5 | 3 | 0 | 0 | 0 | 6 | 90 | 5 | 62 |
| | QATAR AIRWAYS | S | 80 | 0 | 0 | 73 | 16 | 6 | 4 | 1 | 0 | 15 | 58 | 42 | 80 |
| TOTAL DOHA | | | 142 | 0 | 0 | 81 | 11 | 5 | 2 | 1 | 0 | 11 | 75 | 21 | 204 |
| TOTAL QATAR | | | 142 | 0 | 0 | 81 | 11 | 5 | 2 | 1 | 0 | 11 | 75 | 21 | 204 |
| REPUBLIC OF KOREA | | | | | | | | | | | | | | | |
| SEOUL (INCHEON) | KOREAN AIR | S | 46 | 0 | 0 | 59 | 22 | 20 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| TOTAL SEOUL (INCHEON) | | | 46 | 0 | 0 | 59 | 22 | 20 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| TOTAL REPUBLIC OF KOREA | | | 46 | 0 | 0 | 59 | 22 | 20 | 0 | 0 | 0 | 16 | 73 | 11 | 44 |
| REPUBLIC OF SOUTH AFRICA | | | | | | | | | | | | | | | |
| CAPE TOWN | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 84 | 11 | 3 | 2 | 0 | 0 | 9 | 63 | 16 | 62 |
| | SOUTH AFRICAN AIRWAYS | S | 62 | 0 | 0 | 84 | 10 | 6 | 0 | 0 | 0 | 7 | 69 | 11 | 70 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 18 | 0 | 0 | 72 | 17 | 6 | 0 | 0 | 6 | 45 | 61 | 20 | 18 |
| TOTAL CAPE TOWN | | | 142 | 0 | 0 | 82 | 11 | 5 | 1 | 0 | 1 | 12 | 65 | 14 | 150 |
| JOHANNESBURG | BRITISH AIRWAYS PLC | S | 124 | 0 | 0 | 92 | 5 | 2 | 1 | 0 | 0 | 7 | 70 | 19 | 124 |

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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) | | | | | | | | | | |
| JOHANNESBURG | SOUTH AFRICAN AIRWAYS | S | 116 | 0 | 0 | 72 | 17 | 3 | 8 | 0 | 0 | 16 | 69 | 28 | 113 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 61 | 1 | 1 | 52 | 16 | 23 | 5 | 0 | 3 | 51 | 52 | 28 | 62 |
| TOTAL JOHANNESBURG | | | 301 | 1 | 1 | 76 | 12 | 7 | 4 | 0 | 1 | 19 | 66 | 24 | 299 |
| TOTAL REPUBLIC OF SOUTH AFRICA | | | 443 | 1 | 1 | 78 | 12 | 6 | 3 | 0 | 1 | 17 | 66 | 21 | 449 |
| REPUBLIC OF YEMEN | | | | | | | | | | | | | | | |
| SANAA | YEMENIA | S | 18 | 0 | 0 | 33 | 11 | 22 | 33 | 0 | 0 | 51 | 33 | 40 | 3 |
| TOTAL SANAA | | | 18 | 0 | 0 | 33 | 11 | 22 | 33 | 0 | 0 | 51 | 33 | 40 | 3 |
| TOTAL REPUBLIC OF YEMEN | | | 18 | 0 | 0 | 33 | 11 | 22 | 33 | 0 | 0 | 51 | 33 | 40 | 3 |
| RUMANIA | | | | | | | | | | | | | | | |
| BUCHAREST (OTOPENI) | BRITISH AIRWAYS PLC | S | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | TAROM | S | 62 | 0 | 0 | 82 | 15 | 3 | 0 | 0 | 0 | 7 | 53 | 19 | 62 |
| TOTAL BUCHAREST (OTOPENI) | | | 64 | 0 | 0 | 83 | 14 | 3 | 0 | 0 | 0 | 7 | 53 | 19 | 62 |
| TOTAL RUMANIA | | | 64 | 0 | 0 | 83 | 14 | 3 | 0 | 0 | 0 | 7 | 53 | 19 | 62 |
| RUSSIA | | | | | | | | | | | | | | | |
| MOSCOW (DOMODEDOVO) | TRANSAERO AIRLINES | S | 18 | 0 | 2 | 50 | 11 | 11 | 28 | 0 | 0 | 29 | 0 | 0 | 0 |
| TOTAL MOSCOW (DOMODEDOVO) | | | 18 | 0 | 2 | 50 | 11 | 11 | 28 | 0 | 0 | 29 | 0 | 0 | 0 |
| MOSCOW (SHEREMETYEVO) | AEROFLOT | S | 122 | 0 | 3 | 52 | 17 | 19 | 10 | 0 | 2 | 33 | 38 | 25 | 95 |
| | BRITISH AIRWAYS PLC | S | 117 | 1 | 1 | 89 | 7 | 4 | 0 | 0 | 0 | 4 | 87 | 7 | 124 |
| TOTAL MOSCOW (SHEREMETYEVO) | | | 239 | 1 | 4 | 70 | 12 | 12 | 5 | 0 | 1 | 19 | 69 | 14 | 259 |
| ST PETERSBURG | AEROFLOT | S | 10 | 0 | 0 | 10 | 40 | 30 | 20 | 0 | 0 | 37 | 30 | 22 | 10 |
| TOTAL ST PETERSBURG | | | 10 | 0 | 0 | 10 | 40 | 30 | 20 | 0 | 0 | 37 | 30 | 22 | 10 |
| TOTAL RUSSIA | | | 267 | 3 | 6 | 67 | 13 | 12 | 7 | 0 | 1 | 20 | 67 | 14 | 269 |
| SAUDI ARABIA | | | | | | | | | | | | | | | |
| DAMMAM | BRITISH AIRWAYS PLC | S | 26 | 0 | 0 | 88 | 4 | 4 | 4 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL DAMMAM | | | 26 | 0 | 0 | 88 | 4 | 4 | 4 | 0 | 0 | 9 | 0 | 0 | 0 |
| JEDDAH | BRITISH AIRWAYS PLC | S | 37 | 0 | 0 | 81 | 14 | 3 | 3 | 0 | 0 | 10 | 52 | 40 | 33 |
| | SAUDI ARABIAN AIRLINES | S | 46 | 0 | 0 | 85 | 11 | 2 | 0 | 2 | 0 | 14 | 63 | 15 | 60 |
| TOTAL JEDDAH | | | 83 | 0 | 0 | 83 | 12 | 2 | 1 | 1 | 0 | 12 | 59 | 24 | 93 |
| RIYADH | BRITISH AIRWAYS PLC | S | 26 | 0 | 0 | 96 | 0 | 4 | 0 | 0 | 0 | 3 | 82 | 9 | 28 |
| | SAUDI ARABIAN AIRLINES | S | 23 | 1 | 3 | 96 | 4 | 0 | 0 | 0 | 0 | 5 | 61 | 22 | 36 |
| TOTAL RIYADH | | | 49 | 1 | 3 | 96 | 2 | 2 | 0 | 0 | 0 | 4 | 70 | 16 | 64 |
| TOTAL SAUDI ARABIA | | | 158 | 1 | 3 | 88 | 8 | 3 | 1 | 1 | 0 | 9 | 64 | 21 | 157 |
| SEYCHELLES | | | | | | | | | | | | | | | |
| SEYCHELLES | BRITISH AIRWAYS PLC | S | 18 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| TOTAL SEYCHELLES | | | 18 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| TOTAL SEYCHELLES | | | 18 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| SINGAPORE | | | | | | | | | | | | | | | |
| SINGAPORE | BRITISH AIRWAYS PLC | S | 25 | 0 | 0 | 68 | 20 | 8 | 4 | 0 | 0 | 14 | 75 | 12 | 52 |

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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) | | | | | | | | | | |
| SINGAPORE | SINGAPORE AIRLINES | S | 186 | 0 | 0 | 70 | 17 | 10 | 2 | 1 | 0 | 13 | 68 | 16 | 185 |
| TOTAL SINGAPORE | | | 211 | 0 | 0 | 70 | 18 | 10 | 2 | 0 | 0 | 14 | 70 | 15 | 237 |
| TOTAL SINGAPORE | | | 211 | 0 | 0 | 70 | 18 | 10 | 2 | 0 | 0 | 14 | 70 | 15 | 237 |
| SLOVENIA | | | | | | | | | | | | | | | |
| LJUBLJANA | ADRIA AIRWAYS | S | 52 | 0 | 0 | 77 | 17 | 4 | 2 | 0 | 0 | 9 | 69 | 11 | 54 |
| TOTAL LJUBLJANA | | | 52 | 0 | 0 | 77 | 17 | 4 | 2 | 0 | 0 | 9 | 69 | 11 | 54 |
| TOTAL SLOVENIA | | | 52 | 0 | 0 | 77 | 17 | 4 | 2 | 0 | 0 | 9 | 69 | 11 | 54 |
| SPAIN | | | | | | | | | | | | | | | |
| BARCELONA | BRITISH AIRWAYS PLC | S | 250 | 0 | 0 | 80 | 12 | 7 | 1 | 0 | 0 | 9 | 65 | 25 | 190 |
| | IBERIA | S | 248 | 0 | 0 | 74 | 13 | 8 | 4 | 0 | 0 | 13 | 64 | 19 | 248 |
| TOTAL BARCELONA | | | 498 | 0 | 0 | 77 | 12 | 8 | 3 | 0 | 0 | 11 | 65 | 21 | 608 |
| BILBAO | IBERIA | S | 62 | 0 | 0 | 94 | 2 | 5 | 0 | 0 | 0 | 4 | 89 | 11 | 62 |
| TOTAL BILBAO | | | 62 | 0 | 0 | 94 | 2 | 5 | 0 | 0 | 0 | 4 | 89 | 11 | 62 |
| MADRID | BMI BRITISH MIDLAND | S | 175 | 0 | 1 | 78 | 13 | 7 | 2 | 0 | 0 | 10 | 59 | 18 | 248 |
| | BRITISH AIRWAYS PLC | S | 310 | 0 | 0 | 75 | 14 | 9 | 1 | 0 | 0 | 11 | 52 | 24 | 310 |
| | IBERIA | S | 372 | 0 | 0 | 76 | 15 | 8 | 2 | 0 | 0 | 11 | 51 | 27 | 364 |
| TOTAL MADRID | | | 857 | 0 | 1 | 76 | 14 | 8 | 2 | 0 | 0 | 11 | 53 | 24 | 922 |
| MALAGA | GB AIRWAYS LTD | S | 63 | 2 | 0 | 62 | 14 | 13 | 6 | 3 | 2 | 29 | 56 | 21 | 63 |
| | IBERIA | S | 62 | 0 | 0 | 63 | 16 | 11 | 10 | 0 | 0 | 23 | 47 | 27 | 62 |
| TOTAL MALAGA | | | 125 | 2 | 0 | 62 | 15 | 12 | 8 | 2 | 1 | 26 | 51 | 24 | 125 |
| PALMA DE MALLORCA | BMI BRITISH MIDLAND | S | 61 | 1 | 0 | 67 | 25 | 8 | 0 | 0 | 0 | 11 | 45 | 24 | 64 |
| TOTAL PALMA DE MALLORCA | | | 61 | 1 | 0 | 67 | 25 | 8 | 0 | 0 | 0 | 11 | 45 | 24 | 64 |
| SANTIAGO DE COMPOSTELA (SPAIN) | IBERIA | S | 62 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 4 | 92 | 10 | 62 |
| TOTAL SANTIAGO DE COMPOSTELA (SPAIN) | | | 62 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 4 | 92 | 10 | 62 |
| SEVILLE | IBERIA | S | 62 | 0 | 0 | 84 | 8 | 8 | 0 | 0 | 0 | 8 | 65 | 21 | 62 |
| TOTAL SEVILLE | | | 62 | 0 | 0 | 84 | 8 | 8 | 0 | 0 | 0 | 8 | 65 | 21 | 62 |
| VALENCIA | IBERIA | S | 62 | 0 | 0 | 87 | 8 | 2 | 3 | 0 | 0 | 9 | 58 | 22 | 60 |
| TOTAL VALENCIA | | | 62 | 0 | 0 | 87 | 8 | 2 | 3 | 0 | 0 | 9 | 58 | 22 | 60 |
| TOTAL SPAIN | | | 1789 | 3 | 1 | 77 | 13 | 8 | 2 | 0 | 0 | 11 | 60 | 22 | 1965 |
| SRI LANKA | | | | | | | | | | | | | | | |
| COLOMBO | SRILANKAN AIRLINES | S | 59 | 3 | 3 | 78 | 12 | 5 | 5 | 0 | 0 | 12 | 59 | 22 | 90 |
| TOTAL COLOMBO | | | 59 | 3 | 3 | 78 | 12 | 5 | 5 | 0 | 0 | 12 | 59 | 22 | 90 |
| TOTAL SRI LANKA | | | 59 | 3 | 3 | 78 | 12 | 5 | 5 | 0 | 0 | 12 | 59 | 22 | 90 |
| SUDAN | | | | | | | | | | | | | | | |
| KHARTOUM | SUDAN AIRWAYS | S | 18 | 0 | 4 | 11 | 22 | 22 | 28 | 17 | 0 | 98 | 19 | 118 | 16 |
| TOTAL KHARTOUM | | | 18 | 0 | 4 | 11 | 22 | 22 | 28 | 17 | 0 | 98 | 19 | 118 | 16 |
| TOTAL SUDAN | | | 18 | 0 | 4 | 11 | 22 | 22 | 28 | 17 | 0 | 98 | 19 | 118 | 16 |

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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) | | | | | | | | | | | | |
| SWEDEN | | | | | | | | | | | | | | | | |
| GOTEBORG | SAS | S | 178 | 0 | 0 | 84 | 10 | 4 | 1 | 0 | 1 | 11 | 71 | 16 | 120 | |
| TOTAL GOTEBORG | | | 178 | 0 | 0 | 84 | 10 | 4 | 1 | 0 | 1 | 11 | 71 | 16 | 120 | |
| STOCKHOLM (ARLANDA) | BRITISH AIRWAYS PLC | S | 330 | 0 | 1 | 77 | 15 | 7 | 2 | 0 | 0 | 10 | 73 | 14 | 304 | |
| | SAS | S | 403 | 0 | 0 | 78 | 13 | 7 | 2 | 0 | 0 | 10 | 80 | 12 | 377 | |
| TOTAL STOCKHOLM (ARLANDA) | | | 733 | 0 | 1 | 78 | 14 | 7 | 2 | 0 | 0 | 10 | 77 | 12 | 681 | |
| TOTAL SWEDEN | | | 911 | 0 | 1 | 79 | 13 | 7 | 2 | 0 | 0 | 10 | 76 | 13 | 801 | |
| SWITZERLAND | | | | | | | | | | | | | | | | |
| BASLE MULHOUSE | SWISS AIRLINES | S | 185 | 0 | 1 | 81 | 14 | 4 | 1 | 0 | 0 | 8 | 60 | 16 | 186 | |
| TOTAL BASLE MULHOUSE | | | 185 | 0 | 1 | 81 | 14 | 4 | 1 | 0 | 0 | 8 | 60 | 16 | 187 | |
| GENEVA | BMI BRITISH MIDLAND | C | 30 | 0 | 0 | 37 | 20 | 37 | 7 | 0 | 0 | 29 | 38 | 32 | 16 | |
| | BRITISH AIRWAYS PLC | S | 359 | 0 | 1 | 77 | 14 | 8 | 1 | 0 | 0 | 10 | 52 | 26 | 305 | |
| | SWISS AIRLINES | S | 247 | 1 | 0 | 81 | 11 | 8 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | |
| TOTAL GENEVA | | | 636 | 2 | 1 | 77 | 13 | 9 | 1 | 0 | 0 | 10 | 54 | 25 | 567 | |
| SION | SWISS AIRLINES | S | 10 | 0 | 0 | 10 | 0 | 40 | 30 | 20 | 0 | 77 | 40 | 41 | 10 | |
| TOTAL SION | | | 10 | 0 | 0 | 10 | 0 | 40 | 30 | 20 | 0 | 77 | 40 | 41 | 10 | |
| ZURICH | BRITISH AIRWAYS PLC | S | 356 | 1 | 1 | 84 | 10 | 3 | 2 | 0 | 0 | 9 | 70 | 16 | 356 | |
| | SWISS AIRLINES | S | 434 | 0 | 2 | 77 | 13 | 8 | 2 | 0 | 0 | 10 | 0 | 0 | 0 | |
| TOTAL ZURICH | | | 790 | 1 | 3 | 80 | 12 | 6 | 2 | 0 | 0 | 10 | 55 | 20 | 790 | |
| TOTAL SWITZERLAND | | | 1621 | 3 | 5 | 79 | 13 | 7 | 2 | 0 | 0 | 10 | 55 | 22 | 1554 | |
| SYRIA | | | | | | | | | | | | | | | | |
| DAMASCUS | BRITISH MEDITERRANEAN AIRWA | S | 30 | 1 | 0 | 73 | 7 | 3 | 10 | 7 | 0 | 32 | 47 | 31 | 17 | |
| | SYRIANAIR | S | 26 | 0 | 0 | 54 | 15 | 15 | 15 | 0 | 0 | 22 | 20 | 93 | 25 | |
| TOTAL DAMASCUS | | | 56 | 1 | 0 | 64 | 11 | 9 | 13 | 4 | 0 | 28 | 31 | 68 | 42 | |
| TOTAL SYRIA | | | 56 | 1 | 0 | 64 | 11 | 9 | 13 | 4 | 0 | 28 | 31 | 68 | 42 | |
| TANZANIA | | | | | | | | | | | | | | | | |
| DAR-ES-SALAAM | BRITISH AIRWAYS PLC | S | 25 | 0 | 0 | 84 | 4 | 8 | 4 | 0 | 0 | 11 | 0 | 0 | 0 | |
| TOTAL DAR-ES-SALAAM | | | 25 | 0 | 0 | 84 | 4 | 8 | 4 | 0 | 0 | 11 | 0 | 0 | 0 | |
| TOTAL TANZANIA | | | 25 | 0 | 0 | 84 | 4 | 8 | 4 | 0 | 0 | 11 | 0 | 0 | 0 | |
| THAILAND | | | | | | | | | | | | | | | | |
| BANGKOK | BRITISH AIRWAYS PLC | S | 26 | 0 | 0 | 54 | 23 | 12 | 12 | 0 | 0 | 23 | 41 | 37 | 27 | |
| | THAI AIRWAYS INTERNATIONAL | S | 88 | 0 | 0 | 44 | 19 | 24 | 13 | 0 | 0 | 29 | 67 | 16 | 88 | |
| TOTAL BANGKOK | | | 114 | 0 | 0 | 46 | 20 | 21 | 12 | 0 | 0 | 28 | 61 | 21 | 115 | |
| TOTAL THAILAND | | | 114 | 0 | 0 | 46 | 20 | 21 | 12 | 0 | 0 | 28 | 61 | 21 | 115 | |
| TRINIDAD AND TOBAGO | | | | | | | | | | | | | | | | |
| PORT OF SPAIN | BWIA | S | 62 | 0 | 0 | 32 | 39 | 19 | 10 | 0 | 0 | 26 | 54 | 19 | 59 | |
| TOTAL PORT OF SPAIN | | | 62 | 0 | 0 | 32 | 39 | 19 | 10 | 0 | 0 | 26 | 54 | 19 | 59 | |
| TOTAL TRINIDAD AND TOBAGO | | | 62 | 0 | 0 | 32 | 39 | 19 | 10 | 0 | 0 | 26 | 54 | 19 | 59 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

| | | Reporting Airport: HEATHROW (Full Analysis) | | | | | | | | | | | | | | |
|---------------------------------------|--------------------------------|---------------------------------------------|------------|----------|-----------|----------------------------|---------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 2001 | | | |
| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | 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) | | | | | | | | | | | | |
| TUNISIA | | | | | | | | | | | | | | | | |
| TUNIS | TUNISAIR | S | 38 | 0 | 0 | 26 | 47 | 18 | 5 | 3 | 0 | 32 | 17 | 43 | 36 | |
| TOTAL TUNIS | | | 38 | 0 | 0 | 26 | 47 | 18 | 5 | 3 | 0 | 32 | 17 | 43 | 36 | |
| TOTAL TUNISIA | | | 38 | 0 | 0 | 26 | 47 | 18 | 5 | 3 | 0 | 32 | 17 | 43 | 36 | |
| TURKEY | | | | | | | | | | | | | | | | |
| ANTALYA | KIBRIS TURKISH AIRLINES - KTHY | S | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 6 | 2 | |
| TOTAL ANTALYA | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 6 | 2 | |
| ISTANBUL | BRITISH AIRWAYS PLC | S | 120 | 0 | 0 | 87 | 9 | 3 | 1 | 0 | 0 | 6 | 69 | 14 | 124 | |
| | THY TURK HAVA YOLLARI TURKIS | S | 168 | 0 | 0 | 47 | 20 | 27 | 5 | 0 | 0 | 23 | 56 | 23 | 186 | |
| TOTAL ISTANBUL | | | 288 | 0 | 0 | 64 | 16 | 17 | 3 | 0 | 0 | 16 | 61 | 19 | 310 | |
| IZMIR (ADNAM MENDERES) | THY TURK HAVA YOLLARI TURKIS | S | 19 | 0 | 1 | 42 | 37 | 11 | 11 | 0 | 0 | 24 | 17 | 35 | 18 | |
| TOTAL IZMIR (ADNAM MENDERES) | | | 19 | 0 | 1 | 42 | 37 | 11 | 11 | 0 | 0 | 24 | 17 | 35 | 18 | |
| TOTAL TURKEY | | | 309 | 0 | 1 | 62 | 17 | 17 | 4 | 0 | 0 | 16 | 59 | 20 | 330 | |
| TURKMENISTAN | | | | | | | | | | | | | | | | |
| ASHKHABAD | TURKMENISTAN AIRLINES | S | 18 | 0 | 0 | 44 | 28 | 28 | 0 | 0 | 0 | 22 | 44 | 27 | 18 | |
| TOTAL ASHKHABAD | | | 18 | 0 | 0 | 44 | 28 | 28 | 0 | 0 | 0 | 22 | 44 | 27 | 18 | |
| TOTAL TURKMENISTAN | | | 18 | 0 | 0 | 44 | 28 | 28 | 0 | 0 | 0 | 22 | 44 | 27 | 18 | |
| TURKS AND CAICOS ISLANDS | | | | | | | | | | | | | | | | |
| PROVIDENCIALES | BRITISH AIRWAYS PLC | S | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | |
| TOTAL PROVIDENCIALES | | | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | |
| TOTAL TURKS AND CAICOS ISLANDS | | | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | |
| UGANDA | | | | | | | | | | | | | | | | |
| ENTEBBE | BRITISH AIRWAYS PLC | S | 26 | 0 | 0 | 77 | 23 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | |
| TOTAL ENTEBBE | | | 26 | 0 | 0 | 77 | 23 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | |
| TOTAL UGANDA | | | 26 | 0 | 0 | 77 | 23 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | |
| UKRAINE | | | | | | | | | | | | | | | | |
| KIEV (BORISPOL) | BRITISH AIRWAYS PLC | S | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | |
| TOTAL KIEV (BORISPOL) | | | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | |
| TOTAL UKRAINE | | | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | |
| UNITED ARAB EMIRATES | | | | | | | | | | | | | | | | |
| ABU DHABI INTERNATIONAL | GULF AIR | S | 90 | 2 | 0 | 81 | 12 | 3 | 3 | 0 | 0 | 8 | 58 | 34 | 24 | |
| TOTAL ABU DHABI INTERNATIONAL | | | 90 | 2 | 0 | 81 | 12 | 3 | 3 | 0 | 0 | 8 | 58 | 34 | 24 | |
| DUBAI | BRITISH AIRWAYS PLC | S | 105 | 1 | 1 | 86 | 10 | 3 | 1 | 1 | 0 | 8 | 73 | 10 | 124 | |
| | EMIRATES | S | 186 | 0 | 0 | 58 | 20 | 17 | 4 | 1 | 1 | 25 | 61 | 17 | 186 | |
| TOTAL DUBAI | | | 291 | 1 | 1 | 68 | 16 | 12 | 3 | 1 | 0 | 19 | 66 | 14 | 310 | |
| TOTAL UNITED ARAB EMIRATES | | | 381 | 3 | 1 | 71 | 15 | 10 | 3 | 1 | 0 | 16 | 65 | 16 | 334 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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) | | | | | | | | | | | |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| ABERDEEN | BRITISH AIRWAYS PLC | S | 374 | 0 | 0 | 85 | 8 | 5 | 2 | 0 | 0 | 8 | 73 | 15 | 383 |
| TOTAL ABERDEEN | | | 374 | 0 | 0 | 85 | 8 | 5 | 2 | 0 | 0 | 8 | 73 | 15 | 383 |
| BELFAST CITY | BMI BRITISH MIDLAND | S | 416 | 0 | 0 | 81 | 12 | 6 | 1 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL BELFAST CITY | | | 416 | 0 | 0 | 81 | 12 | 6 | 1 | 0 | 0 | 9 | 0 | 0 | 0 |
| BELFAST INTERNATIONAL | BMI BRITISH MIDLAND | S | 239 | 2 | 0 | 82 | 10 | 6 | 2 | 0 | 0 | 9 | 85 | 7 | 487 |
| TOTAL BELFAST INTERNATIONAL | | | 239 | 2 | 0 | 82 | 10 | 6 | 2 | 0 | 0 | 9 | 84 | 8 | 842 |
| EDINBURGH | BMI BRITISH MIDLAND | S | 533 | 9 | 2 | 85 | 8 | 5 | 2 | 0 | 0 | 8 | 72 | 12 | 474 |
| | BRITISH AIRWAYS PLC | S | 636 | 0 | 4 | 82 | 10 | 4 | 4 | 0 | 0 | 11 | 74 | 16 | 663 |
| TOTAL EDINBURGH | | | 1169 | 9 | 6 | 83 | 9 | 4 | 3 | 0 | 0 | 9 | 73 | 14 | 1137 |
| GLASGOW | BMI BRITISH MIDLAND | S | 432 | 2 | 0 | 80 | 11 | 6 | 3 | 0 | 0 | 9 | 74 | 12 | 469 |
| | BRITISH AIRWAYS PLC | S | 619 | 17 | 2 | 83 | 9 | 5 | 4 | 0 | 0 | 9 | 79 | 11 | 666 |
| TOTAL GLASGOW | | | 1051 | 19 | 2 | 82 | 10 | 5 | 3 | 0 | 0 | 9 | 77 | 12 | 1135 |
| ISLE OF MAN | BA CITIEXPRESS (IOM) LTD | S | 160 | 0 | 0 | 73 | 11 | 8 | 8 | 0 | 1 | 19 | 82 | 10 | 166 |
| TOTAL ISLE OF MAN | | | 160 | 0 | 0 | 73 | 11 | 8 | 8 | 0 | 1 | 19 | 82 | 10 | 166 |
| LEEDS BRADFORD | BMI BRITISH MIDLAND | S | 216 | 0 | 0 | 94 | 4 | 1 | 0 | 0 | 0 | 3 | 86 | 9 | 210 |
| TOTAL LEEDS BRADFORD | | | 216 | 0 | 0 | 94 | 4 | 1 | 0 | 0 | 0 | 3 | 86 | 9 | 210 |
| MANCHESTER | BMI BRITISH MIDLAND | S | 348 | 6 | 1 | 85 | 11 | 3 | 1 | 0 | 0 | 6 | 74 | 11 | 421 |
| | BRITISH AIRWAYS PLC | S | 613 | 0 | 1 | 81 | 11 | 6 | 2 | 0 | 0 | 9 | 65 | 18 | 609 |
| TOTAL MANCHESTER | | | 961 | 6 | 2 | 82 | 11 | 5 | 1 | 0 | 0 | 8 | 69 | 15 | 1030 |
| NEWCASTLE | BRITISH AIRWAYS PLC | S | 352 | 0 | 1 | 86 | 9 | 3 | 3 | 0 | 0 | 8 | 74 | 15 | 336 |
| TOTAL NEWCASTLE | | | 352 | 0 | 1 | 86 | 9 | 3 | 3 | 0 | 0 | 8 | 74 | 15 | 336 |
| TEESSIDE | BMI BRITISH MIDLAND | S | 184 | 0 | 0 | 88 | 6 | 3 | 3 | 0 | 0 | 8 | 85 | 8 | 184 |
| TOTAL TEESSIDE | | | 184 | 0 | 0 | 88 | 6 | 3 | 3 | 0 | 0 | 8 | 85 | 8 | 184 |
| TOTAL UNITED KINGDOM | | | 5122 | 36 | 11 | 83 | 10 | 5 | 3 | 0 | 0 | 9 | 76 | 12 | 5423 |
| USA | | | | | | | | | | | | | | | |
| BALTIMORE | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 84 | 10 | 5 | 2 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL BALTIMORE | | | 62 | 0 | 0 | 84 | 10 | 5 | 2 | 0 | 0 | 9 | 0 | 0 | 0 |
| BOSTON | AMERICAN AIRLINES | S | 124 | 0 | 0 | 83 | 9 | 3 | 2 | 3 | 0 | 15 | 57 | 24 | 117 |
| | BRITISH AIRWAYS PLC | S | 125 | 0 | 0 | 87 | 9 | 4 | 0 | 0 | 0 | 5 | 55 | 44 | 172 |
| | UNITED AIRLINES | S | 62 | 0 | 0 | 79 | 13 | 6 | 2 | 0 | 0 | 9 | 66 | 19 | 58 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 62 | 0 | 0 | 76 | 19 | 5 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| TOTAL BOSTON | | | 373 | 0 | 0 | 83 | 11 | 4 | 1 | 1 | 0 | 10 | 57 | 33 | 347 |
| CHICAGO (O'HARE) | AIR INDIA | S | 27 | 0 | 0 | 37 | 19 | 11 | 33 | 0 | 0 | 54 | 36 | 36 | 25 |
| | AMERICAN AIRLINES | S | 184 | 0 | 2 | 80 | 7 | 5 | 5 | 2 | 0 | 15 | 58 | 27 | 237 |
| | BRITISH AIRWAYS PLC | S | 124 | 0 | 0 | 83 | 10 | 6 | 0 | 0 | 0 | 7 | 72 | 17 | 124 |
| | UNITED AIRLINES | S | 185 | 1 | 0 | 85 | 6 | 4 | 4 | 0 | 0 | 9 | 59 | 22 | 183 |
| TOTAL CHICAGO (O'HARE) | | | 520 | 1 | 2 | 81 | 8 | 5 | 5 | 1 | 0 | 13 | 61 | 23 | 631 |
| DETROIT | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 84 | 10 | 3 | 3 | 0 | 0 | 10 | 69 | 23 | 59 |
| TOTAL DETROIT | | | 62 | 0 | 0 | 84 | 10 | 3 | 3 | 0 | 0 | 10 | 69 | 23 | 59 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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) |
| LOS ANGELES INTERNATIONAL | AMERICAN AIRLINES | S | 62 | 0 | 0 | 87 | 8 | 5 | 0 | 0 | 0 | 7 | 67 | 15 | 60 |
| | BRITISH AIRWAYS PLC | S | 124 | 0 | 0 | 76 | 14 | 7 | 3 | 0 | 0 | 12 | 50 | 25 | 124 |
| | UNITED AIRLINES | S | 61 | 1 | 0 | 84 | 8 | 3 | 3 | 2 | 0 | 12 | 53 | 26 | 62 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 124 | 0 | 0 | 74 | 15 | 6 | 4 | 1 | 0 | 14 | 48 | 30 | 124 |
| TOTAL LOS ANGELES INTERNATIONAL | | | 371 | 1 | 0 | 78 | 12 | 6 | 3 | 1 | 0 | 12 | 52 | 25 | 370 |
| MIAMI INTERNATIONAL | AMERICAN AIRLINES | S | 62 | 0 | 0 | 73 | 11 | 10 | 6 | 0 | 0 | 13 | 73 | 14 | 62 |
| | BRITISH AIRWAYS PLC | S | 124 | 0 | 0 | 81 | 10 | 4 | 3 | 2 | 0 | 13 | 49 | 29 | 75 |
| TOTAL MIAMI INTERNATIONAL | | | 186 | 0 | 0 | 78 | 11 | 6 | 4 | 1 | 0 | 13 | 60 | 22 | 137 |
| NEW YORK (JF KENNEDY) | AIR INDIA | S | 62 | 0 | 0 | 23 | 18 | 27 | 31 | 2 | 0 | 50 | 35 | 35 | 62 |
| | AMERICAN AIRLINES | S | 248 | 1 | 0 | 68 | 17 | 14 | 1 | 0 | 0 | 15 | 58 | 28 | 329 |
| | BRITISH AIRWAYS PLC | S | 388 | 0 | 0 | 86 | 8 | 4 | 2 | 1 | 0 | 8 | 70 | 19 | 365 |
| | KUWAIT AIRWAYS | S | 27 | 0 | 0 | 74 | 7 | 19 | 0 | 0 | 0 | 9 | 59 | 19 | 27 |
| | UNITED AIRLINES | S | 123 | 1 | 0 | 89 | 9 | 2 | 0 | 0 | 0 | 4 | 76 | 15 | 183 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 124 | 0 | 0 | 63 | 18 | 11 | 7 | 1 | 0 | 21 | 47 | 27 | 182 |
| TOTAL NEW YORK (JF KENNEDY) | | | 972 | 3 | 0 | 74 | 12 | 9 | 4 | 1 | 0 | 14 | 62 | 23 | 1148 |
| NEW YORK (NEWARK) | AMERICAN AIRLINES | S | 62 | 0 | 0 | 90 | 8 | 2 | 0 | 0 | 0 | 6 | 57 | 28 | 58 |
| | BRITISH AIRWAYS PLC | S | 124 | 0 | 0 | 89 | 6 | 2 | 2 | 1 | 0 | 9 | 69 | 15 | 116 |
| | UNITED AIRLINES | S | 62 | 0 | 0 | 92 | 5 | 2 | 2 | 0 | 0 | 6 | 68 | 15 | 62 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 108 | 0 | 0 | 62 | 25 | 4 | 8 | 1 | 0 | 18 | 50 | 23 | 60 |
| TOTAL NEW YORK (NEWARK) | | | 356 | 0 | 0 | 81 | 12 | 3 | 3 | 1 | 0 | 11 | 63 | 19 | 296 |
| PHILADELPHIA INTERNATIONAL | BRITISH AIRWAYS PLC | S | 124 | 0 | 0 | 85 | 6 | 3 | 5 | 0 | 0 | 10 | 61 | 22 | 122 |
| TOTAL PHILADELPHIA INTERNATIONAL | | | 124 | 0 | 0 | 85 | 6 | 3 | 5 | 0 | 0 | 10 | 61 | 22 | 122 |
| SAN FRANCISCO | BRITISH AIRWAYS PLC | S | 124 | 0 | 0 | 81 | 12 | 6 | 1 | 0 | 0 | 9 | 63 | 23 | 110 |
| | UNITED AIRLINES | S | 124 | 0 | 0 | 90 | 8 | 1 | 0 | 1 | 0 | 6 | 62 | 20 | 123 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 62 | 0 | 0 | 48 | 39 | 11 | 2 | 0 | 0 | 18 | 27 | 32 | 62 |
| TOTAL SAN FRANCISCO | | | 310 | 0 | 0 | 78 | 16 | 5 | 1 | 0 | 0 | 9 | 55 | 23 | 295 |
| SEATTLE (TACOMA) | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 79 | 16 | 3 | 2 | 0 | 0 | 8 | 56 | 30 | 62 |
| TOTAL SEATTLE (TACOMA) | | | 62 | 0 | 0 | 79 | 16 | 3 | 2 | 0 | 0 | 8 | 56 | 30 | 62 |
| WASHINGTON (DULLES) | BRITISH AIRWAYS PLC | S | 125 | 0 | 0 | 82 | 14 | 2 | 2 | 0 | 0 | 8 | 63 | 25 | 124 |
| | UNITED AIRLINES | S | 124 | 1 | 0 | 81 | 8 | 8 | 2 | 1 | 0 | 11 | 68 | 22 | 124 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 62 | 0 | 0 | 74 | 13 | 6 | 5 | 2 | 0 | 17 | 56 | 16 | 62 |
| TOTAL WASHINGTON (DULLES) | | | 311 | 1 | 0 | 80 | 12 | 5 | 2 | 1 | 0 | 11 | 64 | 22 | 310 |
| TOTAL USA | | | 3709 | 6 | 2 | 79 | 12 | 6 | 3 | 1 | 0 | 12 | 60 | 24 | 3777 |
| UZBEKISTAN | | | | | | | | | | | | | | | |
| TASHKENT | UZBEKISTAN AIRLINES | S | 36 | 2 | 0 | 61 | 14 | 17 | 8 | 0 | 0 | 21 | 87 | 9 | 38 |
| TOTAL TASHKENT | | | 36 | 2 | 0 | 61 | 14 | 17 | 8 | 0 | 0 | 21 | 87 | 9 | 38 |
| TOTAL UZBEKISTAN | | | 36 | 2 | 0 | 61 | 14 | 17 | 8 | 0 | 0 | 21 | 87 | 9 | 38 |
| TOTAL HEATHROW | | | 37821 | 118 | 112 | 77 | 12 | 7 | 3 | 0 | 0 | 12 | 67 | 18 | 38552 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: LONDON CITY (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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) | | | | | | | | | | | |
| BELGIUM | | | | | | | | | | | | | | | |
| ANTWERP | VLM (BELGIUM) | S | 232 | 0 | 4 | 89 | 8 | 3 | 0 | 0 | 0 | 6 | 86 | 8 | 236 |
| TOTAL ANTWERP | | | 232 | 0 | 4 | 89 | 8 | 3 | 0 | 0 | 0 | 6 | 86 | 8 | 236 |
| BRUSSELS | VLM (BELGIUM) | S | 162 | 0 | 58 | 40 | 41 | 18 | 1 | 0 | 0 | 20 | 0 | 0 | 0 |
| TOTAL BRUSSELS | | | 162 | 0 | 58 | 40 | 41 | 18 | 1 | 0 | 0 | 20 | 59 | 16 | 218 |
| TOTAL BELGIUM | | | 394 | 0 | 62 | 69 | 22 | 9 | 0 | 0 | 0 | 12 | 73 | 12 | 454 |
| FRANCE | | | | | | | | | | | | | | | |
| CLERMONT FERRAND | REGIONAL COMPAGNIE AERIENN | S | 101 | 0 | 0 | 67 | 26 | 5 | 2 | 0 | 0 | 13 | 44 | 21 | 78 |
| TOTAL CLERMONT FERRAND | | | 101 | 0 | 0 | 67 | 26 | 5 | 2 | 0 | 0 | 13 | 44 | 21 | 78 |
| PARIS (CHARLES DE GAULLE) | CITY JET | S | 238 | 0 | 0 | 71 | 19 | 8 | 2 | 0 | 0 | 13 | 66 | 14 | 59 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 238 | 0 | 0 | 71 | 19 | 8 | 2 | 0 | 0 | 13 | 62 | 22 | 241 |
| RENNES | BRIT AIR | S | 100 | 0 | 0 | 86 | 5 | 3 | 6 | 0 | 0 | 14 | 80 | 10 | 99 |
| TOTAL RENNES | | | 100 | 0 | 0 | 86 | 5 | 3 | 6 | 0 | 0 | 14 | 80 | 10 | 99 |
| TOTAL FRANCE | | | 439 | 6 | 0 | 73 | 18 | 6 | 3 | 0 | 0 | 13 | 63 | 19 | 418 |
| GERMANY | | | | | | | | | | | | | | | |
| DORTMUND | EUROWINGS LUFTVERKEHRS | S | 112 | 0 | 10 | 94 | 6 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| TOTAL DORTMUND | | | 112 | 0 | 10 | 94 | 6 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| FRANKFURT MAIN | AUGSBURG AIRWAYS GMBH | S | 40 | 0 | 0 | 78 | 15 | 8 | 0 | 0 | 0 | 9 | 57 | 17 | 42 |
| | LUFTHANSA CITY LINE | S | 88 | 0 | 0 | 63 | 22 | 14 | 2 | 0 | 0 | 15 | 42 | 21 | 92 |
| TOTAL FRANKFURT MAIN | | | 128 | 1 | 0 | 67 | 20 | 12 | 2 | 0 | 0 | 13 | 47 | 20 | 134 |
| HAMBURG | AUGSBURG AIRWAYS GMBH | S | 130 | 0 | 0 | 62 | 28 | 8 | 2 | 0 | 0 | 14 | 0 | 0 | 0 |
| TOTAL HAMBURG | | | 130 | 0 | 0 | 62 | 28 | 8 | 2 | 0 | 0 | 14 | 0 | 0 | 0 |
| MOENCHENGLADBACH | VLM (BELGIUM) | S | 164 | 0 | 10 | 70 | 25 | 4 | 1 | 0 | 0 | 11 | 76 | 11 | 173 |
| TOTAL MOENCHENGLADBACH | | | 164 | 0 | 10 | 70 | 25 | 4 | 1 | 0 | 0 | 11 | 76 | 11 | 173 |
| MUNICH | AUGSBURG AIRWAYS GMBH | S | 98 | 0 | 0 | 36 | 33 | 23 | 6 | 2 | 0 | 29 | 0 | 0 | 0 |
| TOTAL MUNICH | | | 98 | 0 | 0 | 36 | 33 | 23 | 6 | 2 | 0 | 29 | 0 | 0 | 0 |
| PADERBORN | EUROWINGS LUFTVERKEHRS | S | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| TOTAL PADERBORN | | | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| TOTAL GERMANY | | | 642 | 3 | 20 | 67 | 22 | 8 | 2 | 0 | 0 | 13 | 70 | 12 | 434 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| DUBLIN | AER LINGUS | S | 238 | 0 | 0 | 77 | 14 | 7 | 1 | 0 | 0 | 10 | 75 | 13 | 186 |
| TOTAL DUBLIN | | | 238 | 1 | 0 | 77 | 14 | 7 | 1 | 0 | 0 | 10 | 75 | 13 | 186 |
| TOTAL IRISH REPUBLIC | | | 238 | 1 | 0 | 77 | 14 | 7 | 1 | 0 | 0 | 10 | 75 | 13 | 186 |
| LUXEMBOURG | | | | | | | | | | | | | | | |
| LUXEMBOURG | VLM (BELGIUM) | S | 146 | 0 | 0 | 66 | 27 | 4 | 2 | 0 | 0 | 12 | 64 | 17 | 141 |
| TOTAL LUXEMBOURG | | | 146 | 0 | 0 | 66 | 27 | 4 | 2 | 0 | 0 | 12 | 64 | 17 | 141 |
| TOTAL LUXEMBOURG | | | 146 | 0 | 0 | 66 | 27 | 4 | 2 | 0 | 0 | 12 | 64 | 17 | 141 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: LONDON CITY (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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) | | | | | | | | | | |
| NETHERLANDS | | | | | | | | | | | | | | | |
| AMSTERDAM | KLM UK LTD | S | 184 | 0 | 22 | 84 | 13 | 4 | 0 | 0 | 0 | 6 | 76 | 13 | 292 |
| TOTAL AMSTERDAM | | | 184 | 0 | 22 | 84 | 13 | 4 | 0 | 0 | 0 | 6 | 76 | 13 | 292 |
| ROTTERDAM | VLM (BELGIUM) | S | 278 | 2 | 28 | 85 | 11 | 4 | 1 | 0 | 0 | 7 | 88 | 7 | 236 |
| TOTAL ROTTERDAM | | | 278 | 2 | 28 | 85 | 11 | 4 | 1 | 0 | 0 | 7 | 88 | 7 | 236 |
| TOTAL NETHERLANDS | | | 462 | 2 | 50 | 84 | 11 | 4 | 0 | 0 | 0 | 7 | 81 | 11 | 528 |
| SWITZERLAND | | | | | | | | | | | | | | | |
| BASLE MULHOUSE | SWISS AIRLINES | S | 146 | 0 | 0 | 66 | 29 | 4 | 1 | 0 | 0 | 11 | 43 | 20 | 152 |
| TOTAL BASLE MULHOUSE | | | 146 | 0 | 0 | 66 | 29 | 4 | 1 | 0 | 0 | 11 | 43 | 20 | 152 |
| BERNE | AIR ENGIADINA | S | 60 | 0 | 2 | 70 | 20 | 10 | 0 | 0 | 0 | 12 | 48 | 17 | 66 |
| TOTAL BERNE | | | 60 | 0 | 2 | 70 | 20 | 10 | 0 | 0 | 0 | 12 | 48 | 17 | 66 |
| GENEVA | SWISS AIRLINES | S | 194 | 0 | 0 | 60 | 26 | 12 | 3 | 0 | 0 | 16 | 50 | 24 | 149 |
| TOTAL GENEVA | | | 194 | 1 | 0 | 60 | 26 | 12 | 3 | 0 | 0 | 16 | 50 | 24 | 149 |
| ZURICH | SWISS AIRLINES | S | 310 | 0 | 2 | 67 | 20 | 11 | 2 | 0 | 0 | 14 | 42 | 24 | 305 |
| TOTAL ZURICH | | | 310 | 0 | 2 | 67 | 20 | 11 | 2 | 0 | 0 | 14 | 42 | 24 | 305 |
| TOTAL SWITZERLAND | | | 710 | 1 | 4 | 65 | 24 | 10 | 2 | 0 | 0 | 14 | 45 | 22 | 672 |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| BELFAST CITY | FLYBE.BRITISH EUROPEAN | S | 263 | 0 | 13 | 86 | 9 | 3 | 2 | 0 | 0 | 7 | 87 | 13 | 92 |
| TOTAL BELFAST CITY | | | 263 | 0 | 13 | 86 | 9 | 3 | 2 | 0 | 0 | 7 | 87 | 13 | 92 |
| DUNDEE | SCOT AIRWAYS | S | 205 | 0 | 33 | 86 | 12 | 2 | 0 | 0 | 0 | 7 | 67 | 14 | 258 |
| TOTAL DUNDEE | | | 205 | 0 | 33 | 86 | 12 | 2 | 0 | 0 | 0 | 7 | 67 | 14 | 258 |
| EDINBURGH | FLYBE.BRITISH EUROPEAN | S | 130 | 0 | 12 | 88 | 11 | 2 | 0 | 0 | 0 | 7 | 81 | 10 | 275 |
| | SCOT AIRWAYS | S | 539 | 2 | 63 | 82 | 12 | 3 | 2 | 0 | 0 | 9 | 69 | 14 | 308 |
| TOTAL EDINBURGH | | | 669 | 2 | 75 | 83 | 12 | 3 | 2 | 0 | 0 | 8 | 75 | 12 | 583 |
| ISLE OF MAN | FLYBE.BRITISH EUROPEAN | S | 94 | 1 | 3 | 71 | 16 | 4 | 7 | 1 | 0 | 17 | 71 | 16 | 56 |
| TOTAL ISLE OF MAN | | | 94 | 1 | 3 | 71 | 16 | 4 | 7 | 1 | 0 | 17 | 71 | 16 | 56 |
| JERSEY | FLYBE.BRITISH EUROPEAN | S | 188 | 0 | 8 | 72 | 15 | 4 | 9 | 0 | 0 | 17 | 78 | 14 | 195 |
| TOTAL JERSEY | | | 188 | 0 | 8 | 72 | 15 | 4 | 9 | 0 | 0 | 17 | 78 | 14 | 195 |
| TOTAL UNITED KINGDOM | | | 1419 | 4 | 132 | 82 | 12 | 3 | 3 | 0 | 0 | 10 | 74 | 14 | 1536 |
| TOTAL LONDON CITY | | | 4450 | 19 | 268 | 75 | 17 | 6 | 2 | 0 | 0 | 11 | 69 | 15 | 4369 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: LUTON (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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) | | | | | | | | | | | | |
| AUSTRIA | | | | | | | | | | | | | | | | |
| SALZBURG | BRITANNIA AIRWAYS | C | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 80 | 9 | 5 | |
| TOTAL SALZBURG | | | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 80 | 9 | 5 | |
| TOTAL AUSTRIA | | | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 80 | 9 | 5 | |
| CYPRUS | | | | | | | | | | | | | | | | |
| LARNACA | EUROCYPRIA AIRLINES LTD | C | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | |
| | HELIOS AIRWAYS LTD | C | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| TOTAL LARNACA | | | 7 | 0 | 0 | 86 | 0 | 14 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | |
| PAPHOS | BRITANNIA AIRWAYS | C | 18 | 0 | 0 | 50 | 33 | 17 | 0 | 0 | 0 | 14 | 50 | 409 | 8 | |
| TOTAL PAPHOS | | | 19 | 1 | 0 | 47 | 37 | 16 | 0 | 0 | 0 | 15 | 47 | 213 | 30 | |
| TOTAL CYPRUS | | | 26 | 1 | 0 | 58 | 27 | 15 | 0 | 0 | 0 | 13 | 47 | 213 | 30 | |
| FRANCE | | | | | | | | | | | | | | | | |
| CHAMBERY | TITAN AIRWAYS LTD | C | 5 | 4 | 0 | 0 | 40 | 20 | 40 | 0 | 0 | 42 | 0 | 0 | 0 | |
| TOTAL CHAMBERY | | | 5 | 4 | 0 | 0 | 40 | 20 | 40 | 0 | 0 | 42 | 0 | 0 | 0 | |
| GRENOBLE | MONARCH AIRLINES | C | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 4 | 2 | |
| TOTAL GRENOBLE | | | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 4 | 2 | |
| NICE | EASYJET AIRLINE COMPANY LTD | S | 187 | 0 | 0 | 79 | 6 | 9 | 6 | 0 | 0 | 13 | 52 | 33 | 262 | |
| TOTAL NICE | | | 188 | 2 | 0 | 78 | 6 | 9 | 6 | 1 | 0 | 14 | 52 | 33 | 262 | |
| PARIS (ORLY) | AERIS | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | |
| TOTAL PARIS (ORLY) | | | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | |
| TOTAL FRANCE | | | 199 | 18 | 0 | 76 | 8 | 9 | 7 | 1 | 0 | 15 | 52 | 33 | 275 | |
| GERMANY | | | | | | | | | | | | | | | | |
| HANOVER | MY TRAVEL AIRWAYS UK | C | 16 | 0 | 0 | 81 | 0 | 13 | 0 | 6 | 0 | 20 | 0 | 0 | 0 | |
| TOTAL HANOVER | | | 16 | 0 | 0 | 81 | 0 | 13 | 0 | 6 | 0 | 20 | 43 | 23 | 14 | |
| TOTAL GERMANY | | | 16 | 1 | 0 | 81 | 0 | 13 | 0 | 6 | 0 | 20 | 36 | 56 | 142 | |
| GIBRALTAR | | | | | | | | | | | | | | | | |
| GIBRALTAR | MONARCH AIRLINES | S | 36 | 0 | 0 | 89 | 8 | 0 | 3 | 0 | 0 | 9 | 33 | 39 | 33 | |
| TOTAL GIBRALTAR | | | 36 | 0 | 0 | 89 | 8 | 0 | 3 | 0 | 0 | 9 | 33 | 39 | 33 | |
| TOTAL GIBRALTAR | | | 36 | 0 | 0 | 89 | 8 | 0 | 3 | 0 | 0 | 9 | 33 | 39 | 33 | |
| GREECE | | | | | | | | | | | | | | | | |
| ATHENS | EASYJET AIRLINE COMPANY LTD | S | 124 | 0 | 0 | 76 | 11 | 8 | 3 | 0 | 2 | 21 | 65 | 23 | 123 | |
| | MONARCH AIRLINES | C | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| TOTAL ATHENS | | | 127 | 0 | 0 | 76 | 11 | 8 | 3 | 0 | 2 | 20 | 65 | 23 | 123 | |
| TOTAL GREECE | | | 127 | 0 | 0 | 76 | 11 | 8 | 3 | 0 | 2 | 20 | 65 | 23 | 123 | |
| IRISH REPUBLIC | | | | | | | | | | | | | | | | |
| DUBLIN | RYANAIR | S | 288 | 0 | 9 | 97 | 2 | 1 | 0 | 0 | 0 | 3 | 90 | 9 | 332 | |
| TOTAL DUBLIN | | | 288 | 1 | 9 | 97 | 2 | 1 | 0 | 0 | 0 | 3 | 90 | 9 | 332 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: LUTON (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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) | | | | | | | | | | |
| WATERFORD | EUROCELTIC AIRWAYS LTD | S | 57 | 32 | 22 | 42 | 23 | 21 | 9 | 5 | 0 | 37 | 92 | 4 | 48 |
| TOTAL WATERFORD | | | 57 | 32 | 22 | 42 | 23 | 21 | 9 | 5 | 0 | 37 | 92 | 4 | 48 |
| TOTAL IRISH REPUBLIC | | | 345 | 35 | 31 | 88 | 5 | 5 | 2 | 1 | 0 | 8 | 91 | 9 | 380 |
| ISRAEL | | | | | | | | | | | | | | | |
| OVDA | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 80 | 10 | 10 | 0 | 0 | 0 | 9 | 25 | 22 | 8 |
| TOTAL OVDA | | | 10 | 0 | 0 | 80 | 10 | 10 | 0 | 0 | 0 | 9 | 19 | 24 | 16 |
| TOTAL ISRAEL | | | 11 | 0 | 0 | 82 | 9 | 9 | 0 | 0 | 0 | 9 | 19 | 24 | 16 |
| ITALY | | | | | | | | | | | | | | | |
| TURIN | BRITISH AIRWAYS PLC | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 22 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 24 | 0 | 0 | 0 |
| TOTAL TURIN | | | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 23 | 0 | 0 | 0 |
| TOTAL ITALY | | | 4 | 3 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 23 | 0 | 0 | 0 |
| MALTA | | | | | | | | | | | | | | | |
| MALTA | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 50 | 25 | 6 |
| TOTAL MALTA | | | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 50 | 25 | 6 |
| TOTAL MALTA | | | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 50 | 25 | 6 |
| NETHERLANDS | | | | | | | | | | | | | | | |
| AMSTERDAM | EASYJET AIRLINE COMPANY LTD | S | 341 | 0 | 1 | 72 | 13 | 9 | 6 | 1 | 0 | 17 | 62 | 25 | 352 |
| TOTAL AMSTERDAM | | | 341 | 0 | 1 | 72 | 13 | 9 | 6 | 1 | 0 | 17 | 62 | 25 | 352 |
| TOTAL NETHERLANDS | | | 341 | 2 | 1 | 72 | 13 | 9 | 6 | 1 | 0 | 17 | 62 | 25 | 352 |
| POLAND | | | | | | | | | | | | | | | |
| KRAKOW | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| TOTAL KRAKOW | | | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 15 | 50 | 20 | 2 |
| TOTAL POLAND | | | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 15 | 50 | 20 | 2 |
| SPAIN | | | | | | | | | | | | | | | |
| ALICANTE | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 11 | 63 | 89 | 8 |
| | FIRST CHOICE AIRWAYS LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | MONARCH AIRLINES | S | 62 | 0 | 0 | 89 | 5 | 3 | 3 | 0 | 0 | 8 | 30 | 43 | 61 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 5 | 70 | 17 | 10 |
| TOTAL ALICANTE | | | 88 | 0 | 0 | 89 | 5 | 5 | 2 | 0 | 0 | 7 | 38 | 45 | 79 |
| BARCELONA | EASYJET AIRLINE COMPANY LTD | S | 198 | 0 | 0 | 72 | 15 | 10 | 3 | 0 | 0 | 13 | 48 | 35 | 204 |
| TOTAL BARCELONA | | | 198 | 0 | 0 | 72 | 15 | 10 | 3 | 0 | 0 | 13 | 48 | 35 | 205 |
| MADRID | EASYJET AIRLINE COMPANY LTD | S | 123 | 0 | 1 | 85 | 7 | 4 | 5 | 0 | 0 | 11 | 57 | 25 | 110 |
| TOTAL MADRID | | | 123 | 1 | 1 | 85 | 7 | 4 | 5 | 0 | 0 | 11 | 57 | 25 | 110 |
| MAHON | MONARCH AIRLINES | S | 16 | 0 | 0 | 50 | 19 | 6 | 25 | 0 | 0 | 26 | 79 | 10 | 14 |
| TOTAL MAHON | | | 16 | 0 | 0 | 50 | 19 | 6 | 25 | 0 | 0 | 26 | 79 | 10 | 14 |
| MALAGA | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 70 | 10 | 10 | 10 | 0 | 0 | 19 | 25 | 34 | 8 |
| | EASYJET AIRLINE COMPANY LTD | S | 129 | 0 | 0 | 75 | 10 | 10 | 3 | 2 | 0 | 13 | 31 | 48 | 134 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: LUTON (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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) | | | | | | | | | | | |
| MALAGA | MONARCH AIRLINES | S | 72 | 0 | 0 | 64 | 26 | 6 | 4 | 0 | 0 | 13 | 41 | 33 | 70 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 70 | 30 | 0 | 0 | 0 | 0 | 9 | 75 | 9 | 8 |
| TOTAL MALAGA | | | 221 | 1 | 0 | 71 | 16 | 8 | 4 | 1 | 0 | 13 | 35 | 43 | 221 |
| PALMA DE MALLORCA | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 13 | 80 | 11 | 10 |
| | EASYJET AIRLINE COMPANY LTD | S | 64 | 0 | 10 | 73 | 11 | 9 | 6 | 0 | 0 | 16 | 52 | 23 | 67 |
| | FIRST CHOICE AIRWAYS LTD | C | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| TOTAL PALMA DE MALLORCA | | | 78 | 0 | 10 | 76 | 10 | 9 | 5 | 0 | 0 | 15 | 56 | 21 | 77 |
| TOTAL SPAIN | | | 727 | 6 | 11 | 76 | 12 | 8 | 4 | 0 | 0 | 13 | 46 | 35 | 706 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | |
| ARRECIFE | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 8 | 88 | 9 | 8 |
| | MONARCH AIRLINES | C | 8 | 1 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 50 | 53 | 10 |
| TOTAL ARRECIFE | | | 17 | 1 | 0 | 94 | 0 | 6 | 0 | 0 | 5 | 62 | 44 | 29 | |
| FUERTEVENTURA | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 38 | 13 | 25 | 25 | 0 | 0 | 58 | 70 | 15 | 10 |
| | FIRST CHOICE AIRWAYS LTD | C | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 90 | 0 | 0 | 10 | 0 | 0 | 10 | 78 | 16 | 9 |
| TOTAL FUERTEVENTURA | | | 26 | 0 | 0 | 73 | 4 | 12 | 12 | 0 | 0 | 25 | 74 | 15 | 19 |
| LAS PALMAS | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 19 | 60 | 12 | 10 |
| | MONARCH AIRLINES | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 63 | 19 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 7 | 8 |
| TOTAL LAS PALMAS | | | 24 | 0 | 0 | 83 | 8 | 8 | 0 | 0 | 0 | 7 | 69 | 13 | 26 |
| TENERIFE (SURREINA SOFIA) | BRITANNIA AIRWAYS | C | 18 | 0 | 0 | 56 | 17 | 28 | 0 | 0 | 0 | 20 | 56 | 32 | 18 |
| | MONARCH AIRLINES | S | 28 | 0 | 1 | 54 | 29 | 7 | 11 | 0 | 0 | 19 | 62 | 16 | 26 |
| | MONARCH AIRLINES | C | 13 | 0 | 0 | 92 | 0 | 8 | 0 | 0 | 0 | 6 | 60 | 16 | 10 |
| | MY TRAVEL AIRWAYS UK | C | 19 | 0 | 0 | 79 | 0 | 0 | 11 | 0 | 11 | 54 | 89 | 4 | 18 |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 78 | 0 | 1 | 67 | 14 | 10 | 6 | 0 | 3 | 26 | 67 | 17 | 72 |
| TOTAL SPAIN(CANARY ISLANDS) | | | 145 | 1 | 1 | 74 | 10 | 10 | 6 | 0 | 1 | 20 | 67 | 21 | 146 |
| SWITZERLAND | | | | | | | | | | | | | | | |
| GENEVA | EASYJET AIRLINE COMPANY LTD | S | 104 | 48 | 0 | 84 | 11 | 6 | 0 | 0 | 0 | 7 | 22 | 45 | 64 |
| | EASYJET SWITZERLAND | S | 187 | 0 | 1 | 68 | 14 | 9 | 7 | 1 | 1 | 20 | 52 | 32 | 232 |
| TOTAL GENEVA | | | 291 | 52 | 1 | 74 | 13 | 8 | 5 | 0 | 0 | 15 | 45 | 35 | 296 |
| SION | FARNAIR TRANSPORT | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| TOTAL SION | | | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| ZURICH | EASYJET SWITZERLAND | S | 184 | 0 | 0 | 80 | 13 | 3 | 3 | 1 | 1 | 14 | 27 | 42 | 138 |
| TOTAL ZURICH | | | 184 | 0 | 0 | 80 | 13 | 3 | 3 | 1 | 1 | 14 | 24 | 44 | 190 |
| TOTAL SWITZERLAND | | | 477 | 52 | 1 | 76 | 13 | 6 | 4 | 0 | 0 | 15 | 37 | 38 | 486 |
| TUNISIA | | | | | | | | | | | | | | | |
| MONASTIR | NOUVELAIR TUNISIE | C | 10 | 0 | 0 | 50 | 10 | 20 | 20 | 0 | 0 | 31 | 50 | 66 | 6 |
| TOTAL MONASTIR | | | 10 | 0 | 0 | 50 | 10 | 20 | 20 | 0 | 0 | 31 | 57 | 38 | 14 |
| TOTAL TUNISIA | | | 10 | 0 | 0 | 50 | 10 | 20 | 20 | 0 | 0 | 31 | 57 | 38 | 14 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: LUTON (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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) |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| ABERDEEN | EASYJET AIRLINE COMPANY LTD | S | 112 | 0 | 10 | 70 | 18 | 9 | 4 | 0 | 0 | 12 | 65 | 24 | 110 |
| TOTAL ABERDEEN | | | 112 | 0 | 10 | 70 | 18 | 9 | 4 | 0 | 0 | 12 | 65 | 24 | 110 |
| BELFAST INTERNATIONAL | EASYJET AIRLINE COMPANY LTD | S | 278 | 1 | 24 | 68 | 16 | 12 | 4 | 0 | 0 | 15 | 79 | 13 | 272 |
| TOTAL BELFAST INTERNATIONAL | | | 278 | 1 | 24 | 68 | 16 | 12 | 4 | 0 | 0 | 15 | 79 | 13 | 273 |
| CARDIFF WALES | FIRST CHOICE AIRWAYS LTD | C | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| TOTAL CARDIFF WALES | | | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | 369 | 0 | 13 | 65 | 16 | 11 | 7 | 0 | 0 | 18 | 45 | 30 | 342 |
| TOTAL EDINBURGH | | | 369 | 4 | 13 | 65 | 16 | 11 | 7 | 0 | 0 | 18 | 45 | 30 | 342 |
| GLASGOW | EASYJET AIRLINE COMPANY LTD | S | 360 | 1 | 19 | 73 | 13 | 7 | 7 | 0 | 0 | 16 | 58 | 29 | 380 |
| TOTAL GLASGOW | | | 360 | 1 | 19 | 73 | 13 | 7 | 7 | 0 | 0 | 16 | 58 | 29 | 380 |
| INVERNESS | EASYJET AIRLINE COMPANY LTD | S | 64 | 0 | 0 | 70 | 17 | 8 | 5 | 0 | 0 | 14 | 35 | 46 | 66 |
| TOTAL INVERNESS | | | 64 | 0 | 0 | 70 | 17 | 8 | 5 | 0 | 0 | 14 | 35 | 46 | 66 |
| ISLE OF MAN | BA CITIEXPRESS (IOM) LTD | S | 60 | 0 | 2 | 90 | 0 | 0 | 10 | 0 | 0 | 13 | 88 | 9 | 60 |
| TOTAL ISLE OF MAN | | | 60 | 0 | 2 | 90 | 0 | 0 | 10 | 0 | 0 | 13 | 88 | 9 | 60 |
| MANCHESTER | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 1 |
| TOTAL MANCHESTER | | | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 2 | 0 | 26 | 1 |
| TOTAL UNITED KINGDOM | | | 1259 | 12 | 68 | 70 | 15 | 9 | 6 | 0 | 0 | 15 | 59 | 26 | 1378 |
| TOTAL LUTON | | | 3742 | 144 | 113 | 75 | 12 | 8 | 5 | 0 | 0 | 14 | 56 | 30 | 4159 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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) | | | | | | | | | | | |
| AUSTRIA | | | | | | | | | | | | | | | |
| INNSBRUCK | FIRST CHOICE AIRWAYS LTD | C | 10 | 1 | 0 | 50 | 10 | 30 | 10 | 0 | 0 | 23 | 20 | 35 | 10 |
| | LAUDA-AIR | C | 10 | 0 | 0 | 60 | 10 | 0 | 20 | 10 | 0 | 60 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD | C | 10 | 0 | 0 | 80 | 10 | 0 | 10 | 0 | 0 | 20 | 50 | 21 | 10 |
| TOTAL INNSBRUCK | | | 30 | 1 | 0 | 63 | 10 | 10 | 13 | 3 | 0 | 34 | 50 | 24 | 28 |
| SALZBURG | | | | | | | | | | | | | | | |
| | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 70 | 0 | 10 | 20 | 0 | 0 | 32 | 64 | 17 | 11 |
| | FIRST CHOICE AIRWAYS LTD | C | 10 | 0 | 0 | 20 | 0 | 60 | 20 | 0 | 0 | 58 | 20 | 45 | 10 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 30 | 20 | 50 | 0 | 0 | 0 | 29 | 67 | 14 | 12 |
| | THOMAS COOK AIRLINES LTD | C | 9 | 0 | 0 | 56 | 22 | 11 | 11 | 0 | 0 | 20 | 100 | 4 | 10 |
| TOTAL SALZBURG | | | 39 | 0 | 0 | 44 | 10 | 33 | 13 | 0 | 0 | 35 | 63 | 19 | 43 |
| VIENNA | LAUDA-AIR | S | 94 | 0 | 0 | 77 | 16 | 3 | 3 | 1 | 0 | 13 | 52 | 20 | 96 |
| TOTAL VIENNA | | | 94 | 0 | 0 | 77 | 16 | 3 | 3 | 1 | 0 | 13 | 52 | 19 | 100 |
| TOTAL AUSTRIA | | | 163 | 1 | 0 | 66 | 13 | 12 | 7 | 1 | 0 | 22 | 55 | 20 | 179 |
| BARBADOS | | | | | | | | | | | | | | | |
| BRIDGETOWN | BRITANNIA AIRWAYS | C | 16 | 0 | 0 | 63 | 25 | 6 | 0 | 6 | 0 | 31 | 68 | 18 | 22 |
| | MY TRAVEL AIRWAYS UK | C | 17 | 0 | 0 | 65 | 18 | 12 | 6 | 0 | 0 | 14 | 38 | 33 | 8 |
| TOTAL BRIDGETOWN | | | 33 | 0 | 0 | 64 | 21 | 9 | 3 | 3 | 0 | 22 | 58 | 24 | 33 |
| TOTAL BARBADOS | | | 33 | 0 | 0 | 64 | 21 | 9 | 3 | 3 | 0 | 22 | 58 | 24 | 33 |
| BELGIUM | | | | | | | | | | | | | | | |
| BRUSSELS | BMI BRITISH MIDLAND | S | 8 | 0 | 2 | 88 | 13 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 191 | 0 | 0 | 74 | 17 | 4 | 4 | 1 | 0 | 13 | 75 | 14 | 169 |
| | SN BRUSSELS AIRLINES | S | 215 | 1 | 3 | 83 | 14 | 2 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| TOTAL BRUSSELS | | | 414 | 1 | 5 | 79 | 15 | 3 | 2 | 0 | 0 | 10 | 75 | 12 | 463 |
| TOTAL BELGIUM | | | 414 | 1 | 5 | 79 | 15 | 3 | 2 | 0 | 0 | 10 | 75 | 12 | 463 |
| BULGARIA | | | | | | | | | | | | | | | |
| PLOVDIV | HEMUS AIR | C | 10 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 22 | 50 | 31 | 6 |
| TOTAL PLOVDIV | | | 10 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 22 | 50 | 31 | 6 |
| SOFIA | BRITANNIA AIRWAYS | C | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 4 | 50 | 13 | 6 |
| TOTAL SOFIA | | | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 4 | 50 | 13 | 6 |
| TOTAL BULGARIA | | | 15 | 0 | 0 | 67 | 20 | 0 | 13 | 0 | 0 | 16 | 50 | 22 | 12 |
| CANADA | | | | | | | | | | | | | | | |
| CALGARY | MONARCH AIRLINES | C | 8 | 0 | 0 | 63 | 13 | 25 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 20 | 10 | 20 | 20 | 0 | 30 | 162 | 44 | 52 | 18 |
| TOTAL CALGARY | | | 18 | 0 | 0 | 39 | 11 | 22 | 11 | 0 | 17 | 96 | 44 | 52 | 18 |
| TORONTO | AIR TRANSAT | S | 8 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 23 | 10 | 43 | 10 |
| | PAKISTAN INTL AIRLINES | S | 2 | 0 | 1 | 0 | 50 | 0 | 50 | 0 | 0 | 70 | 17 | 73 | 18 |
| TOTAL TORONTO | | | 10 | 0 | 1 | 20 | 50 | 20 | 10 | 0 | 0 | 32 | 27 | 54 | 82 |
| TOTAL CANADA | | | 28 | 0 | 1 | 32 | 25 | 21 | 11 | 0 | 11 | 73 | 30 | 54 | 100 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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) | | | | | | | | | | | |
| CYPRUS | | | | | | | | | | | | | | | |
| LARNACA | CYPRUS AIRWAYS | S | 18 | 0 | 0 | 61 | 22 | 17 | 0 | 0 | 0 | 15 | 11 | 160 | 18 |
| | EUROCYPRIA AIRLINES LTD | C | 19 | 0 | 0 | 68 | 26 | 5 | 0 | 0 | 10 | 33 | 30 | 12 | |
| | FIRST CHOICE AIRWAYS LTD | C | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | |
| | MONARCH AIRLINES | C | 8 | 0 | 0 | 63 | 25 | 0 | 13 | 0 | 16 | 38 | 20 | 8 | |
| | MY TRAVEL AIRWAYS UK | C | 13 | 0 | 0 | 54 | 15 | 15 | 15 | 0 | 31 | 71 | 13 | 7 | |
| | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 11 | 57 | 154 | 7 | |
| TOTAL LARNACA | | | 69 | 0 | 0 | 64 | 22 | 10 | 4 | 0 | 16 | 34 | 80 | 76 | |
| PAPHOS | AIR CORDIAL LTD | C | 9 | 1 | 0 | 78 | 22 | 0 | 0 | 0 | 6 | 88 | 7 | 8 | |
| | BRITANNIA AIRWAYS | C | 18 | 0 | 0 | 83 | 6 | 11 | 0 | 0 | 8 | 41 | 98 | 17 | |
| | EUROCYPRIA AIRLINES LTD | C | 27 | 0 | 0 | 67 | 11 | 19 | 4 | 0 | 17 | 56 | 22 | 16 | |
| | FIRST CHOICE AIRWAYS LTD | S | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 6 | 63 | 20 | 8 | |
| | HELIOS AIRWAYS LTD | C | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 3 | 25 | 53 | 8 | |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 88 | 0 | 0 | 13 | 0 | 9 | 56 | 306 | 9 | |
| | THOMAS COOK AIRLINES LTD | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 1 | 38 | 150 | 8 | |
| TOTAL PAPHOS | | | 90 | 1 | 0 | 81 | 9 | 8 | 2 | 0 | 9 | 49 | 103 | 78 | |
| TOTAL CYPRUS | | | 159 | 1 | 0 | 74 | 14 | 9 | 3 | 0 | 12 | 42 | 92 | 154 | |
| CZECH REPUBLIC | | | | | | | | | | | | | | | |
| PRAGUE | CSA | S | 50 | 0 | 0 | 78 | 12 | 6 | 4 | 0 | 12 | 68 | 14 | 47 | |
| TOTAL PRAGUE | | | 50 | 0 | 0 | 78 | 12 | 6 | 4 | 0 | 12 | 68 | 14 | 47 | |
| TOTAL CZECH REPUBLIC | | | 50 | 0 | 0 | 78 | 12 | 6 | 4 | 0 | 12 | 68 | 14 | 47 | |
| DENMARK | | | | | | | | | | | | | | | |
| BILLUND | SUN AIR OF SCANDINAVIA | S | 86 | 0 | 10 | 93 | 7 | 0 | 0 | 0 | 3 | 91 | 6 | 96 | |
| TOTAL BILLUND | | | 86 | 0 | 10 | 93 | 7 | 0 | 0 | 0 | 3 | 91 | 6 | 96 | |
| COPENHAGEN | SAS | S | 218 | 0 | 10 | 84 | 10 | 4 | 2 | 0 | 8 | 73 | 12 | 234 | |
| TOTAL COPENHAGEN | | | 218 | 0 | 10 | 84 | 10 | 4 | 2 | 0 | 8 | 73 | 12 | 234 | |
| TOTAL DENMARK | | | 304 | 0 | 20 | 87 | 9 | 3 | 1 | 0 | 6 | 78 | 10 | 330 | |
| DOMINICAN REPUBLIC | | | | | | | | | | | | | | | |
| LA ROMANA | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| TOTAL LA ROMANA | | | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PUERTO PLATA | FIRST CHOICE AIRWAYS LTD | C | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 6 | 75 | 11 | 4 | |
| | MY TRAVEL AIRWAYS UK | C | 15 | 0 | 0 | 60 | 20 | 13 | 0 | 0 | 7 | 40 | 65 | 6 | |
| TOTAL PUERTO PLATA | | | 23 | 0 | 0 | 70 | 13 | 13 | 0 | 0 | 4 | 28 | 61 | 32 | |
| TOTAL DOMINICAN REPUBLIC | | | 31 | 0 | 0 | 77 | 10 | 10 | 0 | 0 | 3 | 21 | 59 | 27 | |
| EGYPT | | | | | | | | | | | | | | | |
| CAIRO | EGYPT AIR | S | 7 | 0 | 5 | 14 | 0 | 14 | 71 | 0 | 101 | 0 | 0 | 0 | |
| TOTAL CAIRO | | | 7 | 0 | 5 | 14 | 0 | 14 | 71 | 0 | 101 | 0 | 0 | 0 | |
| HURGHADA | EXCEL AIRWAYS LTD | C | 11 | 0 | 0 | 91 | 9 | 0 | 0 | 0 | 2 | 50 | 25 | 10 | |
| | THOMAS COOK AIRLINES LTD | C | 6 | 2 | 0 | 67 | 0 | 0 | 33 | 0 | 60 | 0 | 0 | 0 | |
| TOTAL HURGHADA | | | 17 | 2 | 0 | 82 | 6 | 0 | 12 | 0 | 22 | 50 | 25 | 10 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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 | 88 | 0 | 13 | 0 | 0 | 0 | 6 | 75 | 6 | 8 |
| | FIRST CHOICE AIRWAYS LTD | C | 8 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 20 | 50 | 19 | 8 |
| TOTAL LUXOR | | | 16 | 0 | 0 | 81 | 0 | 6 | 13 | 0 | 13 | 39 | 29 | 28 | |
| TOTAL EGYPT | | | 40 | 2 | 5 | 70 | 3 | 5 | 23 | 0 | 32 | 42 | 28 | 38 | |
| FINLAND | | | | | | | | | | | | | | | |
| HELSINKI | FINNAIR | S | 100 | 0 | 0 | 70 | 13 | 12 | 5 | 0 | 0 | 14 | 71 | 11 | 106 |
| TOTAL HELSINKI | | | 100 | 0 | 0 | 70 | 13 | 12 | 5 | 0 | 14 | 71 | 11 | 106 | |
| KITTILA | AZZURRA AIR | C | 8 | 1 | 0 | 63 | 0 | 38 | 0 | 0 | 19 | 0 | 0 | 0 | |
| TOTAL KITTILA | | | 8 | 1 | 0 | 63 | 0 | 38 | 0 | 0 | 19 | 67 | 63 | 3 | |
| TOTAL FINLAND | | | 108 | 1 | 0 | 69 | 12 | 14 | 5 | 0 | 14 | 71 | 12 | 109 | |
| FRANCE | | | | | | | | | | | | | | | |
| CHAMBERY | BRITISH REGIONAL AIRLINES LTD | C | 10 | 0 | 0 | 80 | 10 | 10 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | EXCEL AIRWAYS LTD | C | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 3 | 30 | 118 | 10 |
| | FLYBE.BRITISH EUROPEAN | C | 14 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| TOTAL CHAMBERY | | | 34 | 0 | 0 | 88 | 9 | 3 | 0 | 0 | 4 | 30 | 118 | 10 | |
| GRENOBLE | FIRST CHOICE AIRWAYS LTD | C | 10 | 0 | 0 | 30 | 30 | 40 | 0 | 0 | 0 | 25 | 20 | 27 | 10 |
| | MONARCH AIRLINES | C | 10 | 0 | 0 | 80 | 10 | 0 | 10 | 0 | 0 | 14 | 80 | 9 | 10 |
| TOTAL GRENOBLE | | | 20 | 0 | 0 | 55 | 20 | 20 | 5 | 0 | 19 | 50 | 18 | 20 | |
| LYON | AIR FRANCE | S | 42 | 0 | 0 | 98 | 2 | 0 | 0 | 0 | 0 | 1 | 93 | 4 | 44 |
| | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 70 | 20 | 10 | 0 | 0 | 0 | 11 | 20 | 36 | 10 |
| | BRITISH AIRWAYS PLC | C | 40 | 2 | 0 | 88 | 5 | 5 | 3 | 0 | 0 | 7 | 54 | 26 | 28 |
| | BRITISH REGIONAL AIRLINES LTD | S | 65 | 3 | 1 | 97 | 2 | 0 | 2 | 0 | 0 | 2 | 82 | 9 | 60 |
| | FIRST CHOICE AIRWAYS LTD | C | 10 | 0 | 0 | 90 | 0 | 0 | 10 | 0 | 0 | 8 | 80 | 10 | 10 |
| | THOMAS COOK AIRLINES LTD | C | 10 | 0 | 0 | 80 | 10 | 10 | 0 | 0 | 0 | 10 | 80 | 8 | 10 |
| | TOTAL LYON | | | 177 | 5 | 1 | 92 | 4 | 2 | 2 | 0 | 4 | 76 | 12 | 162 |
| NICE | BRITISH REGIONAL AIRLINES LTD | S | 62 | 0 | 0 | 85 | 11 | 3 | 0 | 0 | 0 | 6 | 76 | 10 | 62 |
| TOTAL NICE | | | 62 | 0 | 0 | 85 | 11 | 3 | 0 | 0 | 6 | 76 | 10 | 62 | |
| PARIS (CHARLES DE GAULLE) | AIR FRANCE | S | 308 | 0 | 0 | 71 | 13 | 13 | 2 | 0 | 0 | 14 | 60 | 19 | 306 |
| | BRITISH AIRWAYS PLC | S | 242 | 0 | 0 | 69 | 15 | 12 | 4 | 0 | 0 | 14 | 63 | 17 | 281 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 550 | 0 | 0 | 70 | 14 | 13 | 3 | 0 | 14 | 61 | 18 | 587 | |
| TOTAL TARBES-LOURDES INTERNATIONAL | | | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 55 | 0 | 0 | 0 | |
| TOULOUSE (BLAGNAC) | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 80 | 0 | 10 | 10 | 0 | 0 | 13 | 100 | 5 | 7 |
| | BRITISH AIRWAYS PLC | C | 9 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 6 | 63 | 10 | 8 |
| | FIRST CHOICE AIRWAYS LTD | C | 9 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 8 | 63 | 25 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 2 | 0 | 30 | 10 | 0 | 60 | 0 | 0 | 63 | 38 | 104 | 8 |
| | THOMAS COOK AIRLINES LTD | C | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 50 | 20 | 8 |
| TOTAL TOULOUSE (BLAGNAC) | | | 47 | 2 | 0 | 68 | 15 | 2 | 15 | 0 | 19 | 62 | 34 | 39 | |
| TOTAL FRANCE | | | 892 | 7 | 1 | 76 | 12 | 9 | 3 | 0 | 12 | 64 | 18 | 880 | |
| GAMBIA | | | | | | | | | | | | | | | |
| BANJUL | FIRST CHOICE AIRWAYS LTD | C | 9 | 0 | 0 | 67 | 11 | 0 | 22 | 0 | 0 | 19 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 1 | 0 | 63 | 25 | 0 | 13 | 0 | 0 | 15 | 70 | 9 | 10 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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) | | | | | | | | | | |
| BANJUL | THOMAS COOK AIRLINES LTD | C | 10 | 0 | 0 | 50 | 20 | 30 | 0 | 0 | 0 | 18 | 50 | 17 | 10 |
| TOTAL BANJUL | | | 27 | 1 | 0 | 59 | 19 | 11 | 11 | 0 | 0 | 17 | 60 | 13 | 20 |
| TOTAL GAMBIA | | | 27 | 1 | 0 | 59 | 19 | 11 | 11 | 0 | 0 | 17 | 60 | 13 | 20 |
| GERMANY | | | | | | | | | | | | | | | |
| BERLIN (TEGEL) | BRITISH REGIONAL AIRLINES LTD | S | 62 | 0 | 0 | 85 | 8 | 6 | 0 | 0 | 0 | 7 | 78 | 8 | 54 |
| TOTAL BERLIN (TEGEL) | | | 62 | 0 | 0 | 85 | 8 | 6 | 0 | 0 | 0 | 7 | 78 | 8 | 54 |
| DUSSELDORF | BMI BRITISH MIDLAND | S | 140 | 0 | 1 | 93 | 4 | 1 | 2 | 0 | 6 | 87 | 11 | 149 | |
| | BRITISH AIRWAYS PLC | S | 192 | 0 | 2 | 81 | 10 | 6 | 3 | 0 | 10 | 77 | 12 | 168 | |
| | LUFTHANSA CITY LINE | S | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| TOTAL DUSSELDORF | | | 336 | 0 | 3 | 86 | 7 | 4 | 2 | 0 | 8 | 82 | 12 | 317 | |
| FRANKFURT MAIN | BRITISH AIRWAYS PLC | S | 212 | 2 | 3 | 76 | 12 | 8 | 3 | 0 | 11 | 64 | 19 | 216 | |
| | LUFTHANSA | S | 180 | 0 | 0 | 85 | 11 | 4 | 1 | 0 | 6 | 68 | 11 | 248 | |
| TOTAL FRANKFURT MAIN | | | 392 | 2 | 3 | 80 | 11 | 6 | 2 | 0 | 9 | 66 | 15 | 464 | |
| HAMBURG | LUFTHANSA CITY LINE | S | 86 | 0 | 0 | 87 | 9 | 3 | 0 | 0 | 6 | 0 | 0 | 0 | |
| TOTAL HAMBURG | | | 86 | 0 | 2 | 87 | 9 | 3 | 0 | 0 | 6 | 70 | 17 | 101 | |
| HANOVER | BRITISH REGIONAL AIRLINES LTD | S | 62 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 2 | 85 | 7 | 62 | |
| TOTAL HANOVER | | | 62 | 2 | 0 | 100 | 0 | 0 | 0 | 0 | 2 | 85 | 7 | 62 | |
| MUNICH | AERO LLOYD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | |
| | CONDOR | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | |
| | LUFTHANSA | S | 121 | 0 | 0 | 55 | 28 | 13 | 3 | 0 | 17 | 80 | 13 | 124 | |
| | LUFTHANSA CITY LINE | S | 53 | 1 | 0 | 75 | 15 | 6 | 4 | 0 | 11 | 86 | 8 | 50 | |
| TOTAL MUNICH | | | 178 | 2 | 0 | 62 | 24 | 11 | 3 | 0 | 15 | 82 | 12 | 174 | |
| STUTT GART | LUFTHANSA CITY LINE | S | 46 | 0 | 0 | 91 | 9 | 0 | 0 | 0 | 3 | 84 | 11 | 50 | |
| TOTAL STUTT GART | | | 46 | 0 | 0 | 91 | 9 | 0 | 0 | 0 | 3 | 82 | 11 | 51 | |
| TOTAL GERMANY | | | 1162 | 6 | 8 | 82 | 11 | 6 | 2 | 0 | 9 | 75 | 13 | 1223 | |
| GREECE | | | | | | | | | | | | | | | |
| ATHENS | OLYMPIC AIRWAYS | S | 26 | 0 | 0 | 12 | 8 | 62 | 19 | 0 | 46 | 21 | 62 | 28 | |
| TOTAL ATHENS | | | 27 | 0 | 0 | 11 | 7 | 63 | 19 | 0 | 47 | 32 | 55 | 37 | |
| HERAKLION | MONARCH AIRLINES | C | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | |
| TOTAL HERAKLION | | | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | |
| RHODES | MONARCH AIRLINES | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | |
| TOTAL RHODES | | | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | |
| TOTAL GREECE | | | 33 | 0 | 0 | 24 | 9 | 52 | 15 | 0 | 39 | 32 | 55 | 37 | |
| HUNGARY | | | | | | | | | | | | | | | |
| BUDAPEST | MALEV (HUNGARIAN AIRLINES) | S | 26 | 0 | 9 | 73 | 23 | 0 | 4 | 0 | 12 | 0 | 0 | 0 | |
| TOTAL BUDAPEST | | | 26 | 0 | 9 | 73 | 23 | 0 | 4 | 0 | 12 | 0 | 0 | 0 | |
| TOTAL HUNGARY | | | 26 | 0 | 9 | 73 | 23 | 0 | 4 | 0 | 12 | 0 | 0 | 0 | |
| ICELAND | | | | | | | | | | | | | | | |
| KEFLAVIK | ICELANDAIR | C | 2 | 2 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

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| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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) | | | | | | | | | | |
| KEFLAVIK | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| TOTAL KEFLAVIK | | | 4 | 2 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| TOTAL ICELAND | | | 4 | 2 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| INDIA | | | | | | | | | | | | | | | |
| GOA | MONARCH AIRLINES | C | 19 | 0 | 0 | 84 | 11 | 5 | 0 | 0 | 0 | 6 | 55 | 33 | 29 |
| TOTAL GOA | | | 19 | 0 | 0 | 84 | 11 | 5 | 0 | 0 | 0 | 6 | 61 | 28 | 38 |
| TOTAL INDIA | | | 19 | 0 | 0 | 84 | 11 | 5 | 0 | 0 | 0 | 6 | 61 | 28 | 38 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| CONNAUGHT | BRITISH REGIONAL AIRLINES LTD | S | 34 | 0 | 2 | 71 | 6 | 9 | 15 | 0 | 0 | 21 | 94 | 2 | 35 |
| TOTAL CONNAUGHT | | | 34 | 0 | 2 | 71 | 6 | 9 | 15 | 0 | 0 | 21 | 94 | 2 | 35 |
| CORK | BRITISH REGIONAL AIRLINES LTD | S | 156 | 0 | 2 | 88 | 5 | 3 | 4 | 0 | 0 | 7 | 89 | 5 | 136 |
| TOTAL CORK | | | 156 | 0 | 2 | 88 | 5 | 3 | 4 | 0 | 0 | 7 | 89 | 5 | 136 |
| DUBLIN | AER LINGUS | S | 342 | 0 | 1 | 86 | 7 | 4 | 2 | 1 | 0 | 8 | 86 | 8 | 324 |
| | LUXAIR | S | 62 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 2 | 80 | 9 | 10 |
| | RYANAIR | S | 291 | 0 | 0 | 95 | 3 | 1 | 1 | 0 | 0 | 3 | 86 | 7 | 294 |
| TOTAL DUBLIN | | | 695 | 0 | 1 | 90 | 5 | 3 | 2 | 0 | 0 | 5 | 86 | 7 | 628 |
| SHANNON | BRITISH REGIONAL AIRLINES LTD | S | 57 | 1 | 2 | 91 | 5 | 0 | 4 | 0 | 0 | 4 | 85 | 10 | 104 |
| TOTAL SHANNON | | | 57 | 1 | 2 | 91 | 5 | 0 | 4 | 0 | 0 | 4 | 85 | 9 | 106 |
| TOTAL IRISH REPUBLIC | | | 942 | 1 | 7 | 89 | 5 | 3 | 3 | 0 | 0 | 6 | 87 | 7 | 905 |
| ISRAEL | | | | | | | | | | | | | | | |
| OVDA | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 88 | 12 | 8 |
| TOTAL OVDA | | | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 94 | 8 | 16 |
| TOTAL ISRAEL | | | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 77 | 10 | 22 |
| ITALY | | | | | | | | | | | | | | | |
| BERGAMO | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 70 | 20 | 10 | 0 | 0 | 0 | 9 | 20 | 20 | 5 |
| | MONARCH AIRLINES | C | 8 | 0 | 0 | 38 | 25 | 13 | 25 | 0 | 0 | 33 | 20 | 24 | 10 |
| | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| TOTAL BERGAMO | | | 20 | 0 | 0 | 55 | 20 | 15 | 10 | 0 | 0 | 20 | 20 | 23 | 15 |
| MILAN (MALPENSA) | BRITISH AIRWAYS PLC | S | 102 | 0 | 0 | 71 | 20 | 6 | 4 | 0 | 0 | 12 | 66 | 15 | 155 |
| TOTAL MILAN (MALPENSA) | | | 102 | 0 | 0 | 71 | 20 | 6 | 4 | 0 | 0 | 12 | 66 | 15 | 155 |
| NAPLES | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 50 | 30 | 0 | 10 | 0 | 10 | 69 | 89 | 6 | 9 |
| | FIRST CHOICE AIRWAYS LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 3 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 29 | 0 | 20 | 1 |
| TOTAL NAPLES | | | 15 | 0 | 0 | 60 | 20 | 0 | 13 | 0 | 7 | 52 | 78 | 10 | 18 |
| ROME (CIAMPINO) | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 45 | 0 | 0 | 0 |
| TOTAL ROME (CIAMPINO) | | | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 45 | 0 | 0 | 0 |
| ROME (FIUMICINO) | BRITISH AIRWAYS PLC | S | 36 | 0 | 0 | 83 | 6 | 3 | 8 | 0 | 0 | 15 | 65 | 17 | 40 |
| TOTAL ROME (FIUMICINO) | | | 36 | 0 | 0 | 83 | 6 | 3 | 8 | 0 | 0 | 15 | 60 | 20 | 43 |
| TURIN | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 14 | 38 | 18 | 8 |

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) | | | | | | | | | | |
| TURIN | BRITISH AIRWAYS PLC | C | 8 | 1 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 25 | 25 | 31 | 12 |
| | FIRST CHOICE AIRWAYS LTD | C | 19 | 0 | 0 | 42 | 26 | 21 | 11 | 0 | 0 | 24 | 38 | 63 | 16 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 60 | 10 | 30 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD | C | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 4 | 100 | 3 | 8 |
| TOTAL TURIN | | | 56 | 1 | 0 | 57 | 18 | 18 | 7 | 0 | 0 | 18 | 45 | 35 | 44 |
| VERONA | FIRST CHOICE AIRWAYS LTD | C | 12 | 0 | 0 | 67 | 0 | 25 | 8 | 0 | 0 | 24 | 50 | 47 | 8 |
| TOTAL VERONA | | | 12 | 0 | 0 | 67 | 0 | 25 | 8 | 0 | 0 | 24 | 50 | 47 | 8 |
| TOTAL ITALY | | | 244 | 1 | 0 | 67 | 16 | 10 | 7 | 0 | 0 | 18 | 60 | 20 | 283 |
| JAMAICA | | | | | | | | | | | | | | | |
| MONTEGO BAY | MY TRAVEL AIRWAYS UK | C | 17 | 0 | 0 | 59 | 18 | 18 | 6 | 0 | 0 | 19 | 19 | 78 | 16 |
| TOTAL MONTEGO BAY | | | 17 | 0 | 0 | 59 | 18 | 18 | 6 | 0 | 0 | 19 | 19 | 78 | 16 |
| TOTAL JAMAICA | | | 17 | 0 | 0 | 59 | 18 | 18 | 6 | 0 | 0 | 19 | 19 | 78 | 16 |
| KENYA | | | | | | | | | | | | | | | |
| MOMBASA | MONARCH AIRLINES | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 5 | 38 | 40 | 8 |
| TOTAL MOMBASA | | | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 5 | 63 | 21 | 16 |
| TOTAL KENYA | | | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 5 | 63 | 21 | 16 |
| LUXEMBOURG | | | | | | | | | | | | | | | |
| LUXEMBOURG | LUXAIR | S | 62 | 0 | 0 | 92 | 6 | 2 | 0 | 0 | 0 | 3 | 85 | 8 | 46 |
| TOTAL LUXEMBOURG | | | 62 | 0 | 0 | 92 | 6 | 2 | 0 | 0 | 0 | 3 | 85 | 8 | 46 |
| TOTAL LUXEMBOURG | | | 62 | 0 | 0 | 92 | 6 | 2 | 0 | 0 | 0 | 3 | 85 | 8 | 46 |
| MALDIVE ISLANDS | | | | | | | | | | | | | | | |
| MALE INTERNATIONAL | MY TRAVEL AIRWAYS UK | C | 9 | 0 | 0 | 67 | 0 | 22 | 11 | 0 | 0 | 29 | 50 | 48 | 8 |
| TOTAL MALE INTERNATIONAL | | | 9 | 0 | 0 | 67 | 0 | 22 | 11 | 0 | 0 | 29 | 50 | 48 | 8 |
| TOTAL MALDIVE ISLANDS | | | 9 | 0 | 0 | 67 | 0 | 22 | 11 | 0 | 0 | 29 | 50 | 48 | 8 |
| MALTA | | | | | | | | | | | | | | | |
| MALTA | AIR MALTA | C | 12 | 0 | 0 | 75 | 8 | 8 | 0 | 0 | 8 | 61 | 83 | 11 | 23 |
| | AIR MALTA | S | 43 | 1 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 71 | 23 | 41 |
| | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 8 | 88 | 8 | 8 |
| | EXCEL AIRWAYS LTD | S | 8 | 0 | 0 | 75 | 0 | 0 | 0 | 25 | 0 | 53 | 30 | 33 | 10 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 18 | 75 | 56 | 8 |
| | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 63 | 18 | 8 |
| TOTAL MALTA | | | 87 | 1 | 1 | 90 | 2 | 2 | 2 | 2 | 1 | 16 | 72 | 21 | 106 |
| TOTAL MALTA | | | 87 | 1 | 1 | 90 | 2 | 2 | 2 | 2 | 1 | 16 | 72 | 21 | 106 |
| MEXICO | | | | | | | | | | | | | | | |
| CANCUN | FIRST CHOICE AIRWAYS LTD | C | 8 | 0 | 0 | 63 | 13 | 25 | 0 | 0 | 0 | 14 | 88 | 7 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 18 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 10 | 14 | 42 | 7 |
| | THOMAS COOK AIRLINES LTD | C | 3 | 1 | 0 | 67 | 0 | 0 | 0 | 33 | 0 | 79 | 0 | 0 | 0 |
| TOTAL CANCUN | | | 29 | 1 | 0 | 72 | 10 | 14 | 0 | 3 | 0 | 18 | 53 | 23 | 15 |
| TOTAL MEXICO | | | 29 | 1 | 0 | 72 | 10 | 14 | 0 | 3 | 0 | 18 | 59 | 17 | 29 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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) | | | | | | | | | | | |
| MOROCCO | | | | | | | | | | | | | | | |
| AGADIR | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 88 | 8 | 8 |
| TOTAL AGADIR | | | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 56 | 20 | 16 |
| TOTAL MOROCCO | | | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 56 | 20 | 16 |
| NETHERLANDS | | | | | | | | | | | | | | | |
| AMSTERDAM | BRITISH AIRWAYS PLC | S | 251 | 0 | 7 | 86 | 10 | 4 | 1 | 0 | 0 | 7 | 78 | 11 | 236 |
| | KLM UK LTD | S | 424 | 0 | 6 | 78 | 9 | 7 | 5 | 0 | 0 | 12 | 78 | 12 | 488 |
| TOTAL AMSTERDAM | | | 675 | 0 | 13 | 81 | 9 | 6 | 4 | 0 | 0 | 10 | 78 | 12 | 724 |
| ROTTERDAM | VLM (BELGIUM) | S | 84 | 0 | 0 | 76 | 12 | 10 | 2 | 0 | 0 | 11 | 83 | 7 | 92 |
| TOTAL ROTTERDAM | | | 84 | 0 | 0 | 76 | 12 | 10 | 2 | 0 | 0 | 11 | 83 | 7 | 92 |
| TOTAL NETHERLANDS | | | 759 | 0 | 13 | 81 | 9 | 6 | 4 | 0 | 0 | 10 | 78 | 11 | 920 |
| NORWAY | | | | | | | | | | | | | | | |
| OSLO (GARDERMOEN) | BRITISH REGIONAL AIRLINES LTD | S | 102 | 0 | 0 | 76 | 9 | 10 | 5 | 0 | 0 | 12 | 88 | 11 | 24 |
| TOTAL OSLO (GARDERMOEN) | | | 102 | 0 | 0 | 76 | 9 | 10 | 5 | 0 | 0 | 12 | 84 | 10 | 145 |
| TOTAL NORWAY | | | 102 | 0 | 0 | 76 | 9 | 10 | 5 | 0 | 0 | 12 | 82 | 11 | 148 |
| PAKISTAN | | | | | | | | | | | | | | | |
| ISLAMABAD | PAKISTAN INTL AIRLINES | S | 20 | 0 | 0 | 20 | 5 | 20 | 35 | 10 | 10 | 124 | 67 | 68 | 12 |
| TOTAL ISLAMABAD | | | 20 | 0 | 0 | 20 | 5 | 20 | 35 | 10 | 10 | 124 | 67 | 68 | 12 |
| KARACHI | PAKISTAN INTL AIRLINES | S | 40 | 0 | 0 | 40 | 13 | 23 | 20 | 3 | 3 | 72 | 33 | 91 | 48 |
| TOTAL KARACHI | | | 40 | 0 | 0 | 40 | 13 | 23 | 20 | 3 | 3 | 72 | 33 | 91 | 48 |
| LAHORE | PAKISTAN INTL AIRLINES | S | 12 | 0 | 0 | 50 | 25 | 8 | 17 | 0 | 0 | 26 | 6 | 168 | 18 |
| TOTAL LAHORE | | | 12 | 0 | 0 | 50 | 25 | 8 | 17 | 0 | 0 | 26 | 6 | 168 | 18 |
| TOTAL PAKISTAN | | | 72 | 0 | 0 | 36 | 13 | 19 | 24 | 4 | 4 | 79 | 32 | 105 | 78 |
| POLAND | | | | | | | | | | | | | | | |
| RZESZOW | FLYBE.BRITISH EUROPEAN | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| TOTAL RZESZOW | | | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| WARSAW | LOT-POLISH AIRLINES | S | 52 | 0 | 0 | 71 | 19 | 4 | 6 | 0 | 0 | 15 | 0 | 0 | 0 |
| TOTAL WARSAW | | | 52 | 0 | 0 | 71 | 19 | 4 | 6 | 0 | 0 | 15 | 94 | 4 | 52 |
| TOTAL POLAND | | | 54 | 0 | 0 | 70 | 19 | 6 | 6 | 0 | 0 | 15 | 94 | 4 | 52 |
| PORTUGAL(EXCLUDING MADEIRA) | | | | | | | | | | | | | | | |
| FARO | BRITANNIA AIRWAYS | C | 18 | 1 | 0 | 72 | 11 | 6 | 11 | 0 | 0 | 16 | 100 | 3 | 10 |
| | FIRST CHOICE AIRWAYS LTD | S | 17 | 1 | 0 | 82 | 18 | 0 | 0 | 0 | 0 | 9 | 50 | 15 | 12 |
| | FIRST CHOICE AIRWAYS LTD | C | 14 | 0 | 0 | 57 | 29 | 0 | 14 | 0 | 0 | 24 | 56 | 14 | 16 |
| | MONARCH AIRLINES | S | 12 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 20 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 5 | 50 | 50 | 20 |
| | MY TRAVEL AIRWAYS UK | C | 31 | 2 | 0 | 68 | 19 | 13 | 0 | 0 | 0 | 12 | 58 | 25 | 19 |
| | THOMAS COOK AIRLINES LTD | C | 35 | 2 | 0 | 69 | 11 | 17 | 0 | 0 | 3 | 23 | 57 | 38 | 30 |
| TOTAL FARO | | | 148 | 6 | 0 | 73 | 16 | 7 | 3 | 0 | 1 | 15 | 54 | 29 | 123 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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) | | | | | | | | | | |
| LISBON | PORTUGALIA | S | 60 | 0 | 0 | 78 | 10 | 7 | 5 | 0 | 0 | 12 | 53 | 55 | 57 |
| TOTAL LISBON | | | 60 | 0 | 0 | 78 | 10 | 7 | 5 | 0 | 0 | 12 | 53 | 55 | 57 |
| OPORTO (PORTUGAL) | BRITISH AIRWAYS PLC | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 |
| | PORTUGALIA | S | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD | C | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| TOTAL OPORTO (PORTUGAL) | | | 12 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 |
| TOTAL PORTUGAL(EXCLUDING MADEIRA) | | | 220 | 6 | 0 | 75 | 14 | 7 | 4 | 0 | 14 | 53 | 37 | 180 | |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | |
| FUNCHAL | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 1 | 50 | 504 | 8 | 8 |
| | EXCEL AIRWAYS LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 5 | 8 | 8 |
| | FIRST CHOICE AIRWAYS LTD | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 7 | 63 | 24 | 8 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 9 | 75 | 24 | 8 | 8 |
| | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 88 | 0 | 0 | 13 | 0 | 12 | 50 | 437 | 8 | 8 |
| TOTAL FUNCHAL | | | 40 | 0 | 0 | 90 | 5 | 3 | 3 | 0 | 6 | 68 | 198 | 40 | |
| TOTAL PORTUGAL(MADEIRA) | | | 40 | 0 | 0 | 90 | 5 | 3 | 3 | 0 | 6 | 68 | 198 | 40 | |
| SINGAPORE | | | | | | | | | | | | | | | |
| SINGAPORE | SINGAPORE AIRLINES | S | 62 | 0 | 0 | 48 | 6 | 24 | 21 | 0 | 34 | 44 | 29 | 62 | 62 |
| TOTAL SINGAPORE | | | 62 | 0 | 0 | 48 | 6 | 24 | 21 | 0 | 34 | 44 | 29 | 62 | |
| TOTAL SINGAPORE | | | 62 | 0 | 0 | 48 | 6 | 24 | 21 | 0 | 34 | 44 | 29 | 62 | |
| SPAIN | | | | | | | | | | | | | | | |
| ALICANTE | BRITANNIA AIRWAYS | C | 43 | 1 | 0 | 81 | 12 | 7 | 0 | 0 | 8 | 71 | 11 | 49 | 49 |
| | FIRST CHOICE AIRWAYS LTD | S | 28 | 0 | 0 | 86 | 4 | 11 | 0 | 0 | 11 | 50 | 16 | 30 | 30 |
| | FIRST CHOICE AIRWAYS LTD | C | 35 | 0 | 0 | 74 | 14 | 9 | 3 | 0 | 11 | 75 | 11 | 8 | 8 |
| | MONARCH AIRLINES | S | 56 | 0 | 0 | 84 | 7 | 4 | 5 | 0 | 11 | 39 | 31 | 28 | 28 |
| | MONARCH AIRLINES | C | 20 | 0 | 0 | 85 | 10 | 5 | 0 | 0 | 10 | 61 | 14 | 18 | 18 |
| | MY TRAVEL AIRWAYS UK | C | 46 | 0 | 0 | 74 | 9 | 0 | 13 | 4 | 26 | 61 | 23 | 54 | 54 |
| | THOMAS COOK AIRLINES LTD | C | 36 | 0 | 0 | 92 | 6 | 3 | 0 | 0 | 5 | 86 | 6 | 37 | 37 |
| TOTAL ALICANTE | | | 264 | 1 | 0 | 82 | 9 | 5 | 4 | 1 | 12 | 63 | 17 | 234 | |
| ALMERIA | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 38 | 25 | 13 | 25 | 0 | 55 | 40 | 27 | 10 | 10 |
| TOTAL ALMERIA | | | 9 | 1 | 0 | 44 | 22 | 11 | 22 | 0 | 49 | 40 | 27 | 10 | |
| BARCELONA | IBERIA | S | 62 | 0 | 0 | 45 | 35 | 13 | 6 | 0 | 20 | 39 | 34 | 62 | 62 |
| | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 24 | 0 | 0 | 0 | 0 |
| TOTAL BARCELONA | | | 65 | 0 | 0 | 46 | 34 | 14 | 6 | 0 | 20 | 39 | 34 | 62 | |
| GERONA | TITAN AIRWAYS LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL GERONA | | | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | |
| IBIZA | MY TRAVEL AIRWAYS UK | C | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL IBIZA | | | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| MADRID | BRITISH AIRWAYS PLC | S | 70 | 0 | 0 | 81 | 14 | 4 | 0 | 0 | 7 | 77 | 12 | 91 | 91 |
| TOTAL MADRID | | | 70 | 0 | 0 | 81 | 14 | 4 | 0 | 0 | 7 | 74 | 13 | 95 | |
| MAHON | FIRST CHOICE AIRWAYS LTD | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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) | | | | | | | | | | |
| MAHON | MY TRAVEL AIRWAYS UK | C | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 7 | 3 |
| TOTAL MAHON | | | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 5 | 100 | 7 | 3 |
| MALAGA | AIR CORDIAL LTD | C | 10 | 0 | 0 | 10 | 30 | 20 | 20 | 20 | 0 | 93 | 0 | 0 | 0 |
| | AZZURRA AIR | C | 8 | 0 | 0 | 63 | 13 | 0 | 0 | 0 | 25 | 147 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 28 | 1 | 0 | 79 | 7 | 4 | 7 | 4 | 0 | 26 | 46 | 18 | 28 |
| | FIRST CHOICE AIRWAYS LTD | S | 30 | 0 | 0 | 60 | 20 | 13 | 7 | 0 | 0 | 17 | 33 | 24 | 18 |
| | FIRST CHOICE AIRWAYS LTD | C | 16 | 0 | 0 | 75 | 6 | 19 | 0 | 0 | 0 | 11 | 36 | 20 | 11 |
| | MONARCH AIRLINES | C | 48 | 0 | 0 | 71 | 19 | 6 | 4 | 0 | 0 | 12 | 55 | 35 | 40 |
| | MONARCH AIRLINES | S | 62 | 0 | 0 | 82 | 15 | 3 | 0 | 0 | 0 | 6 | 50 | 29 | 46 |
| | MY TRAVEL AIRWAYS UK | C | 36 | 2 | 0 | 39 | 17 | 33 | 11 | 0 | 0 | 27 | 47 | 34 | 36 |
| | THOMAS COOK AIRLINES LTD | C | 38 | 2 | 0 | 84 | 8 | 3 | 5 | 0 | 0 | 10 | 67 | 27 | 46 |
| TOTAL MALAGA | | | 276 | 5 | 0 | 68 | 14 | 10 | 5 | 1 | 1 | 21 | 53 | 28 | 247 |
| MURCIA SAN JAVIER | BRITISH AIRWAYS PLC | C | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 12 | 50 | 12 | 2 |
| TOTAL MURCIA SAN JAVIER | | | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 12 | 50 | 12 | 2 |
| PALMA DE MALLORCA | BRITANNIA AIRWAYS | C | 26 | 1 | 0 | 69 | 8 | 12 | 12 | 0 | 0 | 18 | 84 | 15 | 19 |
| | FIRST CHOICE AIRWAYS LTD | C | 14 | 0 | 0 | 86 | 7 | 7 | 0 | 0 | 0 | 8 | 100 | 3 | 1 |
| | FIRST CHOICE AIRWAYS LTD | S | 11 | 1 | 1 | 73 | 9 | 18 | 0 | 0 | 0 | 11 | 60 | 16 | 10 |
| | MONARCH AIRLINES | C | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 45 | 0 | 0 | 69 | 16 | 11 | 4 | 0 | 0 | 15 | 72 | 12 | 36 |
| | SPANAIR | C | 10 | 0 | 0 | 70 | 20 | 10 | 0 | 0 | 0 | 11 | 70 | 29 | 10 |
| | THOMAS COOK AIRLINES LTD | C | 14 | 0 | 0 | 57 | 14 | 21 | 0 | 7 | 0 | 26 | 73 | 15 | 11 |
| TOTAL PALMA DE MALLORCA | | | 126 | 2 | 1 | 71 | 12 | 12 | 4 | 1 | 0 | 15 | 67 | 17 | 97 |
| TOTAL REUS | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL SPAIN | | | 832 | 9 | 1 | 73 | 14 | 8 | 4 | 1 | 0 | 16 | 59 | 22 | 750 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | |
| ARRECIFE | AZZURRA AIR | C | 8 | 0 | 0 | 38 | 50 | 13 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 27 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 3 | 94 | 6 | 16 |
| | FIRST CHOICE AIRWAYS LTD | C | 15 | 2 | 0 | 80 | 13 | 0 | 7 | 0 | 0 | 12 | 30 | 28 | 20 |
| | FIRST CHOICE AIRWAYS LTD | S | 16 | 0 | 1 | 94 | 6 | 0 | 0 | 0 | 0 | 3 | 61 | 33 | 18 |
| | MONARCH AIRLINES | C | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 50 | 25 | 10 |
| | MY TRAVEL AIRWAYS UK | C | 37 | 0 | 0 | 62 | 11 | 19 | 8 | 0 | 0 | 20 | 65 | 109 | 20 |
| | THOMAS COOK AIRLINES LTD | C | 42 | 0 | 0 | 79 | 17 | 5 | 0 | 0 | 0 | 6 | 63 | 33 | 38 |
| TOTAL ARRECIFE | | | 153 | 2 | 1 | 76 | 14 | 7 | 3 | 0 | 0 | 10 | 63 | 38 | 134 |
| FUERTEVENTURA | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 83 | 15 | 18 |
| | FIRST CHOICE AIRWAYS LTD | C | 16 | 0 | 0 | 81 | 19 | 0 | 0 | 0 | 0 | 6 | 75 | 10 | 16 |
| | MY TRAVEL AIRWAYS UK | C | 28 | 3 | 0 | 75 | 0 | 4 | 11 | 4 | 7 | 109 | 67 | 23 | 18 |
| | THOMAS COOK AIRLINES LTD | C | 26 | 0 | 0 | 88 | 12 | 0 | 0 | 0 | 0 | 3 | 88 | 15 | 16 |
| TOTAL FUERTEVENTURA | | | 78 | 3 | 0 | 83 | 8 | 1 | 4 | 1 | 3 | 42 | 77 | 16 | 70 |
| LAS PALMAS | BRITANNIA AIRWAYS | C | 26 | 0 | 0 | 81 | 12 | 8 | 0 | 0 | 0 | 8 | 78 | 11 | 18 |
| | FIRST CHOICE AIRWAYS LTD | C | 16 | 0 | 0 | 75 | 6 | 6 | 0 | 13 | 0 | 28 | 94 | 5 | 16 |
| | MONARCH AIRLINES | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 88 | 7 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 35 | 1 | 0 | 57 | 17 | 14 | 11 | 0 | 0 | 23 | 51 | 29 | 39 |
| | THOMAS COOK AIRLINES LTD | C | 26 | 0 | 0 | 88 | 12 | 0 | 0 | 0 | 0 | 4 | 71 | 12 | 34 |
| TOTAL LAS PALMAS | | | 111 | 1 | 0 | 76 | 12 | 7 | 4 | 2 | 0 | 14 | 70 | 16 | 123 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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) | | | | | | | | | | |
| SANTA CRUZ DE LA PALMA | THOMAS COOK AIRLINES LTD | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL SANTA CRUZ DE LA PALMA | | | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TENERIFE (SURREINA SOFIA) | AIR CORDIAL LTD | C | 19 | 1 | 0 | 32 | 11 | 37 | 21 | 0 | 0 | 39 | 0 | 0 | 0 |
| | AZZURRA AIR | C | 12 | 0 | 0 | 42 | 8 | 8 | 25 | 17 | 0 | 66 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 46 | 0 | 0 | 61 | 15 | 11 | 13 | 0 | 0 | 19 | 54 | 24 | 46 |
| | EXCEL AIRWAYS LTD | C | 26 | 0 | 0 | 77 | 19 | 4 | 0 | 0 | 0 | 8 | 55 | 17 | 20 |
| | FIRST CHOICE AIRWAYS LTD | S | 35 | 1 | 1 | 86 | 11 | 0 | 3 | 0 | 0 | 6 | 61 | 15 | 36 |
| | FIRST CHOICE AIRWAYS LTD | C | 31 | 0 | 0 | 90 | 3 | 0 | 6 | 0 | 0 | 7 | 80 | 9 | 30 |
| | FUTURA AIRLINES | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 16 | 50 | 19 | 4 |
| | IBERWORLD | C | 24 | 0 | 0 | 63 | 21 | 0 | 17 | 0 | 0 | 23 | 21 | 58 | 19 |
| | MONARCH AIRLINES | C | 47 | 1 | 0 | 98 | 0 | 2 | 0 | 0 | 0 | 2 | 68 | 20 | 38 |
| | MY TRAVEL AIRWAYS UK | C | 59 | 0 | 0 | 80 | 10 | 5 | 2 | 3 | 0 | 13 | 54 | 32 | 52 |
| | THOMAS COOK AIRLINES LTD | C | 84 | 0 | 0 | 89 | 4 | 5 | 1 | 0 | 1 | 13 | 77 | 10 | 66 |
| | VOLAR AIRLINES | C | 22 | 0 | 0 | 50 | 9 | 14 | 18 | 9 | 0 | 54 | 0 | 0 | 0 |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 407 | 3 | 1 | 77 | 9 | 6 | 6 | 1 | 0 | 17 | 63 | 20 | 369 |
| TOTAL SPAIN(CANARY ISLANDS) | | | 759 | 9 | 2 | 77 | 10 | 6 | 5 | 1 | 0 | 17 | 66 | 22 | 696 |
| SWEDEN | | | | | | | | | | | | | | | |
| GOTEBORG | BRITISH REGIONAL AIRLINES LTD | S | 50 | 0 | 0 | 88 | 8 | 4 | 0 | 0 | 0 | 4 | 100 | 3 | 12 |
| TOTAL GOTEBORG | | | 50 | 0 | 0 | 88 | 8 | 4 | 0 | 0 | 0 | 4 | 100 | 3 | 12 |
| LINKOPING | CITY AIRLINE | S | 92 | 0 | 0 | 78 | 14 | 4 | 3 | 0 | 0 | 10 | 0 | 0 | 0 |
| TOTAL LINKOPING | | | 92 | 0 | 0 | 78 | 14 | 4 | 3 | 0 | 0 | 10 | 0 | 0 | 0 |
| STOCKHOLM (ARLANDA) | SKYWAYS EXPRESS | S | 90 | 0 | 0 | 89 | 6 | 2 | 3 | 0 | 0 | 7 | 88 | 7 | 104 |
| TOTAL STOCKHOLM (ARLANDA) | | | 91 | 1 | 0 | 88 | 7 | 2 | 3 | 0 | 0 | 7 | 88 | 7 | 104 |
| TOTAL SWEDEN | | | 233 | 1 | 0 | 84 | 10 | 3 | 3 | 0 | 0 | 8 | 90 | 6 | 118 |
| SWITZERLAND | | | | | | | | | | | | | | | |
| BASLE MULHOUSE | SWISS AIRLINES | S | 150 | 0 | 0 | 86 | 10 | 4 | 0 | 0 | 0 | 5 | 54 | 19 | 158 |
| TOTAL BASLE MULHOUSE | | | 150 | 0 | 0 | 86 | 10 | 4 | 0 | 0 | 0 | 5 | 54 | 19 | 158 |
| GENEVA | BRITANNIA AIRWAYS | C | 18 | 2 | 0 | 17 | 11 | 33 | 28 | 11 | 0 | 68 | 15 | 55 | 20 |
| | BRITISH AIRWAYS PLC | C | 20 | 0 | 0 | 85 | 0 | 5 | 10 | 0 | 0 | 13 | 44 | 37 | 18 |
| | BRITISH AIRWAYS PLC | S | 62 | 0 | 4 | 68 | 18 | 11 | 3 | 0 | 0 | 15 | 54 | 23 | 61 |
| | FIRST CHOICE AIRWAYS LTD | C | 10 | 0 | 0 | 40 | 10 | 30 | 20 | 0 | 0 | 42 | 10 | 40 | 10 |
| | MY TRAVEL AIRWAYS UK | C | 12 | 0 | 0 | 75 | 8 | 17 | 0 | 0 | 0 | 13 | 60 | 25 | 10 |
| TOTAL GENEVA | | | 122 | 2 | 4 | 61 | 12 | 16 | 9 | 2 | 0 | 24 | 44 | 31 | 127 |
| ZURICH | BRITISH AIRWAYS PLC | S | 102 | 0 | 0 | 74 | 11 | 14 | 2 | 0 | 0 | 11 | 0 | 0 | 0 |
| | SWISS AIRLINES | S | 123 | 0 | 0 | 76 | 14 | 9 | 1 | 0 | 0 | 11 | 0 | 0 | 0 |
| TOTAL ZURICH | | | 225 | 0 | 0 | 75 | 12 | 11 | 1 | 0 | 0 | 11 | 58 | 19 | 150 |
| TOTAL SWITZERLAND | | | 497 | 2 | 4 | 75 | 12 | 10 | 3 | 0 | 0 | 12 | 53 | 22 | 435 |
| TUNISIA | | | | | | | | | | | | | | | |
| MONASTIR | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 80 | 10 | 0 | 10 | 0 | 0 | 9 | 44 | 44 | 18 |
| | FIRST CHOICE AIRWAYS LTD | C | 10 | 1 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 22 | 31 | 39 | 16 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 60 | 0 | 0 | 20 | 20 | 0 | 63 | 56 | 26 | 16 |
| | THOMAS COOK AIRLINES LTD | C | 10 | 0 | 0 | 90 | 0 | 10 | 0 | 0 | 0 | 9 | 75 | 9 | 8 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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 MONASTIR | | | 40 | 1 | 0 | 78 | 3 | 3 | 13 | 5 | 0 | 26 | 50 | 32 | 60 |
| TOTAL TUNISIA | | | 40 | 1 | 0 | 78 | 3 | 3 | 13 | 5 | 0 | 26 | 50 | 32 | 60 |
| TURKEY | | | | | | | | | | | | | | | |
| ANTALYA | THOMAS COOK AIRLINES LTD | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 23 | 8 |
| TOTAL ANTALYA | | | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 23 | 8 |
| TOTAL DALAMAN | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 11 | 2 |
| ISTANBUL | THY TURK HAVA YOLLARI TURKIS | S | 36 | 0 | 0 | 33 | 14 | 36 | 17 | 0 | 0 | 33 | 34 | 35 | 38 |
| TOTAL ISTANBUL | | | 36 | 0 | 0 | 33 | 14 | 36 | 17 | 0 | 0 | 33 | 34 | 35 | 38 |
| TOTAL TURKEY | | | 48 | 0 | 0 | 50 | 10 | 27 | 13 | 0 | 0 | 25 | 38 | 32 | 48 |
| TURKMENISTAN | | | | | | | | | | | | | | | |
| ASHKHABAD | TURKMENISTAN AIRLINES | S | 10 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| TOTAL ASHKHABAD | | | 10 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| TOTAL TURKMENISTAN | | | 10 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| UNITED ARAB EMIRATES | | | | | | | | | | | | | | | |
| DUBAI | EMIRATES | S | 62 | 1 | 0 | 53 | 24 | 23 | 0 | 0 | 0 | 16 | 56 | 17 | 62 |
| TOTAL DUBAI | | | 62 | 1 | 0 | 53 | 24 | 23 | 0 | 0 | 0 | 16 | 56 | 17 | 62 |
| TOTAL UNITED ARAB EMIRATES | | | 62 | 1 | 0 | 53 | 24 | 23 | 0 | 0 | 0 | 16 | 56 | 17 | 62 |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| ABERDEEN | BMI REGIONAL | S | 142 | 0 | 0 | 97 | 2 | 1 | 0 | 0 | 0 | 3 | 89 | 5 | 140 |
| | BRITISH AIRWAYS CITIEXPRESS L | S | 248 | 0 | 0 | 84 | 7 | 4 | 4 | 0 | 0 | 10 | 77 | 15 | 290 |
| TOTAL ABERDEEN | | | 390 | 0 | 0 | 89 | 5 | 3 | 3 | 0 | 0 | 7 | 81 | 12 | 430 |
| BELFAST CITY | BRITISH REGIONAL AIRLINES LTD | S | 318 | 0 | 8 | 79 | 9 | 5 | 6 | 1 | 0 | 14 | 88 | 8 | 228 |
| TOTAL BELFAST CITY | | | 318 | 0 | 8 | 79 | 9 | 5 | 6 | 1 | 0 | 14 | 88 | 8 | 228 |
| CITY OF DERRY (EGLINTON) | LOGANAIR | S | 62 | 0 | 0 | 97 | 2 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| TOTAL CITY OF DERRY (EGLINTON) | | | 62 | 0 | 0 | 97 | 2 | 2 | 0 | 0 | 0 | 2 | 84 | 6 | 61 |
| EDINBURGH | BMI REGIONAL | S | 222 | 0 | 0 | 94 | 4 | 1 | 1 | 0 | 0 | 4 | 78 | 10 | 185 |
| | BRITISH AIRWAYS CITIEXPRESS L | S | 104 | 0 | 0 | 78 | 8 | 7 | 8 | 0 | 0 | 15 | 79 | 16 | 135 |
| | BRITISH AIRWAYS PLC | S | 169 | 0 | 9 | 79 | 14 | 5 | 2 | 0 | 0 | 10 | 60 | 23 | 156 |
| TOTAL EDINBURGH | | | 495 | 0 | 9 | 86 | 8 | 3 | 3 | 0 | 0 | 8 | 72 | 16 | 476 |
| GATWICK | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 65 | 14 | 17 |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 382 | 0 | 0 | 93 | 4 | 1 | 1 | 1 | 0 | 6 | 80 | 16 | 392 |
| | FIRST CHOICE AIRWAYS LTD | C | 8 | 2 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 10 | 80 | 6 | 5 |
| | MONARCH AIRLINES | C | 8 | 0 | 0 | 88 | 0 | 0 | 13 | 0 | 0 | 11 | 0 | 21 | 1 |
| | THOMAS COOK AIRLINES LTD | C | 2 | 5 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| TOTAL GATWICK | | | 408 | 9 | 0 | 92 | 4 | 1 | 1 | 1 | 0 | 6 | 80 | 16 | 420 |
| GLASGOW | BMI REGIONAL | S | 171 | 0 | 0 | 98 | 2 | 0 | 0 | 0 | 0 | 2 | 93 | 5 | 192 |
| | BRITISH AIRWAYS CITIEXPRESS L | S | 92 | 0 | 0 | 92 | 7 | 1 | 0 | 0 | 0 | 3 | 70 | 16 | 146 |
| | BRITISH AIRWAYS PLC | S | 135 | 1 | 6 | 76 | 10 | 5 | 8 | 0 | 0 | 14 | 67 | 19 | 139 |
| TOTAL GLASGOW | | | 398 | 4 | 6 | 89 | 6 | 2 | 3 | 0 | 0 | 6 | 78 | 12 | 478 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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 | AURIGNY AIR SERVICES | S | 136 | 0 | 2 | 80 | 10 | 7 | 2 | 0 | 0 | 10 | 77 | 12 | 102 |
| TOTAL GUERNSEY | | | 136 | 0 | 2 | 80 | 10 | 7 | 2 | 0 | 0 | 10 | 80 | 14 | 162 |
| HEATHROW | BMI BRITISH MIDLAND | S | 355 | 3 | 0 | 86 | 11 | 3 | 1 | 0 | 6 | 78 | 12 | 426 | |
| | BRITISH AIRWAYS PLC | S | 611 | 4 | 2 | 81 | 12 | 5 | 1 | 0 | 9 | 70 | 17 | 608 | |
| TOTAL HEATHROW | | | 966 | 7 | 2 | 83 | 11 | 4 | 1 | 0 | 8 | 73 | 15 | 1036 | |
| ISLE OF MAN | BA CITIEXPRESS (IOM) LTD | S | 192 | 1 | 2 | 89 | 4 | 4 | 3 | 0 | 8 | 92 | 4 | 188 | |
| TOTAL ISLE OF MAN | | | 192 | 1 | 2 | 89 | 4 | 4 | 3 | 0 | 8 | 92 | 4 | 188 | |
| JERSEY | BRITISH REGIONAL AIRLINES LTD | S | 106 | 0 | 0 | 78 | 8 | 5 | 8 | 0 | 13 | 85 | 15 | 75 | |
| TOTAL JERSEY | | | 106 | 0 | 0 | 78 | 8 | 5 | 8 | 0 | 13 | 83 | 16 | 77 | |
| NORWICH | EASTERN AIRWAYS | S | 121 | 0 | 6 | 95 | 5 | 0 | 0 | 0 | 2 | 89 | 5 | 142 | |
| TOTAL NORWICH | | | 121 | 0 | 6 | 95 | 5 | 0 | 0 | 0 | 2 | 89 | 5 | 142 | |
| SOUTHAMPTON | BRITISH REGIONAL AIRLINES LTD | S | 129 | 0 | 3 | 92 | 2 | 2 | 4 | 0 | 8 | 83 | 7 | 139 | |
| TOTAL SOUTHAMPTON | | | 129 | 0 | 3 | 92 | 2 | 2 | 4 | 0 | 8 | 83 | 7 | 139 | |
| STANSTED | BRITISH REGIONAL AIRLINES LTD | S | 114 | 0 | 2 | 82 | 5 | 7 | 5 | 0 | 10 | 75 | 12 | 174 | |
| | EUROPEAN AIR CHARTER | C | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 56 | 0 | 0 | 0 | |
| | TITAN AIRWAYS LTD | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 25 | 0 | 0 | 0 | |
| TOTAL STANSTED | | | 118 | 0 | 2 | 81 | 5 | 8 | 6 | 0 | 11 | 75 | 12 | 174 | |
| TOTAL UNITED KINGDOM | | | 3840 | 23 | 40 | 86 | 7 | 3 | 3 | 0 | 8 | 79 | 13 | 4271 | |
| USA | | | | | | | | | | | | | | | |
| ATLANTA | DELTA AIRLINES | S | 62 | 0 | 0 | 84 | 3 | 8 | 5 | 0 | 9 | 71 | 13 | 62 | |
| TOTAL ATLANTA | | | 62 | 0 | 0 | 84 | 3 | 8 | 5 | 0 | 9 | 71 | 13 | 62 | |
| CHICAGO (O'HARE) | AMERICAN AIRLINES | S | 62 | 0 | 0 | 76 | 5 | 11 | 6 | 2 | 18 | 52 | 44 | 62 | |
| | BMI BRITISH MIDLAND | S | 62 | 0 | 0 | 94 | 2 | 0 | 3 | 0 | 18 | 0 | 0 | 0 | |
| TOTAL CHICAGO (O'HARE) | | | 124 | 0 | 0 | 85 | 3 | 6 | 5 | 1 | 18 | 52 | 44 | 62 | |
| LAS VEGAS | MY TRAVEL AIRWAYS UK | C | 7 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 4 | 38 | 35 | 8 | |
| TOTAL LAS VEGAS | | | 7 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 4 | 38 | 35 | 8 | |
| NEW YORK (JF KENNEDY) | BRITISH AIRWAYS PLC | S | 59 | 1 | 0 | 73 | 8 | 5 | 7 | 5 | 31 | 62 | 24 | 60 | |
| | PAKISTAN INTL AIRLINES | S | 37 | 0 | 0 | 49 | 19 | 19 | 8 | 3 | 69 | 35 | 156 | 26 | |
| TOTAL NEW YORK (JF KENNEDY) | | | 96 | 1 | 0 | 64 | 13 | 10 | 7 | 4 | 2 | 46 | 53 | 86 | |
| NEW YORK (NEWARK) | CONTINENTAL AIRLINES | S | 54 | 0 | 0 | 96 | 0 | 0 | 4 | 0 | 5 | 69 | 15 | 62 | |
| TOTAL NEW YORK (NEWARK) | | | 54 | 0 | 0 | 96 | 0 | 0 | 4 | 0 | 5 | 69 | 15 | 62 | |
| PHILADELPHIA INTERNATIONAL | US AIRWAYS | S | 62 | 1 | 0 | 90 | 2 | 3 | 2 | 3 | 12 | 76 | 13 | 62 | |
| TOTAL PHILADELPHIA INTERNATIONAL | | | 62 | 1 | 0 | 90 | 2 | 3 | 2 | 3 | 12 | 76 | 13 | 62 | |
| SANFORD | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 70 | 10 | 10 | 10 | 0 | 16 | 0 | 0 | 0 | |
| | FIRST CHOICE AIRWAYS LTD | C | 11 | 0 | 0 | 82 | 18 | 0 | 0 | 0 | 10 | 76 | 8 | 29 | |
| | MY TRAVEL AIRWAYS UK | C | 22 | 1 | 0 | 82 | 5 | 5 | 0 | 0 | 59 | 41 | 113 | 37 | |
| | THOMAS COOK AIRLINES LTD | C | 9 | 0 | 0 | 78 | 11 | 0 | 11 | 0 | 16 | 0 | 0 | 0 | |
| TOTAL SANFORD | | | 52 | 1 | 0 | 79 | 10 | 4 | 4 | 0 | 33 | 56 | 67 | 66 | |
| WASHINGTON (DULLES) | BMI BRITISH MIDLAND | S | 54 | 0 | 0 | 94 | 2 | 2 | 2 | 0 | 3 | 0 | 0 | 0 | |
| TOTAL WASHINGTON (DULLES) | | | 54 | 1 | 0 | 94 | 2 | 2 | 2 | 0 | 3 | 0 | 0 | 0 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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 USA | | | 511 | 4 | 0 | 83 | 5 | 5 | 4 | 1 | 1 | 20 | 62 | 38 | 417 |
| VENEZUELA | | | | | | | | | | | | | | | |
| PORLAMAR | FIRST CHOICE AIRWAYS LTD | C | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 10 | 40 | 18 | 5 |
| TOTAL PORLAMAR | | | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 10 | 40 | 18 | 5 |
| TOTAL VENEZUELA | | | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 10 | 40 | 18 | 5 |
| TOTAL MANCHESTER | | | 13073 | 89 | 118 | 80 | 10 | 6 | 3 | 0 | 0 | 12 | 71 | 18 | 13605 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: NEWCASTLE (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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) | | | | | | | | | | | |
| AUSTRIA | | | | | | | | | | | | | | | |
| INNSBRUCK | BRITISH AIRWAYS PLC | C | 9 | 0 | 0 | 33 | 56 | 0 | 0 | 11 | 0 | 45 | 0 | 0 | 0 |
| TOTAL INNSBRUCK | | | 9 | 0 | 0 | 33 | 56 | 0 | 0 | 11 | 0 | 45 | 71 | 33 | 7 |
| SALZBURG | FIRST CHOICE AIRWAYS LTD | C | 9 | 0 | 0 | 67 | 11 | 22 | 0 | 0 | 0 | 15 | 43 | 40 | 7 |
| TOTAL SALZBURG | | | 9 | 0 | 0 | 67 | 11 | 22 | 0 | 0 | 0 | 15 | 43 | 40 | 7 |
| TOTAL AUSTRIA | | | 18 | 0 | 0 | 50 | 33 | 11 | 0 | 6 | 0 | 30 | 57 | 37 | 14 |
| BELGIUM | | | | | | | | | | | | | | | |
| BRUSSELS | FLYBE.BRITISH EUROPEAN | S | 124 | 0 | 20 | 78 | 15 | 2 | 4 | 1 | 0 | 13 | 0 | 0 | 0 |
| | SN BRUSSELS AIRLINES | S | 210 | 0 | 4 | 89 | 9 | 2 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| TOTAL BRUSSELS | | | 334 | 0 | 24 | 85 | 11 | 2 | 1 | 0 | 0 | 8 | 63 | 15 | 217 |
| TOTAL BELGIUM | | | 334 | 0 | 24 | 85 | 11 | 2 | 1 | 0 | 0 | 8 | 63 | 15 | 217 |
| CYPRUS | | | | | | | | | | | | | | | |
| LARNACA | FIRST CHOICE AIRWAYS LTD | C | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 3 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 22 | 38 | 42 | 8 |
| TOTAL LARNACA | | | 7 | 0 | 0 | 71 | 14 | 0 | 14 | 0 | 0 | 13 | 44 | 36 | 16 |
| PAPHOS | EUROCYPRIA AIRLINES LTD | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 30 | 84 | 10 |
| TOTAL PAPHOS | | | 11 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 30 | 84 | 10 |
| TOTAL CYPRUS | | | 18 | 0 | 0 | 89 | 6 | 0 | 6 | 0 | 0 | 6 | 38 | 54 | 26 |
| FRANCE | | | | | | | | | | | | | | | |
| CHAMBERY | FLYBE.BRITISH EUROPEAN | C | 10 | 0 | 0 | 70 | 20 | 10 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| TOTAL CHAMBERY | | | 10 | 0 | 0 | 70 | 20 | 10 | 0 | 0 | 0 | 11 | 40 | 34 | 10 |
| LYON | FIRST CHOICE AIRWAYS LTD | C | 8 | 0 | 0 | 50 | 13 | 38 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| TOTAL LYON | | | 8 | 0 | 0 | 50 | 13 | 38 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| PARIS (CHARLES DE GAULLE) | FLYBE.BRITISH EUROPEAN | S | 154 | 1 | 0 | 51 | 14 | 21 | 12 | 1 | 1 | 28 | 0 | 0 | 0 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 154 | 1 | 0 | 51 | 14 | 21 | 12 | 1 | 1 | 28 | 72 | 14 | 158 |
| TOTAL FRANCE | | | 172 | 1 | 0 | 52 | 15 | 22 | 11 | 1 | 1 | 27 | 70 | 15 | 168 |
| GERMANY | | | | | | | | | | | | | | | |
| DUSSELDORF | EUROWINGS LUFTVERKEHRS | S | 50 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL DUSSELDORF | | | 50 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 2 | 14 |
| TOTAL GERMANY | | | 51 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 2 | 14 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| CORK | BRITISH AIRWAYS CITIEXPRESS L | S | 34 | 0 | 0 | 85 | 9 | 6 | 0 | 0 | 0 | 6 | 58 | 19 | 12 |
| TOTAL CORK | | | 34 | 0 | 0 | 85 | 9 | 6 | 0 | 0 | 0 | 6 | 58 | 19 | 12 |
| DUBLIN | BRITISH AIRWAYS CITIEXPRESS L | S | 154 | 1 | 0 | 87 | 5 | 4 | 3 | 1 | 0 | 10 | 64 | 20 | 36 |
| TOTAL DUBLIN | | | 154 | 1 | 0 | 87 | 5 | 4 | 3 | 1 | 0 | 10 | 90 | 6 | 287 |
| TOTAL IRISH REPUBLIC | | | 188 | 1 | 0 | 87 | 6 | 4 | 3 | 1 | 0 | 9 | 89 | 6 | 299 |
| ITALY | | | | | | | | | | | | | | | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: NEWCASTLE (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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 | FLYBE.BRITISH EUROPEAN | C | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL TURIN | | | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 9 | 14 | 40 | 7 |
| TOTAL ITALY | | | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 9 | 14 | 40 | 7 |
| MALTA | | | | | | | | | | | | | | | |
| MALTA | AIR MALTA | C | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 100 | 4 | 6 |
| TOTAL MALTA | | | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 100 | 4 | 6 |
| TOTAL MALTA | | | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 100 | 4 | 6 |
| NETHERLANDS | | | | | | | | | | | | | | | |
| AMSTERDAM | KLM UK LTD | S | 299 | 0 | 1 | 85 | 7 | 5 | 3 | 0 | 0 | 9 | 80 | 11 | 332 |
| TOTAL AMSTERDAM | | | 299 | 0 | 1 | 85 | 7 | 5 | 3 | 0 | 0 | 9 | 80 | 11 | 332 |
| TOTAL NETHERLANDS | | | 299 | 0 | 1 | 85 | 7 | 5 | 3 | 0 | 0 | 9 | 80 | 11 | 332 |
| NORWAY | | | | | | | | | | | | | | | |
| BERGEN | BRAATHENS ASA | C | 7 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| TOTAL BERGEN | | | 7 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| STAVANGER | WIDEROE FLYVESELSKAP A/S | S | 43 | 0 | 7 | 77 | 14 | 9 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| TOTAL STAVANGER | | | 43 | 0 | 7 | 77 | 14 | 9 | 0 | 0 | 0 | 10 | 86 | 10 | 98 |
| TOTAL NORWAY | | | 50 | 0 | 7 | 78 | 14 | 8 | 0 | 0 | 0 | 9 | 86 | 10 | 98 |
| PORTUGAL(EXCLUDING MADEIRA) | | | | | | | | | | | | | | | |
| FARO | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 70 | 20 | 10 | 0 | 0 | 0 | 9 | 38 | 36 | 8 |
| TOTAL FARO | | | 11 | 0 | 0 | 64 | 18 | 18 | 0 | 0 | 0 | 13 | 50 | 29 | 10 |
| TOTAL PORTUGAL(EXCLUDING MADEIRA) | | | 11 | 0 | 0 | 64 | 18 | 18 | 0 | 0 | 0 | 13 | 50 | 29 | 10 |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | |
| FUNCHAL | SATA | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 3 | 100 | 1 | 8 |
| TOTAL FUNCHAL | | | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 3 | 100 | 1 | 8 |
| TOTAL PORTUGAL(MADEIRA) | | | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 3 | 100 | 1 | 8 |
| SPAIN | | | | | | | | | | | | | | | |
| ALICANTE | BRITANNIA AIRWAYS | C | 26 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 4 | 82 | 9 | 28 |
| | FIRST CHOICE AIRWAYS LTD | C | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 5 | 2 |
| | MY TRAVEL AIRWAYS UK | C | 18 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 94 | 8 | 18 |
| TOTAL ALICANTE | | | 48 | 0 | 0 | 96 | 4 | 0 | 0 | 0 | 0 | 3 | 88 | 8 | 48 |
| MAHON | MY TRAVEL AIRWAYS UK | C | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 5 | 1 |
| TOTAL MAHON | | | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 5 | 1 |
| MALAGA | | | | | | | | | | | | | | | |
| | BRITANNIA AIRWAYS | C | 18 | 0 | 0 | 83 | 11 | 6 | 0 | 0 | 0 | 10 | 56 | 20 | 18 |
| | FIRST CHOICE AIRWAYS LTD | C | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 30 | 53 | 10 |
| TOTAL MALAGA | | | 30 | 0 | 0 | 90 | 7 | 3 | 0 | 0 | 0 | 7 | 47 | 27 | 36 |
| PALMA DE MALLORCA | | | | | | | | | | | | | | | |
| | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 60 | 0 | 20 | 20 | 0 | 0 | 36 | 80 | 10 | 10 |
| | MY TRAVEL AIRWAYS UK | C | 14 | 0 | 0 | 79 | 0 | 7 | 14 | 0 | 0 | 14 | 60 | 10 | 10 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 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 PALMA DE MALLORCA | | | 26 | 0 | 0 | 73 | 0 | 12 | 15 | 0 | 0 | 21 | 71 | 10 | 21 |
| TOTAL SPAIN | | | 107 | 0 | 0 | 89 | 4 | 4 | 4 | 0 | 0 | 8 | 71 | 15 | 106 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | |
| ARRECIFE | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 100 | 1 | 8 |
| | SPANAIR | C | 8 | 0 | 0 | 50 | 13 | 38 | 0 | 0 | 0 | 23 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 70 | 9 | 10 |
| TOTAL ARRECIFE | | | 24 | 0 | 0 | 83 | 4 | 13 | 0 | 0 | 0 | 9 | 79 | 13 | 38 |
| FUERTEVENTURA | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 63 | 38 | 0 | 0 | 0 | 0 | 10 | 88 | 6 | 8 |
| TOTAL FUERTEVENTURA | | | 8 | 0 | 0 | 63 | 38 | 0 | 0 | 0 | 0 | 10 | 88 | 6 | 8 |
| LAS PALMAS | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 88 | 3 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 50 | 38 | 13 | 0 | 0 | 0 | 17 | 75 | 17 | 8 |
| | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 6 | 63 | 25 | 8 |
| TOTAL LAS PALMAS | | | 24 | 0 | 0 | 79 | 17 | 4 | 0 | 0 | 0 | 9 | 75 | 15 | 24 |
| TENERIFE (SURREINA SOFIA) | AIR EUROPA | C | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 6 | 100 | 1 | 10 |
| | BRITANNIA AIRWAYS | C | 20 | 0 | 0 | 65 | 10 | 15 | 10 | 0 | 0 | 20 | 56 | 30 | 18 |
| | FIRST CHOICE AIRWAYS LTD | S | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 100 | 1 | 10 |
| | MY TRAVEL AIRWAYS UK | C | 18 | 0 | 0 | 83 | 11 | 6 | 0 | 0 | 0 | 8 | 50 | 35 | 18 |
| | THOMAS COOK AIRLINES LTD | C | 17 | 0 | 0 | 71 | 29 | 0 | 0 | 0 | 0 | 7 | 60 | 104 | 10 |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 75 | 0 | 0 | 79 | 13 | 5 | 3 | 0 | 0 | 10 | 67 | 30 | 84 |
| TOTAL SPAIN(CANARY ISLANDS) | | | 131 | 0 | 0 | 79 | 14 | 6 | 2 | 0 | 0 | 10 | 72 | 22 | 154 |
| SWITZERLAND | | | | | | | | | | | | | | | |
| GENEVA | FLYBE.BRITISH EUROPEAN | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| TOTAL GENEVA | | | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 65 | 10 |
| TOTAL SWITZERLAND | | | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 65 | 10 |
| TUNISIA | | | | | | | | | | | | | | | |
| MONASTIR | NOUVELAIR TUNISIE | C | 9 | 0 | 0 | 22 | 0 | 33 | 44 | 0 | 0 | 64 | 20 | 72 | 10 |
| TOTAL MONASTIR | | | 9 | 0 | 0 | 22 | 0 | 33 | 44 | 0 | 0 | 64 | 20 | 72 | 10 |
| TOTAL TUNISIA | | | 9 | 0 | 0 | 22 | 0 | 33 | 44 | 0 | 0 | 64 | 20 | 72 | 10 |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| ABERDEEN | BRITISH AIRWAYS CITIEXPRESS L | S | 244 | 0 | 0 | 91 | 5 | 2 | 1 | 0 | 0 | 5 | 66 | 25 | 252 |
| TOTAL ABERDEEN | | | 244 | 0 | 0 | 91 | 5 | 2 | 1 | 0 | 0 | 5 | 76 | 18 | 360 |
| BELFAST CITY | FLYBE.BRITISH EUROPEAN | S | 255 | 2 | 3 | 95 | 1 | 3 | 2 | 0 | 0 | 5 | 0 | 0 | 0 |
| TOTAL BELFAST CITY | | | 255 | 2 | 3 | 95 | 1 | 3 | 2 | 0 | 0 | 5 | 81 | 14 | 361 |
| BIRMINGHAM | BRITANNIA AIRWAYS | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 20 | 46 | 5 |
| | BRITISH REGIONAL AIRLINES LTD | S | 124 | 0 | 0 | 95 | 2 | 2 | 1 | 0 | 0 | 5 | 81 | 15 | 174 |
| TOTAL BIRMINGHAM | | | 126 | 0 | 0 | 95 | 2 | 2 | 1 | 0 | 0 | 5 | 79 | 16 | 179 |
| BRISTOL | BRITISH AIRWAYS CITIEXPRESS L | S | 147 | 0 | 0 | 84 | 7 | 6 | 2 | 0 | 0 | 8 | 63 | 26 | 153 |
| TOTAL BRISTOL | | | 147 | 0 | 0 | 84 | 7 | 6 | 2 | 0 | 0 | 8 | 63 | 26 | 153 |
| CARDIFF WALES | BRITISH REGIONAL AIRLINES LTD | S | 44 | 2 | 0 | 84 | 9 | 5 | 0 | 2 | 0 | 13 | 92 | 6 | 51 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: NEWCASTLE (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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 CARDIFF WALES | | | 44 | 2 | 0 | 84 | 9 | 5 | 0 | 2 | 0 | 13 | 92 | 6 | 51 |
| GATWICK | CITY FLYER EXPRESS | S | 277 | 1 | 0 | 88 | 8 | 3 | 1 | 0 | 0 | 6 | 74 | 14 | 279 |
| TOTAL GATWICK | | | 277 | 1 | 0 | 88 | 8 | 3 | 1 | 0 | 0 | 6 | 74 | 14 | 279 |
| HEATHROW | BRITISH AIRWAYS PLC | S | 352 | 0 | 0 | 87 | 6 | 5 | 2 | 0 | 0 | 8 | 74 | 15 | 336 |
| TOTAL HEATHROW | | | 352 | 0 | 0 | 87 | 6 | 5 | 2 | 0 | 0 | 8 | 74 | 15 | 336 |
| SOUTHAMPTON | BRITISH AIRWAYS CITIEXPRESS L | S | 102 | 0 | 0 | 98 | 1 | 0 | 0 | 1 | 0 | 5 | 73 | 19 | 111 |
| TOTAL SOUTHAMPTON | | | 102 | 0 | 0 | 98 | 1 | 0 | 0 | 1 | 0 | 5 | 73 | 19 | 111 |
| STANSTED | GO FLY LTD | S | 156 | 0 | 0 | 75 | 11 | 12 | 3 | 0 | 0 | 11 | 0 | 0 | 0 |
| | GO FLY LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| TOTAL STANSTED | | | 158 | 0 | 0 | 75 | 11 | 11 | 3 | 0 | 0 | 11 | 93 | 11 | 150 |
| TOTAL UNITED KINGDOM | | | 1705 | 13 | 3 | 89 | 6 | 4 | 2 | 0 | 0 | 7 | 77 | 16 | 1994 |
| USA | | | | | | | | | | | | | | | |
| SANFORD | BRITANNIA AIRWAYS | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 4 | 0 | 0 | 50 | 25 | 0 | 0 | 0 | 25 | 123 | 50 | 110 | 10 |
| TOTAL SANFORD | | | 6 | 0 | 0 | 50 | 33 | 0 | 0 | 0 | 17 | 86 | 50 | 110 | 10 |
| TOTAL USA | | | 6 | 0 | 0 | 50 | 33 | 0 | 0 | 0 | 17 | 86 | 47 | 88 | 15 |
| TOTAL NEWCASTLE | | | 3134 | 15 | 35 | 85 | 7 | 5 | 2 | 0 | 0 | 9 | 76 | 16 | 3540 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: STANSTED (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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) | | | | | | | | | | | | |
| ALBANIA | | | | | | | | | | | | | | | | |
| TIRANA | EUROPEAN AIR CHARTER | C | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 53 | 2 | |
| TOTAL TIRANA | | | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 53 | 2 | |
| TOTAL ALBANIA | | | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 53 | 2 | |
| AUSTRIA | | | | | | | | | | | | | | | | |
| INNSBRUCK | FIRST CHOICE AIRWAYS LTD | C | 10 | 0 | 0 | 80 | 10 | 0 | 10 | 0 | 0 | 20 | 56 | 11 | 9 | |
| | TYROLEAN AIRWAYS | C | 10 | 0 | 0 | 70 | 10 | 20 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | |
| TOTAL INNSBRUCK | | | 20 | 0 | 0 | 75 | 10 | 10 | 5 | 0 | 0 | 17 | 56 | 11 | 9 | |
| SALZBURG | FIRST CHOICE AIRWAYS LTD | C | 10 | 0 | 0 | 70 | 10 | 0 | 20 | 0 | 0 | 35 | 71 | 12 | 7 | |
| | RYANAIR | S | 131 | 1 | 0 | 56 | 29 | 14 | 2 | 0 | 0 | 15 | 0 | 0 | 0 | |
| TOTAL SALZBURG | | | 141 | 1 | 0 | 57 | 28 | 13 | 3 | 0 | 0 | 16 | 63 | 13 | 8 | |
| TOTAL AUSTRIA | | | 161 | 2 | 0 | 59 | 25 | 12 | 3 | 0 | 0 | 17 | 77 | 16 | 131 | |
| BELGIUM | | | | | | | | | | | | | | | | |
| CHARLEROI | RYANAIR | S | 226 | 0 | 12 | 78 | 13 | 6 | 3 | 0 | 0 | 12 | 0 | 0 | 0 | |
| TOTAL CHARLEROI | | | 226 | 0 | 12 | 78 | 13 | 6 | 3 | 0 | 0 | 12 | 0 | 0 | 0 | |
| TOTAL BELGIUM | | | 226 | 0 | 12 | 78 | 13 | 6 | 3 | 0 | 0 | 12 | 0 | 0 | 0 | |
| CYPRUS | | | | | | | | | | | | | | | | |
| LARNACA | CYPRUS AIRWAYS | S | 8 | 0 | 0 | 63 | 13 | 0 | 25 | 0 | 0 | 26 | 50 | 16 | 8 | |
| TOTAL LARNACA | | | 8 | 0 | 0 | 63 | 13 | 0 | 25 | 0 | 0 | 26 | 50 | 16 | 8 | |
| PAPHOS | FIRST CHOICE AIRWAYS LTD | S | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | |
| TOTAL PAPHOS | | | 4 | 1 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 100 | 5 | 1 | |
| TOTAL CYPRUS | | | 12 | 1 | 0 | 67 | 17 | 0 | 17 | 0 | 0 | 20 | 56 | 15 | 9 | |
| CZECH REPUBLIC | | | | | | | | | | | | | | | | |
| PRAGUE | CSA | S | 88 | 0 | 0 | 84 | 15 | 1 | 0 | 0 | 0 | 7 | 60 | 17 | 60 | |
| | GO FLY LTD | S | 124 | 0 | 0 | 69 | 16 | 10 | 6 | 0 | 0 | 17 | 69 | 19 | 124 | |
| TOTAL PRAGUE | | | 212 | 0 | 0 | 75 | 16 | 6 | 3 | 0 | 0 | 13 | 66 | 18 | 184 | |
| TOTAL CZECH REPUBLIC | | | 212 | 0 | 0 | 75 | 16 | 6 | 3 | 0 | 0 | 13 | 66 | 18 | 184 | |
| DENMARK | | | | | | | | | | | | | | | | |
| AARHUS (TIRSTRUP) | RYANAIR | S | 114 | 0 | 0 | 52 | 21 | 20 | 7 | 0 | 0 | 22 | 69 | 12 | 116 | |
| TOTAL AARHUS (TIRSTRUP) | | | 114 | 0 | 0 | 52 | 21 | 20 | 7 | 0 | 0 | 22 | 69 | 12 | 116 | |
| COPENHAGEN | GO FLY LTD | S | 104 | 0 | 0 | 82 | 11 | 8 | 0 | 0 | 0 | 10 | 63 | 20 | 106 | |
| TOTAL COPENHAGEN | | | 104 | 0 | 0 | 82 | 11 | 8 | 0 | 0 | 0 | 10 | 73 | 15 | 220 | |
| ESBJERG | RYANAIR | S | 61 | 1 | 1 | 62 | 21 | 11 | 5 | 0 | 0 | 15 | 0 | 0 | 0 | |
| TOTAL ESBJERG | | | 61 | 1 | 1 | 62 | 21 | 11 | 5 | 0 | 0 | 15 | 0 | 68 | 1 | |
| TOTAL DENMARK | | | 279 | 1 | 1 | 65 | 17 | 14 | 4 | 0 | 0 | 16 | 71 | 14 | 337 | |
| EGYPT | | | | | | | | | | | | | | | | |
| CAIRO | CHANNEL EXPRESS (AIR SVS) | C | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 44 | 0 | 0 | 0 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: STANSTED (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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 CAIRO | | | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 44 | 0 | 0 | 0 |
| TOTAL EGYPT | | | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 44 | 0 | 0 | 0 |
| FED REP YUGO SERBIA M'ENEGRO | | | | | | | | | | | | | | | |
| PRISTINA | EUROPEAN AIR CHARTER | C | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL PRISTINA | | | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL FED REP YUGO SERBIA M'ENEGRO | | | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FINLAND | | | | | | | | | | | | | | | |
| HELSINKI | KLM UK LTD | S | 60 | 0 | 0 | 77 | 12 | 7 | 2 | 0 | 3 | 34 | 81 | 8 | 106 |
| TOTAL HELSINKI | | | 60 | 0 | 0 | 77 | 12 | 7 | 2 | 0 | 3 | 34 | 82 | 8 | 165 |
| OULU | MAERSK AIR | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| TOTAL OULU | | | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| TOTAL FINLAND | | | 62 | 0 | 0 | 76 | 13 | 6 | 2 | 0 | 3 | 34 | 82 | 8 | 166 |
| FRANCE | | | | | | | | | | | | | | | |
| BERGERAC | KLM UK LTD | S | 13 | 0 | 1 | 54 | 23 | 23 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| TOTAL BERGERAC | | | 13 | 0 | 1 | 54 | 23 | 23 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| BIARRITZ | RYANAIR | S | 59 | 3 | 3 | 88 | 5 | 5 | 0 | 2 | 0 | 10 | 85 | 8 | 62 |
| TOTAL BIARRITZ | | | 59 | 3 | 3 | 88 | 5 | 5 | 0 | 2 | 0 | 10 | 85 | 8 | 62 |
| BORDEAUX | KLM UK LTD | S | 64 | 2 | 0 | 75 | 13 | 5 | 3 | 5 | 0 | 21 | 96 | 4 | 76 |
| TOTAL BORDEAUX | | | 64 | 2 | 0 | 75 | 13 | 5 | 3 | 5 | 0 | 21 | 96 | 4 | 76 |
| BREST | KLM UK LTD | S | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL BREST | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CAEN | KLM UK LTD | S | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL CAEN | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CARCASSONNE | RYANAIR | S | 61 | 0 | 1 | 62 | 25 | 5 | 8 | 0 | 0 | 16 | 76 | 12 | 76 |
| TOTAL CARCASSONNE | | | 61 | 0 | 1 | 62 | 25 | 5 | 8 | 0 | 0 | 16 | 76 | 12 | 76 |
| CHAMBERY | KLM UK LTD | S | 20 | 0 | 0 | 10 | 15 | 60 | 15 | 0 | 0 | 43 | 0 | 0 | 0 |
| | TITAN AIRWAYS LTD | C | 9 | 0 | 0 | 44 | 11 | 22 | 22 | 0 | 0 | 27 | 0 | 0 | 0 |
| TOTAL CHAMBERY | | | 29 | 0 | 0 | 21 | 14 | 48 | 17 | 0 | 0 | 38 | 30 | 30 | 30 |
| DIJON | KLM UK LTD | S | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| TOTAL DIJON | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| DINARD | RYANAIR | S | 62 | 0 | 0 | 65 | 18 | 10 | 8 | 0 | 0 | 19 | 74 | 13 | 62 |
| TOTAL DINARD | | | 62 | 0 | 0 | 65 | 18 | 10 | 8 | 0 | 0 | 19 | 74 | 13 | 62 |
| GRENOBLE | KLM UK LTD | S | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| TOTAL GRENOBLE | | | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| LA ROCHELLE | KLM UK LTD | S | 34 | 0 | 0 | 76 | 12 | 12 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| TOTAL LA ROCHELLE | | | 34 | 0 | 0 | 76 | 12 | 12 | 0 | 0 | 0 | 12 | 100 | 5 | 2 |
| LIMOGES | KLM UK LTD | S | 10 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: STANSTED (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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 LIMOGES | | | 10 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| LYON | EUROPEAN AIR CHARTER | C | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 7 | 40 | 17 | 10 |
| | GO FLY LTD | S | 56 | 0 | 0 | 48 | 18 | 27 | 7 | 0 | 0 | 26 | 67 | 14 | 52 |
| | KLM UK LTD | S | 70 | 0 | 0 | 80 | 11 | 4 | 4 | 0 | 0 | 10 | 87 | 7 | 77 |
| TOTAL LYON | | | 136 | 0 | 0 | 68 | 14 | 13 | 5 | 0 | 0 | 17 | 76 | 11 | 139 |
| MARSEILLE | KLM UK LTD | S | 66 | 0 | 0 | 92 | 2 | 2 | 5 | 0 | 0 | 7 | 77 | 15 | 100 |
| TOTAL MARSEILLE | | | 66 | 0 | 0 | 92 | 2 | 2 | 5 | 0 | 0 | 7 | 77 | 15 | 100 |
| NICE | BMI BRITISH MIDLAND | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| | GO FLY LTD | S | 82 | 0 | 0 | 79 | 10 | 10 | 1 | 0 | 0 | 10 | 0 | 0 | 0 |
| TOTAL NICE | | | 84 | 2 | 0 | 80 | 10 | 10 | 1 | 0 | 0 | 10 | 0 | 0 | 0 |
| NIMES | RYANAIR | S | 62 | 0 | 0 | 71 | 13 | 11 | 5 | 0 | 0 | 15 | 79 | 9 | 75 |
| TOTAL NIMES | | | 62 | 0 | 0 | 71 | 13 | 11 | 5 | 0 | 0 | 15 | 79 | 9 | 75 |
| PARIS (CHARLES DE GAULLE) | KLM UK LTD | S | 220 | 0 | 0 | 77 | 12 | 6 | 5 | 0 | 0 | 13 | 86 | 10 | 188 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 221 | 0 | 0 | 77 | 12 | 6 | 5 | 0 | 0 | 13 | 86 | 10 | 188 |
| PERPIGNAN | RYANAIR | S | 62 | 0 | 0 | 61 | 23 | 13 | 3 | 0 | 0 | 16 | 74 | 15 | 61 |
| TOTAL PERPIGNAN | | | 62 | 0 | 0 | 61 | 23 | 13 | 3 | 0 | 0 | 16 | 74 | 15 | 61 |
| POITIERS | KLM UK LTD | S | 36 | 0 | 0 | 72 | 11 | 8 | 8 | 0 | 0 | 16 | 0 | 0 | 0 |
| TOTAL POITIERS | | | 36 | 0 | 0 | 72 | 11 | 8 | 8 | 0 | 0 | 16 | 0 | 0 | 0 |
| ST ETIENNE | RYANAIR | S | 72 | 0 | 0 | 78 | 8 | 11 | 1 | 1 | 0 | 15 | 61 | 16 | 62 |
| TOTAL ST ETIENNE | | | 72 | 0 | 0 | 78 | 8 | 11 | 1 | 1 | 0 | 15 | 61 | 16 | 62 |
| TOULON / HYERES | KLM UK LTD | S | 10 | 0 | 0 | 40 | 30 | 20 | 10 | 0 | 0 | 24 | 0 | 0 | 0 |
| TOTAL TOULON / HYERES | | | 10 | 0 | 0 | 40 | 30 | 20 | 10 | 0 | 0 | 24 | 0 | 0 | 0 |
| TOULOUSE (BLAGNAC) | EUROPEAN AIR CHARTER | C | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | KLM UK LTD | S | 8 | 0 | 0 | 50 | 13 | 38 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| | RYANAIR | C | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 10 | 20 | 47 | 5 |
| TOTAL TOULOUSE (BLAGNAC) | | | 22 | 0 | 0 | 64 | 23 | 14 | 0 | 0 | 0 | 12 | 20 | 47 | 5 |
| TOURS | KLM UK LTD | S | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL TOURS | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL FRANCE | | | 1114 | 7 | 5 | 72 | 13 | 10 | 4 | 1 | 0 | 15 | 78 | 12 | 942 |
| GEORGIA | | | | | | | | | | | | | | | |
| TBILISI | EUROPEAN AIR CHARTER | C | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 36 | 0 | 0 | 0 |
| TOTAL TBILISI | | | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 36 | 0 | 0 | 0 |
| TOTAL GEORGIA | | | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 36 | 0 | 0 | 0 |
| GERMANY | | | | | | | | | | | | | | | |
| BERLIN (SCHONEFELD) | KLM UK LTD | S | 174 | 0 | 0 | 71 | 11 | 9 | 10 | 0 | 0 | 18 | 0 | 0 | 0 |
| TOTAL BERLIN (SCHONEFELD) | | | 175 | 0 | 0 | 70 | 11 | 9 | 10 | 0 | 0 | 18 | 0 | 0 | 0 |
| DUSSELDORF | KLM UK LTD | S | 156 | 0 | 0 | 84 | 6 | 6 | 4 | 0 | 0 | 9 | 86 | 8 | 158 |
| TOTAL DUSSELDORF | | | 156 | 0 | 0 | 84 | 6 | 6 | 4 | 0 | 0 | 9 | 86 | 8 | 160 |
| FRANKFURT MAIN | KLM UK LTD | S | 148 | 6 | 0 | 84 | 9 | 4 | 2 | 0 | 1 | 11 | 79 | 9 | 156 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: STANSTED (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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 FRANKFURT MAIN | | | 148 | 6 | 0 | 84 | 9 | 4 | 2 | 0 | 1 | 11 | 67 | 13 | 342 |
| HAHN | RYANAIR | S | 217 | 1 | 0 | 61 | 14 | 15 | 10 | 0 | 0 | 22 | 76 | 13 | 168 |
| TOTAL HAHN | | | 217 | 2 | 0 | 61 | 14 | 15 | 10 | 0 | 0 | 22 | 76 | 13 | 168 |
| LUBECK | RYANAIR | S | 104 | 0 | 0 | 68 | 13 | 10 | 9 | 0 | 0 | 19 | 69 | 14 | 108 |
| TOTAL LUBECK | | | 104 | 0 | 0 | 68 | 13 | 10 | 9 | 0 | 0 | 19 | 69 | 14 | 108 |
| MUNICH | GO FLY LTD | S | 123 | 1 | 0 | 61 | 18 | 18 | 3 | 0 | 0 | 16 | 73 | 12 | 122 |
| TOTAL MUNICH | | | 123 | 1 | 0 | 61 | 18 | 18 | 3 | 0 | 0 | 16 | 71 | 13 | 306 |
| TOTAL GERMANY | | | 924 | 10 | 0 | 71 | 12 | 10 | 7 | 0 | 0 | 16 | 70 | 15 | 1869 |
| GREECE | | | | | | | | | | | | | | | |
| RHODES | CHANNEL EXPRESS (AIR SVS) | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| TOTAL RHODES | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| TOTAL GREECE | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| CONNAUGHT | RYANAIR | S | 62 | 0 | 0 | 73 | 16 | 5 | 6 | 0 | 0 | 15 | 74 | 10 | 66 |
| TOTAL CONNAUGHT | | | 62 | 0 | 0 | 73 | 16 | 5 | 6 | 0 | 0 | 15 | 74 | 10 | 66 |
| CORK | RYANAIR | S | 176 | 0 | 0 | 55 | 19 | 17 | 9 | 1 | 0 | 23 | 71 | 19 | 190 |
| TOTAL CORK | | | 176 | 0 | 0 | 55 | 19 | 17 | 9 | 1 | 0 | 23 | 71 | 19 | 190 |
| DUBLIN | RYANAIR | S | 619 | 1 | 7 | 67 | 15 | 12 | 5 | 0 | 0 | 16 | 79 | 10 | 662 |
| TOTAL DUBLIN | | | 619 | 1 | 7 | 67 | 15 | 12 | 5 | 0 | 0 | 16 | 79 | 10 | 662 |
| KERRY COUNTY | RYANAIR | S | 62 | 0 | 0 | 61 | 19 | 16 | 0 | 3 | 0 | 24 | 74 | 13 | 62 |
| TOTAL KERRY COUNTY | | | 62 | 0 | 0 | 61 | 19 | 16 | 0 | 3 | 0 | 24 | 74 | 13 | 62 |
| SHANNON | RYANAIR | S | 214 | 0 | 0 | 87 | 6 | 3 | 4 | 0 | 0 | 9 | 73 | 14 | 201 |
| TOTAL SHANNON | | | 214 | 0 | 0 | 87 | 6 | 3 | 4 | 0 | 0 | 9 | 73 | 14 | 205 |
| TOTAL IRISH REPUBLIC | | | 1133 | 1 | 7 | 69 | 14 | 11 | 5 | 0 | 0 | 16 | 76 | 12 | 1185 |
| ISRAEL | | | | | | | | | | | | | | | |
| TEL AVIV | EL AL | S | 12 | 1 | 1 | 75 | 8 | 8 | 8 | 0 | 0 | 20 | 50 | 18 | 6 |
| TOTAL TEL AVIV | | | 12 | 1 | 1 | 75 | 8 | 8 | 8 | 0 | 0 | 20 | 50 | 18 | 6 |
| TOTAL ISRAEL | | | 12 | 1 | 1 | 75 | 8 | 8 | 8 | 0 | 0 | 20 | 50 | 18 | 6 |
| ITALY | | | | | | | | | | | | | | | |
| ALGHERO/SASSARI | RYANAIR | S | 61 | 0 | 1 | 56 | 21 | 20 | 3 | 0 | 0 | 19 | 50 | 21 | 50 |
| TOTAL ALGHERO/SASSARI | | | 61 | 0 | 1 | 56 | 21 | 20 | 3 | 0 | 0 | 19 | 50 | 21 | 50 |
| ANCONA | RYANAIR | S | 62 | 0 | 0 | 60 | 16 | 21 | 3 | 0 | 0 | 19 | 60 | 20 | 62 |
| TOTAL ANCONA | | | 62 | 0 | 0 | 60 | 16 | 21 | 3 | 0 | 0 | 19 | 60 | 20 | 62 |
| BERGAMO | EUROPEAN AIR CHARTER | C | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 0 |
| TOTAL BERGAMO | | | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 50 | 100 | 10 | 1 |
| BOLOGNA | GO FLY LTD | S | 62 | 0 | 0 | 81 | 13 | 5 | 2 | 0 | 0 | 9 | 60 | 21 | 62 |
| TOTAL BOLOGNA | | | 62 | 0 | 0 | 81 | 13 | 5 | 2 | 0 | 0 | 9 | 60 | 21 | 62 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: STANSTED (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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) | | | | | | | | | | |
| BRESCIA/MONTICHIARI | RYANAIR | S | 124 | 0 | 0 | 40 | 33 | 19 | 8 | 1 | 0 | 28 | 60 | 16 | 123 |
| TOTAL BRESCIA/MONTICHIARI | | | 124 | 0 | 0 | 40 | 33 | 19 | 8 | 1 | 0 | 28 | 60 | 16 | 123 |
| FORLI | RYANAIR | S | 61 | 1 | 1 | 39 | 18 | 26 | 16 | 0 | 0 | 32 | 0 | 0 | 0 |
| TOTAL FORLI | | | 61 | 1 | 1 | 39 | 18 | 26 | 16 | 0 | 0 | 32 | 0 | 0 | 0 |
| GENOA | RYANAIR | S | 112 | 0 | 0 | 51 | 21 | 18 | 10 | 0 | 0 | 21 | 66 | 14 | 114 |
| TOTAL GENOA | | | 112 | 0 | 0 | 51 | 21 | 18 | 10 | 0 | 0 | 21 | 66 | 14 | 114 |
| MILAN (LINATE) | GO FLY LTD | S | 62 | 0 | 0 | 71 | 11 | 11 | 6 | 0 | 0 | 16 | 71 | 18 | 63 |
| | KLM UK LTD | S | 152 | 0 | 0 | 72 | 11 | 9 | 7 | 1 | 0 | 20 | 75 | 11 | 164 |
| TOTAL MILAN (LINATE) | | | 214 | 0 | 0 | 72 | 11 | 9 | 7 | 1 | 0 | 19 | 74 | 13 | 227 |
| MILAN (MALPENSA) | EUROPEAN AIR CHARTER | C | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| TOTAL MILAN (MALPENSA) | | | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 19 | 70 | 18 | 82 |
| NAPLES | GO FLY LTD | S | 62 | 0 | 0 | 77 | 3 | 0 | 18 | 2 | 0 | 29 | 76 | 12 | 76 |
| TOTAL NAPLES | | | 62 | 0 | 0 | 77 | 3 | 0 | 18 | 2 | 0 | 29 | 76 | 12 | 76 |
| PESCARA | RYANAIR | S | 62 | 0 | 0 | 56 | 26 | 15 | 3 | 0 | 0 | 17 | 0 | 0 | 0 |
| TOTAL PESCARA | | | 62 | 0 | 0 | 56 | 26 | 15 | 3 | 0 | 0 | 17 | 0 | 22 | 1 |
| PISA | RYANAIR | S | 124 | 0 | 0 | 54 | 29 | 12 | 5 | 0 | 0 | 18 | 63 | 15 | 138 |
| TOTAL PISA | | | 124 | 0 | 0 | 54 | 29 | 12 | 5 | 0 | 0 | 18 | 63 | 15 | 138 |
| ROME (CIAMPINO) | FLYGLOBESPAN | C | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 60 | 0 | 0 | 0 |
| | GO FLY LTD | S | 114 | 0 | 5 | 74 | 14 | 9 | 4 | 0 | 0 | 13 | 80 | 12 | 122 |
| TOTAL ROME (CIAMPINO) | | | 116 | 0 | 5 | 72 | 15 | 9 | 4 | 0 | 0 | 13 | 80 | 12 | 122 |
| TREVISO | RYANAIR | S | 172 | 1 | 3 | 59 | 24 | 11 | 5 | 0 | 0 | 17 | 77 | 13 | 120 |
| TOTAL TREVISO | | | 172 | 1 | 3 | 59 | 24 | 11 | 5 | 0 | 0 | 17 | 77 | 13 | 120 |
| TRIESTE (RONCHI DEI LEGIONARI) | RYANAIR | S | 62 | 0 | 0 | 73 | 18 | 5 | 3 | 2 | 0 | 16 | 0 | 0 | 0 |
| TOTAL TRIESTE (RONCHI DEI LEGIONARI) | | | 62 | 0 | 0 | 73 | 18 | 5 | 3 | 2 | 0 | 16 | 0 | 0 | 0 |
| TURIN | EXCEL AIRWAYS LTD | C | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | FIRST CHOICE AIRWAYS LTD | C | 10 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 10 | 38 | 27 | 8 |
| | FLYGLOBESPAN | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 23 | 0 | 0 | 0 |
| | RYANAIR | S | 124 | 0 | 1 | 65 | 19 | 13 | 4 | 0 | 0 | 15 | 74 | 14 | 124 |
| TOTAL TURIN | | | 145 | 0 | 1 | 68 | 16 | 13 | 3 | 0 | 0 | 14 | 71 | 15 | 137 |
| VENICE | GO FLY LTD | S | 82 | 0 | 0 | 71 | 15 | 12 | 2 | 0 | 0 | 14 | 73 | 13 | 70 |
| TOTAL VENICE | | | 82 | 0 | 0 | 71 | 15 | 12 | 2 | 0 | 0 | 14 | 73 | 13 | 70 |
| VERONA | EUROPEAN AIR CHARTER | C | 10 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 12 | 100 | 7 | 4 |
| TOTAL VERONA | | | 10 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 12 | 100 | 7 | 4 |
| TOTAL ITALY | | | 1537 | 2 | 11 | 62 | 19 | 13 | 6 | 0 | 0 | 19 | 68 | 15 | 1451 |
| KAZAKHSTAN | | | | | | | | | | | | | | | |
| URALSK | EUROPEAN AIR CHARTER | C | 15 | 0 | 0 | 20 | 27 | 33 | 20 | 0 | 0 | 44 | 0 | 0 | 0 |
| TOTAL URALSK | | | 15 | 0 | 0 | 20 | 27 | 33 | 20 | 0 | 0 | 44 | 56 | 18 | 9 |
| TOTAL KAZAKHSTAN | | | 15 | 0 | 0 | 20 | 27 | 33 | 20 | 0 | 0 | 44 | 56 | 18 | 9 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2002

Reporting Airport: STANSTED (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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) | | | | | | | | | | | |
| LUXEMBOURG | | | | | | | | | | | | | | | |
| LUXEMBOURG | LUXAIR | S | 89 | 0 | 1 | 96 | 3 | 0 | 1 | 0 | 0 | 3 | 79 | 12 | 91 |
| TOTAL LUXEMBOURG | | | 89 | 0 | 1 | 96 | 3 | 0 | 1 | 0 | 3 | 79 | 12 | 91 | |
| TOTAL LUXEMBOURG | | | 89 | 0 | 1 | 96 | 3 | 0 | 1 | 0 | 3 | 79 | 12 | 91 | |
| MALTA | | | | | | | | | | | | | | | |
| MALTA | AIR MALTA | S | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 10 | 0 | 54 | 10 |
| TOTAL MALTA | | | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 10 | 0 | 54 | 10 |
| TOTAL MALTA | | | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 10 | 0 | 54 | 10 |
| MOROCCO | | | | | | | | | | | | | | | |
| MARRAKESH | ROYAL AIR MAROC | S | 16 | 0 | 0 | 69 | 19 | 13 | 0 | 0 | 0 | 11 | 38 | 27 | 26 |
| TOTAL MARRAKESH | | | 16 | 0 | 0 | 69 | 19 | 13 | 0 | 0 | 0 | 11 | 39 | 26 | 28 |
| TOTAL MOROCCO | | | 16 | 0 | 0 | 69 | 19 | 13 | 0 | 0 | 0 | 11 | 39 | 26 | 28 |
| NETHERLANDS | | | | | | | | | | | | | | | |
| AMSTERDAM | KLM UK LTD | S | 352 | 3 | 0 | 81 | 10 | 5 | 3 | 0 | 0 | 12 | 80 | 13 | 487 |
| TOTAL AMSTERDAM | | | 352 | 5 | 0 | 81 | 10 | 5 | 3 | 0 | 0 | 12 | 80 | 13 | 487 |
| EINDHOVEN | HOLLANDEXEL | S | 134 | 0 | 0 | 86 | 9 | 3 | 2 | 0 | 0 | 9 | 75 | 14 | 139 |
| TOTAL EINDHOVEN | | | 135 | 0 | 0 | 86 | 9 | 3 | 2 | 0 | 0 | 9 | 75 | 14 | 139 |
| MAASTRICHT | HOLLANDEXEL | S | 142 | 2 | 0 | 71 | 16 | 8 | 4 | 0 | 0 | 14 | 73 | 12 | 187 |
| TOTAL MAASTRICHT | | | 142 | 2 | 0 | 71 | 16 | 8 | 4 | 0 | 0 | 14 | 73 | 12 | 187 |
| TOTAL NETHERLANDS | | | 629 | 7 | 0 | 80 | 11 | 5 | 3 | 0 | 0 | 12 | 77 | 13 | 813 |
| NORWAY | | | | | | | | | | | | | | | |
| SANDEFJORD(TORP) | RYANAIR | S | 111 | 2 | 3 | 74 | 14 | 10 | 2 | 0 | 0 | 11 | 63 | 22 | 112 |
| TOTAL SANDEFJORD(TORP) | | | 111 | 2 | 3 | 74 | 14 | 10 | 2 | 0 | 0 | 11 | 63 | 22 | 112 |
| TOTAL NORWAY | | | 111 | 2 | 3 | 74 | 14 | 10 | 2 | 0 | 0 | 11 | 66 | 22 | 141 |
| POLAND | | | | | | | | | | | | | | | |
| RZESZOW | FIRST CHOICE AIRWAYS LTD | C | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 41 | 0 | 45 | 2 |
| TOTAL RZESZOW | | | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 41 | 0 | 45 | 2 |
| TOTAL POLAND | | | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 41 | 0 | 45 | 2 |
| PORTUGAL(EXCLUDING MADEIRA) | | | | | | | | | | | | | | | |
| FARO | AZZURRA AIR | C | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| | EURALAIR | C | 7 | 0 | 0 | 86 | 0 | 0 | 14 | 0 | 0 | 15 | 0 | 0 | 0 |
| | FIRST CHOICE AIRWAYS LTD | C | 13 | 0 | 0 | 69 | 8 | 23 | 0 | 0 | 0 | 14 | 70 | 14 | 10 |
| | GO FLY LTD | S | 80 | 2 | 0 | 70 | 14 | 11 | 5 | 0 | 0 | 17 | 64 | 13 | 58 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 13 | 80 | 12 | 10 |
| TOTAL FARO | | | 118 | 2 | 0 | 70 | 14 | 11 | 4 | 0 | 0 | 16 | 67 | 13 | 78 |
| TOTAL PORTUGAL(EXCLUDING MADEIRA) | | | 118 | 4 | 0 | 70 | 14 | 11 | 4 | 0 | 0 | 16 | 73 | 11 | 143 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 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) | | | | | | | | | | | |
| SPAIN | | | | | | | | | | | | | | | |
| ALICANTE | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 5 | 70 | 23 | 10 |
| | GO FLY LTD | S | 186 | 0 | 0 | 67 | 16 | 11 | 6 | 0 | 0 | 17 | 71 | 15 | 48 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 20 | 40 | 40 | 0 | 0 | 0 | 28 | 50 | 17 | 10 |
| TOTAL ALICANTE | | | 204 | 0 | 0 | 65 | 17 | 12 | 5 | 0 | 0 | 18 | 68 | 17 | 68 |
| BARCELONA | GO FLY LTD | S | 124 | 0 | 0 | 58 | 23 | 6 | 11 | 2 | 0 | 26 | 73 | 17 | 126 |
| TOTAL BARCELONA | | | 124 | 0 | 0 | 58 | 23 | 6 | 11 | 2 | 0 | 26 | 73 | 17 | 126 |
| BILBAO | GO FLY LTD | S | 62 | 0 | 0 | 74 | 18 | 5 | 3 | 0 | 0 | 12 | 87 | 9 | 62 |
| TOTAL BILBAO | | | 62 | 0 | 0 | 74 | 18 | 5 | 3 | 0 | 0 | 12 | 87 | 9 | 62 |
| GERONA | TITAN AIRWAYS LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| TOTAL GERONA | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| JEREZ | KLM UK LTD | S | 18 | 0 | 0 | 61 | 22 | 17 | 0 | 0 | 0 | 19 | 100 | 3 | 2 |
| TOTAL JEREZ | | | 18 | 0 | 0 | 61 | 22 | 17 | 0 | 0 | 0 | 19 | 100 | 3 | 2 |
| MAHON | MY TRAVEL AIRWAYS UK | C | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| TOTAL MAHON | | | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| MALAGA | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 5 | 38 | 25 | 8 |
| | GO FLY LTD | S | 124 | 0 | 0 | 74 | 15 | 7 | 4 | 0 | 0 | 12 | 81 | 12 | 98 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 80 | 10 | 10 | 0 | 0 | 0 | 10 | 88 | 9 | 8 |
| TOTAL MALAGA | | | 145 | 0 | 0 | 75 | 14 | 7 | 4 | 0 | 0 | 12 | 78 | 12 | 115 |
| MURCIA SAN JAVIER | KLM UK LTD | S | 40 | 0 | 0 | 55 | 20 | 23 | 3 | 0 | 0 | 21 | 0 | 0 | 0 |
| TOTAL MURCIA SAN JAVIER | | | 40 | 0 | 0 | 55 | 20 | 23 | 3 | 0 | 0 | 21 | 0 | 0 | 0 |
| PALMA DE MALLORCA | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 70 | 0 | 10 | 0 | 20 | 0 | 46 | 50 | 14 | 8 |
| | FIRST CHOICE AIRWAYS LTD | C | 3 | 1 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 83 | 0 | 0 | 0 |
| | GO FLY LTD | S | 21 | 0 | 1 | 33 | 33 | 24 | 10 | 0 | 0 | 30 | 29 | 26 | 14 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 50 | 40 | 10 | 0 | 0 | 0 | 16 | 29 | 38 | 7 |
| TOTAL PALMA DE MALLORCA | | | 44 | 1 | 1 | 45 | 25 | 16 | 9 | 5 | 0 | 34 | 34 | 25 | 29 |
| ZARAGOZA | FLYGLOBESPAN | C | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 80 | 0 | 0 | 0 |
| TOTAL ZARAGOZA | | | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 80 | 0 | 0 | 0 |
| TOTAL SPAIN | | | 644 | 1 | 1 | 65 | 18 | 10 | 6 | 1 | 0 | 19 | 73 | 14 | 498 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | |
| ARRECIFE | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 63 | 16 | 8 |
| | FIRST CHOICE AIRWAYS LTD | S | 8 | 0 | 0 | 63 | 13 | 0 | 25 | 0 | 0 | 30 | 44 | 25 | 9 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 75 | 9 | 8 |
| TOTAL ARRECIFE | | | 24 | 0 | 0 | 79 | 13 | 0 | 8 | 0 | 0 | 13 | 60 | 17 | 25 |
| FUERTEVENTURA | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 88 | 0 | 0 | 0 | 0 | 13 | 170 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 7 | 63 | 21 | 8 |
| TOTAL FUERTEVENTURA | | | 16 | 0 | 0 | 81 | 6 | 6 | 0 | 0 | 6 | 89 | 67 | 19 | 9 |
| LAS PALMAS | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 13 | 75 | 11 | 8 |
| | FIRST CHOICE AIRWAYS LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 88 | 8 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 60 | 20 | 10 | 10 | 0 | 0 | 17 | 55 | 17 | 11 |

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 LAS PALMAS | | | 26 | 0 | 0 | 73 | 15 | 8 | 4 | 0 | 0 | 12 | 70 | 12 | 27 |
| TENERIFE (SURREINA SOFIA) | BRITANNIA AIRWAYS | C | 19 | 0 | 0 | 63 | 16 | 0 | 21 | 0 | 0 | 24 | 56 | 25 | 16 |
| | FIRST CHOICE AIRWAYS LTD | S | 27 | 0 | 0 | 63 | 11 | 26 | 0 | 0 | 0 | 16 | 48 | 24 | 27 |
| | MY TRAVEL AIRWAYS UK | C | 18 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 5 | 67 | 13 | 18 |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 64 | 0 | 0 | 70 | 13 | 11 | 6 | 0 | 0 | 15 | 58 | 22 | 88 |
| TOTAL SPAIN(CANARY ISLANDS) | | | 130 | 0 | 0 | 74 | 12 | 8 | 5 | 0 | 1 | 23 | 61 | 19 | 149 |
| SWEDEN | | | | | | | | | | | | | | | |
| GOTEBORG (SAVE) | RYANAIR | S | 104 | 0 | 0 | 55 | 28 | 15 | 2 | 0 | 0 | 18 | 0 | 0 | 0 |
| TOTAL GOTEBORG (SAVE) | | | 104 | 0 | 0 | 55 | 28 | 15 | 2 | 0 | 0 | 18 | 0 | 0 | 0 |
| MALMO | RYANAIR | S | 113 | 0 | 1 | 65 | 14 | 14 | 6 | 0 | 0 | 16 | 68 | 14 | 116 |
| TOTAL MALMO | | | 113 | 0 | 1 | 65 | 14 | 14 | 6 | 0 | 0 | 16 | 68 | 14 | 116 |
| STOCKHOLM (SKAVSTA) | RYANAIR | S | 163 | 0 | 1 | 52 | 30 | 17 | 1 | 0 | 0 | 17 | 74 | 12 | 167 |
| TOTAL STOCKHOLM (SKAVSTA) | | | 163 | 0 | 1 | 52 | 30 | 17 | 1 | 0 | 0 | 17 | 74 | 12 | 167 |
| VASTERAS | RYANAIR | S | 62 | 0 | 4 | 47 | 26 | 18 | 10 | 0 | 0 | 25 | 0 | 0 | 0 |
| TOTAL VASTERAS | | | 62 | 0 | 4 | 47 | 26 | 18 | 10 | 0 | 0 | 25 | 0 | 0 | 0 |
| TOTAL SWEDEN | | | 442 | 0 | 6 | 55 | 25 | 16 | 4 | 0 | 0 | 18 | 75 | 11 | 411 |
| SWITZERLAND | | | | | | | | | | | | | | | |
| GENEVA | CHANNEL EXPRESS (AIR SVS) | C | 6 | 0 | 0 | 33 | 50 | 17 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| | EUROPEAN AIR CHARTER | C | 20 | 0 | 0 | 55 | 25 | 15 | 5 | 0 | 0 | 19 | 13 | 23 | 8 |
| | KLM UK LTD | S | 20 | 0 | 0 | 30 | 20 | 25 | 25 | 0 | 0 | 48 | 30 | 47 | 10 |
| | MONARCH AIRLINES | C | 10 | 0 | 0 | 30 | 10 | 50 | 10 | 0 | 0 | 37 | 0 | 79 | 10 |
| TOTAL GENEVA | | | 56 | 2 | 0 | 39 | 23 | 25 | 13 | 0 | 0 | 32 | 36 | 47 | 84 |
| TOTAL SWITZERLAND | | | 56 | 4 | 0 | 39 | 23 | 25 | 13 | 0 | 0 | 32 | 36 | 47 | 84 |
| TUNISIA | | | | | | | | | | | | | | | |
| MONASTIR | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 2 | 50 | 68 | 8 |
| TOTAL MONASTIR | | | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 2 | 50 | 68 | 8 |
| TOTAL TUNISIA | | | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 2 | 50 | 68 | 8 |
| TURKEY | | | | | | | | | | | | | | | |
| ANTALYA | KIBRIS TURKISH AIRLINES - KTHY | S | 31 | 0 | 0 | 48 | 23 | 19 | 10 | 0 | 0 | 22 | 42 | 29 | 24 |
| TOTAL ANTALYA | | | 31 | 0 | 0 | 48 | 23 | 19 | 10 | 0 | 0 | 22 | 42 | 29 | 24 |
| DALAMAN | KIBRIS TURKISH AIRLINES - KTHY | S | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 9 | 50 | 21 | 2 |
| TOTAL DALAMAN | | | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 9 | 50 | 21 | 2 |
| IZMIR (ADNAM MENDERES) | CHANNEL EXPRESS (AIR SVS) | C | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 0 |
| | KIBRIS TURKISH AIRLINES - KTHY | S | 12 | 0 | 0 | 42 | 17 | 42 | 0 | 0 | 0 | 24 | 40 | 25 | 10 |
| TOTAL IZMIR (ADNAM MENDERES) | | | 14 | 0 | 0 | 43 | 14 | 36 | 7 | 0 | 0 | 28 | 40 | 25 | 10 |
| TOTAL TURKEY | | | 47 | 0 | 0 | 47 | 21 | 23 | 9 | 0 | 0 | 23 | 42 | 27 | 36 |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| BELFAST INTERNATIONAL | GO FLY LTD | S | 331 | 1 | 9 | 79 | 13 | 6 | 3 | 0 | 0 | 10 | 69 | 14 | 183 |

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 BELFAST INTERNATIONAL | | | 331 | 1 | 9 | 79 | 13 | 6 | 3 | 0 | 0 | 10 | 69 | 14 | 183 |
| CITY OF DERRY (EGLINTON) | RYANAIR | S | 113 | 0 | 1 | 74 | 7 | 12 | 6 | 0 | 0 | 15 | 80 | 9 | 112 |
| TOTAL CITY OF DERRY (EGLINTON) | | | 113 | 0 | 1 | 74 | 7 | 12 | 6 | 0 | 0 | 15 | 80 | 9 | 112 |
| EDINBURGH | AZZURRA AIR | C | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 22 | 0 | 0 | 0 |
| | GO FLY LTD | S | 384 | 0 | 0 | 84 | 7 | 5 | 4 | 0 | 0 | 9 | 76 | 13 | 383 |
| TOTAL EDINBURGH | | | 388 | 1 | 0 | 83 | 7 | 6 | 4 | 0 | 0 | 9 | 76 | 13 | 383 |
| GLASGOW | GO FLY LTD | S | 269 | 1 | 0 | 86 | 6 | 4 | 3 | 0 | 0 | 8 | 78 | 9 | 239 |
| TOTAL GLASGOW | | | 269 | 1 | 0 | 86 | 6 | 4 | 3 | 0 | 0 | 8 | 78 | 9 | 239 |
| GUERNSEY | AURIGNY AIR SERVICES | S | 167 | 1 | 14 | 84 | 7 | 6 | 2 | 0 | 0 | 10 | 82 | 9 | 174 |
| TOTAL GUERNSEY | | | 167 | 1 | 14 | 84 | 7 | 6 | 2 | 0 | 0 | 10 | 82 | 9 | 174 |
| LIVERPOOL | DUO AIRWAYS LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| TOTAL LIVERPOOL | | | 2 | 1 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | 114 | 0 | 0 | 82 | 5 | 8 | 5 | 0 | 0 | 11 | 70 | 15 | 174 |
| TOTAL MANCHESTER | | | 115 | 2 | 0 | 82 | 5 | 8 | 5 | 0 | 0 | 11 | 70 | 15 | 175 |
| NEWCASTLE | GO FLY LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | GO FLY LTD | S | 156 | 0 | 0 | 78 | 8 | 12 | 3 | 0 | 0 | 12 | 0 | 0 | 0 |
| TOTAL NEWCASTLE | | | 158 | 0 | 0 | 78 | 8 | 12 | 3 | 0 | 0 | 12 | 91 | 13 | 152 |
| NEWQUAY | RYANAIR | S | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 35 | 0 | 0 | 0 |
| TOTAL NEWQUAY | | | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 35 | 0 | 0 | 0 |
| PRESTWICK | RYANAIR | S | 521 | 0 | 4 | 76 | 11 | 7 | 5 | 1 | 0 | 15 | 83 | 10 | 510 |
| TOTAL PRESTWICK | | | 521 | 0 | 4 | 76 | 11 | 7 | 5 | 1 | 0 | 15 | 83 | 10 | 510 |
| TOTAL UNITED KINGDOM | | | 2066 | 9 | 28 | 80 | 9 | 7 | 4 | 0 | 0 | 11 | 80 | 11 | 2132 |
| TOTAL STANSTED | | | 10067 | 53 | 76 | 71 | 14 | 10 | 5 | 0 | 0 | 15 | 74 | 14 | 10862 |

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

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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 |
| AALBORG | | | | | | | | | | | | | | | | | | |
| AARHUS (TIRSTRUP) | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 57 | 0 | 0 | 70 | 14 | 11 | 5 | 0 | 0 | 14 | 90 | 5 | 58 | |
| | STANSTED | RYANAIR | S | D | 57 | 0 | 0 | 33 | 28 | 30 | 9 | 0 | 0 | 29 | 48 | 18 | 58 | |
| TOTAL AARHUS (TIRSTRUP) | | | | | 114 | 0 | 0 | 52 | 21 | 20 | 7 | 0 | 0 | 22 | 69 | 12 | 12 | |
| ABERDEEN | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | BMI REGIONAL | S | A | 71 | 0 | 0 | 94 | 4 | 1 | 0 | 0 | 0 | 4 | 90 | 5 | 68 | |
| | MANCHESTER | BMI REGIONAL | S | D | 71 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 89 | 5 | 72 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 112 | 0 | 0 | 94 | 4 | 2 | 1 | 0 | 0 | 3 | 74 | 23 | 111 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 112 | 0 | 0 | 95 | 1 | 3 | 2 | 0 | 0 | 5 | 83 | 15 | 110 | |
| | BIRMINGHAM | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 74 | 0 | 0 | 96 | 0 | 3 | 1 | 0 | 0 | 2 | 79 | 17 | 75 | |
| | BIRMINGHAM | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 74 | 0 | 0 | 93 | 3 | 3 | 1 | 0 | 0 | 5 | 75 | 16 | 76 | |
| | MANCHESTER | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 124 | 0 | 0 | 81 | 10 | 2 | 6 | 0 | 0 | 12 | 74 | 17 | 146 | |
| | MANCHESTER | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 124 | 0 | 0 | 87 | 3 | 6 | 3 | 0 | 0 | 8 | 79 | 13 | 144 | |
| | NEWCASTLE | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 121 | 0 | 0 | 95 | 4 | 1 | 0 | 0 | 0 | 2 | 69 | 24 | 126 | |
| | NEWCASTLE | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 123 | 0 | 0 | 88 | 7 | 3 | 2 | 1 | 0 | 7 | 63 | 25 | 126 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 187 | 0 | 0 | 83 | 9 | 6 | 2 | 0 | 0 | 9 | 66 | 19 | 191 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 187 | 0 | 0 | 87 | 7 | 4 | 2 | 0 | 0 | 7 | 80 | 10 | 192 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 56 | 0 | 5 | 79 | 16 | 2 | 4 | 0 | 0 | 8 | 71 | 24 | 55 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 56 | 0 | 5 | 61 | 20 | 16 | 4 | 0 | 0 | 15 | 58 | 24 | 55 | |
| TOTAL ABERDEEN | | | | | 1492 | 0 | 10 | 88 | 6 | 4 | 2 | 0 | 0 | 7 | 77 | 15 | 15 | |
| ABIDJAN | | | | | | | | | | | | | | | | | | |
| ABU DHABI INTERNATIONAL | | | | | | | | | | | | | | | | | | |
| | HEATHROW | GULF AIR | S | A | 49 | 1 | 0 | 73 | 14 | 6 | 6 | 0 | 0 | 12 | 65 | 38 | 20 | |
| | HEATHROW | GULF AIR | S | D | 41 | 1 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 4 | 25 | 19 | 4 | |
| TOTAL ABU DHABI INTERNATIONAL | | | | | 90 | 2 | 0 | 81 | 12 | 3 | 3 | 0 | 0 | 8 | 58 | 34 | 34 | |
| ABUJA | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 0 | 85 | 8 | 0 | 8 | 0 | 0 | 13 | 50 | 22 | 12 | |

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

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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 | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | | S D | 13 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 7 | 50 | 14 | 12 | |
| TOTAL ABUJA | | | | | 26 | 0 | 0 | 88 | 8 | 0 | 4 | 0 | 0 | 10 | 50 | 18 | 18 | |
| ACAPULCO | | | | | | | | | | | | | | | | | | |
| ACCRA | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S A | 24 | 0 | 0 | 92 | 0 | 0 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S D | 24 | 0 | 0 | 46 | 46 | 4 | 4 | 0 | 0 | 17 | 0 | 0 | 0 | |
| | HEATHROW | GHANA AIRWAYS | | S A | 10 | 0 | 1 | 0 | 10 | 20 | 50 | 20 | 0 | 124 | 17 | 104 | 18 | |
| | HEATHROW | GHANA AIRWAYS | | S D | 11 | 0 | 0 | 0 | 0 | 45 | 36 | 9 | 9 | 221 | 0 | 114 | 18 | |
| TOTAL ACCRA | | | | | 69 | 1 | 1 | 48 | 17 | 12 | 17 | 4 | 1 | 63 | 43 | 60 | 60 | |
| ADDIS ABABA | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH MEDITERRANEAN AIRWAYS | | S A | 7 | 0 | 0 | 57 | 14 | 29 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH MEDITERRANEAN AIRWAYS | | S D | 6 | 0 | 0 | 67 | 17 | 17 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | |
| | HEATHROW | ETHIOPIAN AIRLINES | | S A | 19 | 0 | 0 | 32 | 42 | 16 | 11 | 0 | 0 | 27 | 15 | 84 | 13 | |
| | HEATHROW | ETHIOPIAN AIRLINES | | S D | 19 | 0 | 0 | 79 | 5 | 11 | 5 | 0 | 0 | 13 | 31 | 33 | 13 | |
| TOTAL ADDIS ABABA | | | | | 51 | 0 | 0 | 57 | 22 | 16 | 6 | 0 | 0 | 19 | 23 | 58 | 58 | |
| AGADIR | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | | C A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 2 | 4 | | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | | C D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 50 | 15 | 4 | |
| | GATWICK | BRITANNIA AIRWAYS | | C A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | |
| | GATWICK | BRITANNIA AIRWAYS | | C D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | |
| | GATWICK | GB AIRWAYS LTD | | S D | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | | C A | 5 | 0 | 0 | 0 | 60 | 0 | 40 | 0 | 0 | 49 | 0 | 0 | 0 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | | C D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | | C A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 75 | 12 | 4 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | | C D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 3 | 4 | |
| TOTAL AGADIR | | | | | 43 | 0 | 0 | 79 | 12 | 5 | 5 | 0 | 0 | 11 | 49 | 20 | 20 | |
| ALEXANDRIA (BORG EL ARA) | | | | | | | | | | | | | | | | | | |
| ALGHERO/SASSARI | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | | S A | 30 | 0 | 1 | 63 | 10 | 20 | 7 | 0 | 0 | 19 | 40 | 28 | 25 | |
| | STANSTED | RYANAIR | | S D | 31 | 0 | 0 | 48 | 32 | 19 | 0 | 0 | 0 | 19 | 60 | 14 | 25 | |
| TOTAL ALGHERO/SASSARI | | | | | 63 | 1 | 1 | 56 | 21 | 19 | 5 | 0 | 0 | 21 | 50 | 21 | 21 | |

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

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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 |
| ALGIERS | HEATHROW | AIR ALGERIE | | S A | 15 | 0 | 0 | 7 | 33 | 40 | 20 | 0 | 0 | 38 | 38 | 27 | 13 |
| | HEATHROW | AIR ALGERIE | | S D | 15 | 0 | 0 | 20 | 20 | 40 | 20 | 0 | 0 | 36 | 15 | 51 | 13 |
| TOTAL ALGIERS | | | | | 30 | 0 | 0 | 13 | 27 | 40 | 20 | 0 | 0 | 37 | 27 | 39 | 39 |
| ALICANTE | BIRMINGHAM | BRITANNIA AIRWAYS | | C A | 13 | 0 | 0 | 92 | 0 | 0 | 8 | 0 | 0 | 13 | 50 | 19 | 14 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | | C D | 13 | 0 | 0 | 92 | 0 | 8 | 0 | 0 | 0 | 5 | 71 | 14 | 14 |
| | EDINBURGH | BRITANNIA AIRWAYS | | C A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 100 | 4 | 4 |
| | EDINBURGH | BRITANNIA AIRWAYS | | C D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 1 | 4 |
| | GATWICK | BRITANNIA AIRWAYS | | C A | 8 | 0 | 0 | 38 | 38 | 25 | 0 | 0 | 0 | 23 | 78 | 13 | 9 |
| | GATWICK | BRITANNIA AIRWAYS | | C D | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 3 | 100 | 3 | 9 |
| | GLASGOW | BRITANNIA AIRWAYS | | C A | 9 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 11 | 89 | 7 | 9 |
| | GLASGOW | BRITANNIA AIRWAYS | | C D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 89 | 6 | 9 |
| | LUTON | BRITANNIA AIRWAYS | | C A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 12 | 50 | 93 | 4 |
| | LUTON | BRITANNIA AIRWAYS | | C D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 9 | 75 | 86 | 4 |
| | MANCHESTER | BRITANNIA AIRWAYS | | C A | 22 | 1 | 0 | 64 | 23 | 14 | 0 | 0 | 0 | 14 | 71 | 11 | 24 |
| | MANCHESTER | BRITANNIA AIRWAYS | | C D | 21 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 72 | 10 | 25 |
| | NEWCASTLE | BRITANNIA AIRWAYS | | C A | 13 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 3 | 79 | 9 | 14 |
| | NEWCASTLE | BRITANNIA AIRWAYS | | C D | 13 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 4 | 86 | 8 | 14 |
| | STANSTED | BRITANNIA AIRWAYS | | C A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 60 | 30 | 5 |
| | STANSTED | BRITANNIA AIRWAYS | | C D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 80 | 17 | 5 |
| | GATWICK | BRITISH AIRWAYS PLC | | C A | 11 | 0 | 0 | 27 | 36 | 27 | 9 | 0 | 0 | 36 | 100 | 0 | 1 |
| | GATWICK | BRITISH AIRWAYS PLC | | C D | 13 | 0 | 0 | 85 | 8 | 0 | 8 | 0 | 0 | 16 | 100 | 2 | 1 |
| | GATWICK | EXCEL AIRWAYS LTD | | C A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | GATWICK | EXCEL AIRWAYS LTD | | C D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | BIRMINGHAM | FIRST CHOICE AIRWAYS LTD | | S A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 11 | 80 | 7 | 5 |
| | BIRMINGHAM | FIRST CHOICE AIRWAYS LTD | | S D | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 16 | 60 | 15 | 5 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | | S A | 9 | 0 | 1 | 56 | 11 | 11 | 11 | 0 | 11 | 74 | 78 | 11 | 9 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | | S D | 9 | 0 | 1 | 67 | 0 | 22 | 11 | 0 | 0 | 30 | 100 | 2 | 9 |
| | GLASGOW | FIRST CHOICE AIRWAYS LTD | | C A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| | GLASGOW | FIRST CHOICE AIRWAYS LTD | | C D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | LUTON | FIRST CHOICE AIRWAYS LTD | | C A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | LUTON | FIRST CHOICE AIRWAYS LTD | | C D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | | S A | 14 | 0 | 0 | 79 | 7 | 14 | 0 | 0 | 0 | 13 | 60 | 15 | 15 |

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

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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 |
| ALICANTE | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | A | 17 | 0 | 0 | 65 | 18 | 18 | 0 | 0 | 0 | 13 | 75 | 6 | 4 |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | S | D | 14 | 0 | 0 | 93 | 0 | 7 | 0 | 0 | 0 | 8 | 40 | 17 | 15 |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | D | 18 | 0 | 0 | 83 | 11 | 0 | 6 | 0 | 0 | 8 | 75 | 15 | 4 |
| | NEWCASTLE | FIRST CHOICE AIRWAYS LTD | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 100 | 0 | 1 |
| | NEWCASTLE | FIRST CHOICE AIRWAYS LTD | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 10 | 1 |
| | GATWICK | GB AIRWAYS LTD | S | A | 40 | 0 | 0 | 63 | 23 | 8 | 5 | 3 | 0 | 21 | 86 | 12 | 28 |
| | GATWICK | GB AIRWAYS LTD | S | D | 40 | 0 | 0 | 60 | 23 | 10 | 5 | 3 | 0 | 23 | 68 | 21 | 28 |
| | STANSTED | GO FLY LTD | S | A | 93 | 0 | 0 | 74 | 14 | 6 | 5 | 0 | 0 | 14 | 67 | 14 | 24 |
| | STANSTED | GO FLY LTD | S | D | 93 | 0 | 0 | 59 | 18 | 16 | 6 | 0 | 0 | 21 | 75 | 16 | 24 |
| | GATWICK | IBERIA | S | A | 31 | 0 | 0 | 65 | 16 | 19 | 0 | 0 | 0 | 16 | 65 | 22 | 31 |
| | GATWICK | IBERIA | S | D | 31 | 0 | 0 | 55 | 16 | 23 | 6 | 0 | 0 | 19 | 52 | 29 | 31 |
| | GATWICK | MONARCH AIRLINES | C | A | 17 | 0 | 0 | 76 | 18 | 0 | 6 | 0 | 0 | 10 | 53 | 21 | 15 |
| | GATWICK | MONARCH AIRLINES | C | D | 18 | 0 | 0 | 89 | 6 | 6 | 0 | 0 | 0 | 6 | 80 | 8 | 15 |
| | LUTON | MONARCH AIRLINES | S | A | 31 | 0 | 0 | 87 | 6 | 3 | 3 | 0 | 0 | 9 | 32 | 44 | 31 |
| | LUTON | MONARCH AIRLINES | S | D | 31 | 0 | 0 | 90 | 3 | 3 | 3 | 0 | 0 | 7 | 27 | 43 | 30 |
| | MANCHESTER | MONARCH AIRLINES | S | A | 28 | 0 | 0 | 79 | 14 | 4 | 4 | 0 | 0 | 12 | 29 | 34 | 14 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 10 | 0 | 0 | 70 | 20 | 10 | 0 | 0 | 0 | 14 | 78 | 11 | 9 |
| | MANCHESTER | MONARCH AIRLINES | C | D | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 44 | 16 | 9 |
| | MANCHESTER | MONARCH AIRLINES | S | D | 28 | 0 | 0 | 89 | 0 | 4 | 7 | 0 | 0 | 10 | 50 | 28 | 14 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | A | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 8 | 78 | 14 | 9 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | D | 11 | 0 | 0 | 82 | 18 | 0 | 0 | 0 | 0 | 7 | 89 | 7 | 9 |
| | EDINBURGH | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 10 | 100 | 5 | 5 |
| | EDINBURGH | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 100 | 0 | 5 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 13 | 0 | 0 | 46 | 23 | 8 | 15 | 8 | 0 | 42 | 67 | 11 | 18 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 13 | 0 | 0 | 85 | 8 | 0 | 0 | 8 | 0 | 22 | 89 | 6 | 18 |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | A | 10 | 0 | 0 | 90 | 0 | 0 | 10 | 0 | 0 | 10 | 70 | 145 | 10 |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | D | 11 | 0 | 0 | 64 | 18 | 0 | 18 | 0 | 0 | 21 | 80 | 30 | 10 |
| | LUTON | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 80 | 14 | 5 |
| | LUTON | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 8 | 60 | 20 | 5 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 23 | 0 | 0 | 70 | 13 | 0 | 13 | 4 | 0 | 29 | 59 | 24 | 27 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 23 | 0 | 0 | 78 | 4 | 0 | 13 | 4 | 0 | 24 | 63 | 22 | 27 |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 89 | 10 | 9 |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 5 | 9 |

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

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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 | |
| | | | | | | | | | | | | | | | | | |
| ALICANTE | STANSTED | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 20 | 20 | 60 | 0 | 0 | 0 | 35 | 60 | 19 | 5 |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 20 | 60 | 20 | 0 | 0 | 0 | 22 | 40 | 16 | 5 |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 4 | 56 | 21 | 9 |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 10 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 9 | 100 | 3 | 9 |
| | GLASGOW | THOMAS COOK AIRLINES LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 16 | 5 |
| | GLASGOW | THOMAS COOK AIRLINES LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 5 | 5 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 18 | 0 | 0 | 89 | 6 | 6 | 0 | 0 | 0 | 7 | 78 | 7 | 18 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 4 | 95 | 4 | 19 |
| TOTAL ALICANTE | | | | | 1029 | 1 | 2 | 76 | 12 | 8 | 4 | 1 | 0 | 14 | 68 | 19 | 19 |
| ALMA ATA | HEATHROW | BRITISH MEDITERRANEAN AIRWAYS | S | A | 11 | 1 | 0 | 55 | 9 | 18 | 9 | 9 | 0 | 45 | 0 | 0 | 0 |
| | HEATHROW | BRITISH MEDITERRANEAN AIRWAYS | S | D | 17 | 0 | 0 | 59 | 12 | 12 | 12 | 6 | 0 | 34 | 0 | 0 | 0 |
| TOTAL ALMA ATA | | | | | 28 | 1 | 0 | 57 | 11 | 14 | 11 | 7 | 0 | 38 | 67 | 25 | 25 |
| ALMERIA | GATWICK | EUROPEAN AIR CHARTER | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | GATWICK | EUROPEAN AIR CHARTER | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 21 | 40 | 28 | 5 |
| | GATWICK | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 20 | 80 | 8 | 5 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 16 | 0 | 29 | 4 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 25 | 16 | 4 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 12 | 60 | 52 | 5 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 8 | 60 | 43 | 5 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 69 | 0 | 43 | 5 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 42 | 80 | 10 | 5 |
| TOTAL ALMERIA | | | | | 39 | 1 | 0 | 67 | 18 | 10 | 5 | 0 | 0 | 20 | 45 | 29 | 29 |
| AMMAN | HEATHROW | BRITISH MEDITERRANEAN AIRWAYS | S | A | 29 | 2 | 0 | 79 | 7 | 10 | 3 | 0 | 0 | 9 | 80 | 6 | 30 |
| | HEATHROW | BRITISH MEDITERRANEAN AIRWAYS | S | D | 26 | 0 | 0 | 42 | 19 | 31 | 8 | 0 | 0 | 26 | 50 | 54 | 30 |
| | BIRMINGHAM | ROYAL JORDANIAN | S | A | 2 | 1 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| | BIRMINGHAM | ROYAL JORDANIAN | S | D | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 23 | 0 | 0 | 0 |

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

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 2001 | | | |
|----------------------|-------------------|-----------------------------|----------------|----------|-------------------|-----------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | 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) | | | | | | | | | | | |
| AMMAN | HEATHROW | ROYAL JORDANIAN | S | A | 31 | 0 | 0 | 55 | 13 | 16 | 13 | 3 | 0 | 30 | 32 | 73 | 31 |
| | HEATHROW | ROYAL JORDANIAN | S | D | 31 | 0 | 0 | 58 | 13 | 16 | 10 | 3 | 0 | 27 | 70 | 24 | 30 |
| TOTAL AMMAN | | | | | 127 | 3 | 0 | 57 | 13 | 20 | 8 | 2 | 0 | 22 | 56 | 43 | 43 |
| AMSTERDAM | HEATHROW | BMI BRITISH MIDLAND | S | A | 264 | 0 | 1 | 85 | 9 | 4 | 1 | 1 | 0 | 7 | 67 | 17 | 254 |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 262 | 2 | 1 | 79 | 13 | 7 | 0 | 0 | 0 | 9 | 67 | 16 | 255 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 235 | 0 | 1 | 82 | 8 | 6 | 3 | 0 | 0 | 9 | 81 | 10 | 238 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 235 | 0 | 0 | 87 | 6 | 5 | 2 | 0 | 0 | 8 | 75 | 11 | 238 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 125 | 0 | 4 | 78 | 15 | 6 | 1 | 0 | 0 | 10 | 82 | 11 | 118 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 126 | 0 | 3 | 94 | 4 | 2 | 1 | 0 | 0 | 3 | 73 | 12 | 118 |
| | GATWICK | CITY FLYER EXPRESS | S | A | 216 | 0 | 0 | 87 | 6 | 2 | 5 | 0 | 0 | 10 | 76 | 12 | 226 |
| | GATWICK | CITY FLYER EXPRESS | S | D | 216 | 0 | 0 | 82 | 12 | 3 | 3 | 0 | 0 | 10 | 73 | 14 | 226 |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | A | 103 | 0 | 0 | 89 | 5 | 4 | 2 | 0 | 0 | 7 | 76 | 11 | 122 |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | D | 103 | 0 | 0 | 91 | 5 | 1 | 3 | 0 | 0 | 5 | 75 | 15 | 126 |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | A | 61 | 0 | 1 | 74 | 10 | 11 | 3 | 2 | 0 | 14 | 56 | 21 | 62 |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | D | 62 | 0 | 0 | 71 | 11 | 15 | 2 | 2 | 0 | 16 | 65 | 23 | 62 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 124 | 0 | 0 | 78 | 7 | 6 | 7 | 2 | 0 | 16 | 0 | 0 | 0 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 124 | 0 | 0 | 77 | 8 | 8 | 6 | 1 | 0 | 15 | 0 | 0 | 0 |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | S | A | 61 | 0 | 1 | 93 | 2 | 3 | 2 | 0 | 0 | 5 | 0 | 0 | 0 |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | S | D | 62 | 0 | 0 | 81 | 13 | 2 | 5 | 0 | 0 | 10 | 0 | 0 | 0 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 171 | 0 | 0 | 75 | 9 | 8 | 6 | 1 | 0 | 18 | 67 | 29 | 176 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 170 | 0 | 1 | 68 | 16 | 10 | 6 | 0 | 0 | 15 | 57 | 21 | 176 |
| | HEATHROW | KLM | S | A | 274 | 0 | 0 | 93 | 4 | 3 | 1 | 0 | 0 | 4 | 86 | 8 | 270 |
| | HEATHROW | KLM | S | D | 274 | 0 | 0 | 82 | 10 | 6 | 1 | 0 | 0 | 9 | 78 | 11 | 270 |
| | BIRMINGHAM | KLM UK LTD | S | A | 181 | 0 | 0 | 87 | 3 | 4 | 5 | 1 | 0 | 11 | 86 | 11 | 188 |
| | BIRMINGHAM | KLM UK LTD | S | D | 181 | 0 | 0 | 86 | 6 | 2 | 6 | 1 | 0 | 14 | 78 | 16 | 188 |
| | EDINBURGH | KLM UK LTD | S | A | 144 | 0 | 1 | 84 | 8 | 4 | 3 | 1 | 0 | 9 | 79 | 13 | 174 |
| | EDINBURGH | KLM UK LTD | S | D | 144 | 0 | 1 | 77 | 15 | 6 | 1 | 0 | 0 | 11 | 71 | 17 | 174 |
| | GLASGOW | KLM UK LTD | S | A | 112 | 1 | 1 | 96 | 1 | 1 | 1 | 1 | 0 | 5 | 88 | 5 | 133 |
| | GLASGOW | KLM UK LTD | S | D | 110 | 2 | 2 | 85 | 9 | 5 | 2 | 0 | 0 | 9 | 80 | 10 | 131 |
| | LONDON CITY | KLM UK LTD | S | A | 93 | 0 | 10 | 86 | 11 | 3 | 0 | 0 | 0 | 5 | 84 | 10 | 146 |
| | LONDON CITY | KLM UK LTD | S | D | 91 | 0 | 12 | 81 | 14 | 4 | 0 | 0 | 0 | 8 | 68 | 17 | 146 |
| | MANCHESTER | KLM UK LTD | S | A | 212 | 0 | 1 | 77 | 9 | 7 | 7 | 0 | 0 | 13 | 78 | 11 | 244 |

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

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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) | | | | | | | | | | | | |
| AMSTERDAM | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | KLM UK LTD | | S D | 212 | 0 | 5 | 80 | 8 | 8 | 4 | 0 | 0 | 11 | 78 | 13 | 244 | |
| | NEWCASTLE | KLM UK LTD | | S A | 150 | 0 | 0 | 86 | 6 | 5 | 3 | 0 | 0 | 7 | 78 | 11 | 166 | |
| | NEWCASTLE | KLM UK LTD | | S D | 149 | 0 | 1 | 83 | 8 | 5 | 3 | 1 | 0 | 11 | 81 | 12 | 166 | |
| | STANSTED | KLM UK LTD | | S A | 176 | 2 | 0 | 87 | 5 | 5 | 3 | 0 | 0 | 10 | 81 | 12 | 243 | |
| | STANSTED | KLM UK LTD | | S D | 176 | 1 | 0 | 76 | 15 | 6 | 3 | 1 | 0 | 13 | 78 | 13 | 244 | |
| | GLASGOW | TRANSAVIA | | C A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| TOTAL AMSTERDAM | | | | | 5403 | 10 | 47 | 83 | 9 | 5 | 3 | 0 | 0 | 10 | 76 | 13 | 13 | |
| ANCONA | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | | S A | 31 | 0 | 0 | 65 | 16 | 16 | 3 | 0 | 0 | 17 | 32 | 31 | 31 | |
| | STANSTED | RYANAIR | | S D | 31 | 0 | 0 | 55 | 16 | 26 | 3 | 0 | 0 | 21 | 87 | 10 | 31 | |
| TOTAL ANCONA | | | | | 62 | 0 | 0 | 60 | 16 | 21 | 3 | 0 | 0 | 19 | 60 | 20 | 20 | |
| ANTALYA | | | | | | | | | | | | | | | | | | |
| | STANSTED | KIBRIS TURKISH AIRLINES - KTHY | | S A | 15 | 0 | 0 | 67 | 20 | 13 | 0 | 0 | 0 | 13 | 50 | 22 | 12 | |
| | STANSTED | KIBRIS TURKISH AIRLINES - KTHY | | S D | 16 | 0 | 0 | 31 | 25 | 25 | 19 | 0 | 0 | 30 | 33 | 35 | 12 | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | | C D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | | C A | 5 | 0 | 0 | 20 | 20 | 60 | 0 | 0 | 0 | 36 | 50 | 46 | 6 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | | C D | 7 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 18 | 6 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | | C A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 36 | 4 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | | C D | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 10 | 4 | |
| TOTAL ANTALYA | | | | | 57 | 0 | 0 | 63 | 14 | 18 | 5 | 0 | 0 | 16 | 50 | 27 | 27 | |
| ANTIGUA | | | | | | | | | | | | | | | | | | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | | C D | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 18 | 40 | 54 | 5 | |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | | S A | 8 | 1 | 1 | 63 | 13 | 13 | 13 | 0 | 0 | 22 | 100 | 2 | 5 | |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | | S D | 9 | 0 | 0 | 56 | 33 | 11 | 0 | 0 | 0 | 16 | 100 | 4 | 4 | |
| TOTAL ANTIGUA | | | | | 21 | 1 | 1 | 57 | 29 | 10 | 5 | 0 | 0 | 19 | 70 | 34 | 34 | |
| ANTWERP | | | | | | | | | | | | | | | | | | |
| | LONDON CITY | VLM (BELGIUM) | | S A | 116 | 0 | 2 | 93 | 5 | 2 | 0 | 0 | 0 | 6 | 86 | 8 | 118 | |
| | LONDON CITY | VLM (BELGIUM) | | S D | 116 | 0 | 2 | 85 | 11 | 3 | 0 | 0 | 0 | 7 | 86 | 7 | 118 | |
| TOTAL ANTWERP | | | | | 232 | 1 | 4 | 89 | 8 | 3 | 0 | 0 | 0 | 6 | 86 | 8 | 8 | |
| AQABA | | | | | | | | | | | | | | | | | | |
| ARRECIFE | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | AIR EUROPA | | C A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 100 | 1 | 5 | |

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

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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 | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | AIR EUROPA | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 13 | 60 | 17 | 5 | |
| | MANCHESTER | AZZURRA AIR | C | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | |
| | MANCHESTER | AZZURRA AIR | C | D | 4 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 9 | 50 | 30 | 4 | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 11 | 50 | 21 | 4 | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 8 | 2 | 0 | 63 | 0 | 13 | 13 | 13 | 0 | 57 | 13 | 38 | 8 | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 9 | 2 | 0 | 67 | 0 | 11 | 11 | 11 | 0 | 52 | 63 | 16 | 8 | |
| | GLASGOW | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 7 | 4 | |
| | GLASGOW | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 0 | 4 | |
| | LUTON | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 15 | 75 | 10 | 4 | |
| | LUTON | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 8 | 4 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 14 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 4 | 100 | 4 | 8 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 88 | 8 | 8 | |
| | NEWCASTLE | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 100 | 1 | 4 | |
| | NEWCASTLE | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 100 | 0 | 4 | |
| | STANSTED | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 50 | 19 | 4 | |
| | STANSTED | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 75 | 13 | 4 | |
| | GATWICK | EXCEL AIRWAYS LTD | C | A | 14 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 3 | 78 | 10 | 9 | |
| | GATWICK | EXCEL AIRWAYS LTD | C | D | 13 | 0 | 0 | 77 | 23 | 0 | 0 | 0 | 0 | 6 | 100 | 3 | 10 | |
| | BIRMINGHAM | FIRST CHOICE AIRWAYS LTD | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 60 | 18 | 5 | |
| | BIRMINGHAM | FIRST CHOICE AIRWAYS LTD | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 60 | 11 | 5 | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | A | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 29 | 67 | 12 | 9 | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | S | A | 11 | 1 | 1 | 73 | 0 | 27 | 0 | 0 | 0 | 16 | 42 | 31 | 12 | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | D | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 26 | 86 | 5 | 7 | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | S | D | 12 | 0 | 0 | 75 | 17 | 0 | 8 | 0 | 0 | 11 | 71 | 16 | 14 | |
| | GLASGOW | FIRST CHOICE AIRWAYS LTD | S | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 19 | 40 | 22 | 5 | |
| | GLASGOW | FIRST CHOICE AIRWAYS LTD | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 80 | 9 | 5 | |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | S | A | 8 | 0 | 1 | 88 | 13 | 0 | 0 | 0 | 0 | 4 | 56 | 36 | 9 | |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | A | 6 | 2 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 16 | 10 | 35 | 10 | |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | D | 9 | 0 | 0 | 89 | 0 | 0 | 11 | 0 | 0 | 10 | 50 | 20 | 10 | |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | S | D | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 67 | 31 | 9 | |
| | STANSTED | FIRST CHOICE AIRWAYS LTD | S | A | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 33 | 25 | 36 | 4 | |
| | STANSTED | FIRST CHOICE AIRWAYS LTD | S | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 27 | 60 | 16 | 5 | |

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

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 2001 | | | |
|-----------------------|-------------------|--------------------------|-------------------|-------------|-------------------|-----------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|
| | | | | | Actual (7) | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | | Plan (8) | | | | | | | | | | | |
| ARRECIFE | GATWICK | GB AIRWAYS LTD | S | A | 9 | 0 | 1 | 44 | 22 | 22 | 11 | 0 | 0 | 28 | 0 | 0 | 0 |
| | BIRMINGHAM | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 10 | 80 | 21 | 5 |
| | BIRMINGHAM | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 10 | 80 | 15 | 5 |
| | GATWICK | MONARCH AIRLINES | C | A | 18 | 0 | 0 | 78 | 17 | 6 | 0 | 0 | 0 | 8 | 56 | 19 | 9 |
| | GATWICK | MONARCH AIRLINES | C | D | 19 | 0 | 0 | 74 | 21 | 5 | 0 | 0 | 0 | 10 | 67 | 12 | 9 |
| | LUTON | MONARCH AIRLINES | C | A | 4 | 1 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 60 | 48 | 5 |
| | LUTON | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 40 | 58 | 5 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 14 | 40 | 27 | 5 |
| | MANCHESTER | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 60 | 23 | 5 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 31 | 4 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 75 | 19 | 4 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 9 | 67 | 21 | 12 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 8 | 57 | 29 | 14 |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 40 | 21 | 5 |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 80 | 10 | 5 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 18 | 0 | 0 | 56 | 17 | 22 | 6 | 0 | 0 | 20 | 60 | 172 | 10 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 19 | 0 | 0 | 68 | 5 | 16 | 11 | 0 | 0 | 21 | 70 | 45 | 10 |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 8 | 4 |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 75 | 10 | 4 |
| | NEWCASTLE | SPANAIR | C | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| | NEWCASTLE | SPANAIR | C | D | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 25 | 0 | 0 | 0 |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 40 | 27 | 5 |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 80 | 9 | 5 |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 26 | 0 | 0 | 81 | 4 | 12 | 4 | 0 | 0 | 10 | 32 | 44 | 28 |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 26 | 0 | 0 | 73 | 15 | 8 | 4 | 0 | 0 | 12 | 59 | 27 | 29 |
| | GLASGOW | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 80 | 7 | 5 |
| | GLASGOW | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 6 | 5 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 21 | 0 | 0 | 62 | 33 | 5 | 0 | 0 | 0 | 10 | 63 | 30 | 19 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 21 | 0 | 0 | 95 | 0 | 5 | 0 | 0 | 0 | 3 | 63 | 35 | 19 |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 60 | 14 | 5 |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 4 | 5 |
| TOTAL ARRECIFE | | | | | 492 | 8 | 3 | 80 | 11 | 6 | 3 | 0 | 0 | 11 | 63 | 26 | 26 |

ASHKHABAD

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

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | MAR 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) | | | | | | | | | | | | | |
| ASHKHABAD | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | TURKMENISTAN AIRLINES | S | A | 14 | 0 | 0 | 64 | 7 | 21 | 7 | 0 | 0 | 19 | 50 | 46 | 28 | | |
| | BIRMINGHAM | TURKMENISTAN AIRLINES | S | D | 14 | 0 | 0 | 43 | 29 | 14 | 14 | 0 | 0 | 26 | 56 | 41 | 27 | | |
| | HEATHROW | TURKMENISTAN AIRLINES | S | A | 9 | 0 | 0 | 67 | 11 | 22 | 0 | 0 | 0 | 17 | 22 | 34 | 9 | | |
| | HEATHROW | TURKMENISTAN AIRLINES | S | D | 9 | 0 | 0 | 22 | 44 | 33 | 0 | 0 | 0 | 26 | 67 | 20 | 9 | | |
| | MANCHESTER | TURKMENISTAN AIRLINES | S | A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | | |
| | MANCHESTER | TURKMENISTAN AIRLINES | S | D | 5 | 0 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | | |
| TOTAL ASHKHABAD | | | | | 56 | 0 | 0 | 48 | 25 | 21 | 5 | 0 | 0 | 22 | 51 | 39 | 39 | | |
| ASTURIAS | | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR NOSTRUM | S | A | 13 | 0 | 0 | 92 | 0 | 8 | 0 | 0 | 0 | 4 | 85 | 11 | 13 | | |
| | GATWICK | AIR NOSTRUM | S | D | 13 | 0 | 0 | 92 | 0 | 8 | 0 | 0 | 0 | 7 | 85 | 8 | 13 | | |
| TOTAL ASTURIAS | | | | | 26 | 0 | 0 | 92 | 0 | 8 | 0 | 0 | 0 | 5 | 85 | 10 | 10 | | |
| ATHENS | | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 31 | 0 | 0 | 97 | 0 | 3 | 0 | 0 | 0 | 2 | 41 | 39 | 29 | | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 31 | 0 | 0 | 94 | 3 | 3 | 0 | 0 | 0 | 7 | 67 | 21 | 30 | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 62 | 0 | 0 | 87 | 8 | 5 | 0 | 0 | 0 | 5 | 65 | 17 | 62 | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 62 | 0 | 0 | 74 | 11 | 11 | 3 | 0 | 0 | 12 | 69 | 14 | 62 | | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 62 | 0 | 0 | 79 | 6 | 11 | 0 | 0 | 3 | 28 | 68 | 20 | 62 | | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 62 | 0 | 0 | 73 | 16 | 5 | 6 | 0 | 0 | 14 | 62 | 27 | 61 | | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | A | 8 | 0 | 0 | 38 | 0 | 25 | 38 | 0 | 0 | 54 | 0 | 0 | 0 | | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | D | 8 | 0 | 0 | 50 | 13 | 0 | 38 | 0 | 0 | 39 | 0 | 0 | 0 | | |
| | GATWICK | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 18 | 100 | 10 | 1 | | |
| | LUTON | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | HEATHROW | OLYMPIC AIRWAYS | S | A | 73 | 1 | 1 | 58 | 22 | 11 | 10 | 0 | 0 | 19 | 38 | 43 | 76 | | |
| | HEATHROW | OLYMPIC AIRWAYS | S | D | 74 | 0 | 0 | 61 | 14 | 11 | 15 | 0 | 0 | 23 | 42 | 40 | 76 | | |
| | MANCHESTER | OLYMPIC AIRWAYS | S | A | 13 | 0 | 0 | 15 | 8 | 62 | 15 | 0 | 0 | 42 | 21 | 51 | 14 | | |
| | MANCHESTER | OLYMPIC AIRWAYS | S | D | 13 | 0 | 0 | 8 | 8 | 62 | 23 | 0 | 0 | 50 | 21 | 73 | 14 | | |
| TOTAL ATHENS | | | | | 507 | 2 | 1 | 70 | 11 | 11 | 7 | 0 | 0 | 18 | 54 | 29 | 29 | | |
| ATLANTA | | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 2 | 61 | 19 | 31 | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 94 | 0 | 3 | 3 | 0 | 0 | 7 | 68 | 19 | 31 | | |
| | GATWICK | DELTA AIRLINES | S | A | 71 | 0 | 15 | 73 | 14 | 6 | 7 | 0 | 0 | 14 | 48 | 30 | 69 | | |

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

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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) | | | | | | | | | | |
| ATLANTA | | | | | | | | | | | | | | | | | | |
| | GATWICK | DELTA AIRLINES | S | D | 70 | 0 | 3 | 70 | 16 | 7 | 6 | 1 | 0 | 17 | 75 | 15 | 69 | |
| | MANCHESTER | DELTA AIRLINES | S | A | 31 | 0 | 0 | 77 | 3 | 10 | 10 | 0 | 0 | 14 | 52 | 21 | 31 | |
| | MANCHESTER | DELTA AIRLINES | S | D | 31 | 0 | 0 | 90 | 3 | 6 | 0 | 0 | 0 | 4 | 90 | 4 | 31 | |
| TOTAL ATLANTA | | | | | 265 | 0 | 18 | 80 | 9 | 6 | 5 | 0 | 0 | 11 | 65 | 20 | 20 | |
| AUCKLAND INTERNATIONAL | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR NEW ZEALAND LTD | S | A | 31 | 0 | 0 | 68 | 10 | 16 | 3 | 3 | 0 | 20 | 55 | 26 | 31 | |
| | HEATHROW | AIR NEW ZEALAND LTD | S | D | 30 | 1 | 1 | 53 | 33 | 3 | 7 | 3 | 0 | 30 | 83 | 9 | 30 | |
| TOTAL AUCKLAND INTERNATIONAL | | | | | 61 | 1 | 1 | 61 | 21 | 10 | 5 | 3 | 0 | 25 | 69 | 18 | 18 | |

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

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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 | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 4 | 60 | 25 | 15 | |
| | HEATHROW | GULF AIR | | S D | 21 | 0 | 0 | 76 | 10 | 10 | 5 | 0 | 0 | 13 | 74 | 22 | 31 | |
| TOTAL BAHRAIN | | | | | 39 | 0 | 0 | 85 | 8 | 5 | 3 | 0 | 0 | 9 | 70 | 23 | 23 | |
| BAKU | | | | | | | | | | | | | | | | | | |
| | GATWICK | AZERBAIJAN AIRLINES (AZAL) | | S A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 44 | 27 | 9 | |
| | GATWICK | AZERBAIJAN AIRLINES (AZAL) | | S D | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 8 | 33 | 26 | 9 | |
| | HEATHROW | BRITISH MEDITERRANEAN AIRWAYS | | S A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 8 | 0 | 242 | 1 | |
| TOTAL BAKU | | | | | 22 | 0 | 0 | 91 | 0 | 9 | 0 | 0 | 0 | 6 | 37 | 38 | 38 | |
| BALI INTERNATIONAL | | | | | | | | | | | | | | | | | | |
| | GATWICK | GARUDA INDONESIA | | S A | 9 | 0 | 0 | 89 | 0 | 0 | 11 | 0 | 0 | 13 | 22 | 34 | 9 | |
| | GATWICK | GARUDA INDONESIA | | S D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 4 | 89 | 9 | 9 | |
| TOTAL BALI INTERNATIONAL | | | | | 18 | 0 | 0 | 89 | 6 | 0 | 6 | 0 | 0 | 8 | 56 | 22 | 22 | |
| BALTIMORE | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S A | 31 | 0 | 0 | 94 | 3 | 0 | 3 | 0 | 0 | 5 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S D | 31 | 0 | 0 | 74 | 16 | 10 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | |
| TOTAL BALTIMORE | | | | | 62 | 0 | 0 | 84 | 10 | 5 | 2 | 0 | 0 | 9 | 74 | 26 | 26 | |
| BANDAR SERI BEGAWAN | | | | | | | | | | | | | | | | | | |
| | HEATHROW | ROYAL BRUNEI AIRLINES | | S A | 31 | 1 | 0 | 65 | 16 | 6 | 10 | 3 | 0 | 24 | 40 | 40 | 30 | |
| | HEATHROW | ROYAL BRUNEI AIRLINES | | S D | 31 | 0 | 0 | 61 | 26 | 10 | 3 | 0 | 0 | 16 | 71 | 16 | 31 | |
| TOTAL BANDAR SERI BEGAWAN | | | | | 62 | 1 | 0 | 63 | 21 | 8 | 6 | 2 | 0 | 20 | 56 | 28 | 28 | |
| BANGKOK | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S A | 13 | 0 | 0 | 23 | 31 | 23 | 23 | 0 | 0 | 39 | 36 | 34 | 14 | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S D | 13 | 0 | 0 | 85 | 15 | 0 | 0 | 0 | 0 | 8 | 46 | 39 | 13 | |
| | HEATHROW | THAI AIRWAYS INTERNATIONAL | | S A | 44 | 0 | 0 | 25 | 27 | 34 | 14 | 0 | 0 | 36 | 48 | 24 | 44 | |
| | HEATHROW | THAI AIRWAYS INTERNATIONAL | | S D | 44 | 0 | 0 | 64 | 11 | 14 | 11 | 0 | 0 | 22 | 86 | 9 | 44 | |
| TOTAL BANGKOK | | | | | 114 | 0 | 0 | 46 | 20 | 21 | 12 | 0 | 0 | 28 | 61 | 21 | 21 | |
| BANJUL | | | | | | | | | | | | | | | | | | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | | C A | 3 | 2 | 0 | 0 | 0 | 33 | 67 | 0 | 0 | 71 | 0 | 103 | 4 | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | | C D | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 38 | 60 | 65 | 5 | |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | | C A | 4 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 36 | 0 | 0 | 0 | |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | | C D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | |

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

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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) | | | | | | | | | | | | |
| BANJUL | | | | | | | | | | | | | | | | | | |
| | GATWICK | MONARCH AIRLINES | C | A | 9 | 0 | 0 | 0 | 11 | 56 | 33 | 0 | 0 | 52 | 0 | 47 | 9 | |
| | GATWICK | MONARCH AIRLINES | C | D | 9 | 0 | 0 | 78 | 0 | 0 | 22 | 0 | 0 | 24 | 89 | 12 | 9 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 4 | 1 | 0 | 25 | 50 | 0 | 25 | 0 | 0 | 29 | 100 | 1 | 5 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 40 | 16 | 5 | |
| | GATWICK | SIERRA NATIONAL AIRLINES | S | A | 10 | 0 | 0 | 50 | 30 | 10 | 10 | 0 | 0 | 20 | 0 | 0 | 0 | |
| | GATWICK | SIERRA NATIONAL AIRLINES | S | D | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 5 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 18 | 60 | 14 | 5 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 100 | 3 | 5 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 5 | 0 | 0 | 0 | 40 | 60 | 0 | 0 | 0 | 36 | 20 | 30 | 5 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 80 | 4 | 5 | | |
| TOTAL BANJUL | | | | | 80 | 3 | 0 | 54 | 15 | 16 | 15 | 0 | 0 | 24 | 54 | 28 | 28 | |
| BARCELONA | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 93 | 0 | 0 | 81 | 13 | 3 | 2 | 0 | 1 | 14 | 70 | 27 | 93 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 93 | 0 | 0 | 88 | 9 | 3 | 0 | 0 | 0 | 7 | 71 | 21 | 93 | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | A | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 2 | 85 | 21 | 20 | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | D | 18 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 90 | 19 | 20 | |
| | GLASGOW | BRITISH AIRWAYS PLC | S | A | 12 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | |
| | GLASGOW | BRITISH AIRWAYS PLC | S | D | 12 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 125 | 0 | 0 | 83 | 9 | 6 | 2 | 0 | 0 | 8 | 66 | 24 | 95 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 125 | 0 | 0 | 77 | 14 | 8 | 1 | 0 | 0 | 10 | 64 | 25 | 95 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 62 | 1 | 0 | 95 | 3 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 62 | 0 | 0 | 90 | 3 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 99 | 0 | 0 | 75 | 15 | 7 | 3 | 0 | 0 | 11 | 55 | 31 | 101 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 99 | 0 | 0 | 70 | 15 | 13 | 2 | 0 | 0 | 15 | 40 | 38 | 103 | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | A | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 25 | 0 | 64 | 1 | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 100 | 0 | 2 | |
| | STANSTED | GO FLY LTD | S | A | 62 | 0 | 0 | 69 | 16 | 2 | 11 | 2 | 0 | 22 | 79 | 16 | 63 | |
| | STANSTED | GO FLY LTD | S | D | 62 | 0 | 0 | 47 | 31 | 10 | 11 | 2 | 0 | 30 | 67 | 18 | 63 | |
| | HEATHROW | IBERIA | S | A | 124 | 0 | 0 | 75 | 11 | 10 | 3 | 0 | 0 | 13 | 56 | 23 | 124 | |
| | HEATHROW | IBERIA | S | D | 124 | 0 | 0 | 73 | 15 | 6 | 6 | 0 | 0 | 13 | 71 | 16 | 124 | |
| | MANCHESTER | IBERIA | S | A | 31 | 0 | 0 | 39 | 39 | 16 | 6 | 0 | 0 | 22 | 52 | 29 | 31 | |
| | MANCHESTER | IBERIA | S | D | 31 | 0 | 0 | 52 | 32 | 10 | 6 | 0 | 0 | 18 | 26 | 39 | 31 | |

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

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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) | | | | | | | | | | | |
| BARCELONA | | | | | | | | | | | | | | | | | |
| TOTAL BARCELONA | | | | | 1264 | 1 | 0 | 76 | 13 | 7 | 3 | 0 | 0 | 12 | 63 | 24 | 24 |
| BARRA | | | | | | | | | | | | | | | | | |
| | GLASGOW | LOGANAIR | S | A | 25 | 0 | 0 | 92 | 4 | 0 | 4 | 0 | 0 | 6 | 82 | 15 | 22 |
| | GLASGOW | LOGANAIR | S | D | 25 | 0 | 0 | 92 | 0 | 4 | 4 | 0 | 0 | 7 | 91 | 13 | 23 |
| TOTAL BARRA | | | | | 50 | 0 | 0 | 92 | 2 | 2 | 4 | 0 | 0 | 6 | 87 | 14 | 14 |
| BASLE MULHOUSE | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | SWISS AIRLINES | S | A | 47 | 0 | 0 | 70 | 21 | 4 | 4 | 0 | 0 | 11 | 51 | 19 | 49 |
| | BIRMINGHAM | SWISS AIRLINES | S | D | 47 | 0 | 0 | 68 | 21 | 4 | 6 | 0 | 0 | 16 | 40 | 26 | 50 |
| | HEATHROW | SWISS AIRLINES | S | A | 93 | 0 | 0 | 80 | 14 | 5 | 1 | 0 | 0 | 9 | 52 | 19 | 93 |
| | HEATHROW | SWISS AIRLINES | S | D | 92 | 0 | 1 | 83 | 14 | 2 | 1 | 0 | 0 | 8 | 68 | 13 | 93 |
| | LONDON CITY | SWISS AIRLINES | S | A | 73 | 0 | 0 | 74 | 23 | 3 | 0 | 0 | 0 | 9 | 57 | 16 | 76 |
| | LONDON CITY | SWISS AIRLINES | S | D | 73 | 0 | 0 | 59 | 34 | 5 | 1 | 0 | 0 | 14 | 30 | 24 | 76 |
| | MANCHESTER | SWISS AIRLINES | S | A | 75 | 0 | 0 | 84 | 11 | 5 | 0 | 0 | 0 | 6 | 66 | 15 | 79 |
| | MANCHESTER | SWISS AIRLINES | S | D | 75 | 0 | 0 | 88 | 9 | 3 | 0 | 0 | 0 | 4 | 43 | 23 | 79 |
| TOTAL BASLE MULHOUSE | | | | | 575 | 1 | 1 | 77 | 18 | 4 | 1 | 0 | 0 | 9 | 52 | 19 | 19 |
| BATAM | | | | | | | | | | | | | | | | | |
| BEAUVAIS | | | | | | | | | | | | | | | | | |
| TOTAL BEAUVAIS | | | | | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| BEIJING | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR CHINA | S | A | 13 | 2 | 0 | 38 | 31 | 23 | 8 | 0 | 0 | 25 | 50 | 23 | 14 |
| | HEATHROW | AIR CHINA | S | D | 13 | 2 | 0 | 69 | 15 | 0 | 15 | 0 | 0 | 18 | 64 | 13 | 14 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 0 | 85 | 8 | 8 | 0 | 0 | 0 | 6 | 100 | 2 | 14 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 0 | 77 | 8 | 8 | 8 | 0 | 0 | 13 | 79 | 9 | 14 |
| TOTAL BEIJING | | | | | 52 | 4 | 0 | 67 | 15 | 10 | 8 | 0 | 0 | 15 | 73 | 12 | 12 |
| BEIRUT | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH MEDITERRANEAN AIRWAYS | S | D | 9 | 0 | 0 | 22 | 11 | 22 | 44 | 0 | 0 | 57 | 35 | 37 | 26 |
| | HEATHROW | MEA | S | A | 22 | 0 | 0 | 59 | 23 | 18 | 0 | 0 | 0 | 13 | 36 | 27 | 22 |
| | HEATHROW | MEA | S | D | 22 | 0 | 0 | 45 | 32 | 18 | 5 | 0 | 0 | 21 | 36 | 32 | 22 |
| TOTAL BEIRUT | | | | | 53 | 3 | 0 | 47 | 25 | 19 | 9 | 0 | 0 | 24 | 44 | 29 | 29 |
| BELFAST CITY | | | | | | | | | | | | | | | | | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 208 | 0 | 0 | 83 | 10 | 7 | 1 | 0 | 0 | 7 | 0 | 0 | 0 |

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

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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) | | | | | | | | | | | | |
| BELFAST CITY | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 208 | 0 | 0 | 78 | 14 | 6 | 1 | 0 | 0 | 11 | 0 | 0 | 0 | |
| | EDINBURGH | BRITISH REGIONAL AIRLINES LTD | S | A | 73 | 0 | 0 | 90 | 4 | 5 | 0 | 0 | 0 | 5 | 80 | 10 | 82 | |
| | EDINBURGH | BRITISH REGIONAL AIRLINES LTD | S | D | 75 | 2 | 0 | 89 | 4 | 5 | 1 | 0 | 0 | 7 | 79 | 14 | 82 | |
| | GLASGOW | BRITISH REGIONAL AIRLINES LTD | S | A | 72 | 1 | 0 | 78 | 4 | 4 | 14 | 0 | 0 | 18 | 83 | 9 | 109 | |
| | GLASGOW | BRITISH REGIONAL AIRLINES LTD | S | D | 72 | 4 | 0 | 86 | 1 | 1 | 11 | 0 | 0 | 11 | 83 | 11 | 109 | |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | A | 158 | 0 | 5 | 72 | 14 | 6 | 7 | 1 | 0 | 19 | 87 | 9 | 114 | |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | D | 160 | 0 | 3 | 87 | 4 | 4 | 6 | 0 | 0 | 8 | 89 | 8 | 114 | |
| | BIRMINGHAM | FLYBE.BRITISH EUROPEAN | S | A | 150 | 2 | 6 | 83 | 9 | 5 | 3 | 1 | 0 | 11 | 80 | 11 | 149 | |
| | BIRMINGHAM | FLYBE.BRITISH EUROPEAN | S | D | 150 | 0 | 6 | 80 | 9 | 7 | 4 | 1 | 0 | 14 | 77 | 14 | 148 | |
| | GATWICK | FLYBE.BRITISH EUROPEAN | S | A | 148 | 5 | 3 | 87 | 6 | 1 | 4 | 2 | 0 | 11 | 87 | 6 | 165 | |
| | GATWICK | FLYBE.BRITISH EUROPEAN | S | D | 151 | 4 | 6 | 79 | 12 | 4 | 3 | 2 | 1 | 16 | 88 | 6 | 162 | |
| | LONDON CITY | FLYBE.BRITISH EUROPEAN | S | A | 130 | 0 | 6 | 90 | 7 | 2 | 2 | 0 | 0 | 5 | 89 | 11 | 46 | |
| | LONDON CITY | FLYBE.BRITISH EUROPEAN | S | D | 133 | 0 | 7 | 83 | 11 | 5 | 2 | 0 | 0 | 9 | 85 | 15 | 46 | |
| | NEWCASTLE | FLYBE.BRITISH EUROPEAN | S | A | 127 | 1 | 2 | 94 | 2 | 3 | 2 | 0 | 0 | 5 | 0 | 0 | 0 | |
| | NEWCASTLE | FLYBE.BRITISH EUROPEAN | S | D | 128 | 1 | 1 | 95 | 1 | 2 | 2 | 0 | 0 | 5 | 0 | 0 | 0 | |
| TOTAL BELFAST CITY | | | | | 2143 | 20 | 45 | 84 | 8 | 4 | 3 | 0 | 0 | 10 | 84 | 10 | 10 | |
| BELFAST INTERNATIONAL | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 120 | 0 | 0 | 84 | 6 | 8 | 2 | 0 | 0 | 8 | 86 | 7 | 243 | |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 119 | 2 | 0 | 80 | 13 | 4 | 3 | 0 | 0 | 9 | 84 | 8 | 244 | |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | A | 129 | 0 | 0 | 93 | 5 | 2 | 0 | 0 | 0 | 3 | 85 | 9 | 116 | |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | D | 129 | 0 | 0 | 90 | 6 | 3 | 1 | 0 | 0 | 6 | 83 | 12 | 115 | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | A | 92 | 0 | 0 | 91 | 3 | 2 | 3 | 0 | 0 | 6 | 0 | 0 | 0 | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | D | 92 | 0 | 0 | 73 | 18 | 4 | 4 | 0 | 0 | 12 | 0 | 0 | 0 | |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | S | A | 93 | 0 | 0 | 90 | 5 | 1 | 3 | 0 | 0 | 5 | 0 | 0 | 0 | |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | S | D | 93 | 0 | 0 | 85 | 9 | 2 | 4 | 0 | 0 | 9 | 0 | 0 | 0 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 138 | 1 | 10 | 79 | 12 | 6 | 4 | 0 | 0 | 10 | 83 | 10 | 136 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 140 | 0 | 14 | 57 | 20 | 18 | 5 | 0 | 0 | 19 | 74 | 15 | 136 | |
| | EDINBURGH | GO FLY LTD | S | A | 62 | 0 | 0 | 82 | 5 | 0 | 13 | 0 | 0 | 20 | 0 | 0 | 0 | |
| | EDINBURGH | GO FLY LTD | S | D | 62 | 0 | 0 | 76 | 5 | 6 | 11 | 2 | 0 | 24 | 0 | 0 | 0 | |

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

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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) | | | | | | | | | | | | |
| BELFAST INTERNATIONAL | | | | | | | | | | | | | | | | | | |
| | GLASGOW | GO FLY LTD | | S A | 63 | 0 | 0 | 83 | 6 | 8 | 3 | 0 | 0 | 10 | 0 | 0 | 0 | |
| | GLASGOW | GO FLY LTD | | S D | 63 | 0 | 0 | 97 | 2 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | |
| | STANSTED | GO FLY LTD | | S A | 165 | 1 | 9 | 87 | 9 | 3 | 1 | 0 | 0 | 6 | 82 | 9 | 91 | |
| | STANSTED | GO FLY LTD | | S D | 166 | 0 | 0 | 70 | 16 | 9 | 4 | 0 | 0 | 14 | 57 | 19 | 92 | |
| TOTAL BELFAST INTERNATIONAL | | | | | 1726 | 6 | 33 | 81 | 10 | 5 | 3 | 0 | 0 | 10 | 82 | 10 | 10 | |
| BELGRADE | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | | S A | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 77 | 24 | 13 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | | S D | 13 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 6 | 54 | 33 | 13 | |
| | HEATHROW | JATAIRWAYS | | S A | 23 | 0 | 0 | 78 | 17 | 0 | 4 | 0 | 0 | 10 | 61 | 19 | 23 | |
| | HEATHROW | JATAIRWAYS | | S D | 23 | 0 | 0 | 61 | 30 | 4 | 4 | 0 | 0 | 14 | 39 | 26 | 23 | |
| TOTAL BELGRADE | | | | | 72 | 0 | 0 | 79 | 17 | 1 | 3 | 0 | 0 | 9 | 56 | 25 | 25 | |
| BENBECULA | | | | | | | | | | | | | | | | | | |
| | GLASGOW | BRITISH REGIONAL AIRLINES LTD | | S A | 25 | 1 | 0 | 88 | 4 | 8 | 0 | 0 | 0 | 6 | 96 | 3 | 27 | |
| | GLASGOW | BRITISH REGIONAL AIRLINES LTD | | S D | 26 | 0 | 0 | 69 | 8 | 12 | 12 | 0 | 0 | 17 | 93 | 7 | 27 | |
| TOTAL BENBECULA | | | | | 51 | 1 | 0 | 78 | 6 | 10 | 6 | 0 | 0 | 12 | 94 | 5 | 5 | |
| BENHAZI | | | | | | | | | | | | | | | | | | |
| | HEATHROW | LIBYAN ARAB AIRLINES | | S A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 9 | 67 | 17 | 3 | |
| | HEATHROW | LIBYAN ARAB AIRLINES | | S D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 9 | 33 | 19 | 3 | |
| TOTAL BENHAZI | | | | | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 9 | 50 | 18 | 18 | |
| BERGAMO | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | BRITANNIA AIRWAYS | | C A | 5 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 15 | 0 | 24 | 3 | |
| | MANCHESTER | BRITANNIA AIRWAYS | | C D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 50 | 13 | 2 | |
| | STANSTED | EUROPEAN AIR CHARTER | | C D | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 0 | |
| | BIRMINGHAM | FLYBE.BRITISH EUROPEAN | | C A | 5 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | |
| | BIRMINGHAM | FLYBE.BRITISH EUROPEAN | | C D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | |
| | GATWICK | MONARCH AIRLINES | | C A | 11 | 0 | 0 | 64 | 27 | 0 | 9 | 0 | 0 | 15 | 40 | 35 | 10 | |
| | GATWICK | MONARCH AIRLINES | | C D | 10 | 0 | 0 | 70 | 10 | 10 | 10 | 0 | 0 | 17 | 50 | 29 | 10 | |
| | MANCHESTER | MONARCH AIRLINES | | C A | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 42 | 0 | 30 | 5 | |
| | MANCHESTER | MONARCH AIRLINES | | C D | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 24 | 40 | 18 | 5 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | | C A | 5 | 0 | 0 | 0 | 20 | 40 | 40 | 0 | 0 | 51 | 25 | 50 | 4 | |

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

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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) | | | | | | | | | | | |
| BERGAMO | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 21 | 75 | 13 | 4 |
| TOTAL BERGAMO | | | | | 62 | 0 | 0 | 52 | 23 | 15 | 11 | 0 | 0 | 22 | 42 | 27 | 27 |
| BERGEN | GATWICK | BRAATHENS ASA | S | A | 29 | 0 | 0 | 79 | 21 | 0 | 0 | 0 | 0 | 7 | 65 | 12 | 31 |
| | GATWICK | BRAATHENS ASA | S | D | 29 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 6 | 84 | 7 | 31 |
| | NEWCASTLE | BRAATHENS ASA | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| | NEWCASTLE | BRAATHENS ASA | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| TOTAL BERGEN | | | | | 65 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 6 | 73 | 12 | 12 |
| BERGERAC | STANSTED | KLM UK LTD | S | A | 6 | 0 | 1 | 17 | 33 | 50 | 0 | 0 | 0 | 27 | 0 | 0 | 0 |
| | STANSTED | KLM UK LTD | S | D | 7 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| TOTAL BERGERAC | | | | | 13 | 0 | 1 | 54 | 23 | 23 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| BERLIN (SCHONEFELD) | STANSTED | KLM UK LTD | S | A | 87 | 0 | 0 | 74 | 9 | 9 | 8 | 0 | 0 | 17 | 0 | 0 | 0 |
| | STANSTED | KLM UK LTD | S | D | 87 | 0 | 0 | 68 | 13 | 8 | 11 | 0 | 0 | 18 | 0 | 0 | 0 |
| TOTAL BERLIN (SCHONEFELD) | | | | | 175 | 0 | 0 | 70 | 11 | 9 | 10 | 0 | 0 | 18 | 0 | 0 | 0 |
| BERLIN (TEGEL) | HEATHROW | BRITISH AIRWAYS PLC | S | A | 185 | 0 | 0 | 87 | 8 | 5 | 1 | 0 | 0 | 6 | 73 | 15 | 154 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 185 | 0 | 0 | 81 | 11 | 6 | 2 | 0 | 0 | 9 | 80 | 11 | 154 |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | A | 31 | 0 | 0 | 84 | 10 | 6 | 0 | 0 | 0 | 9 | 59 | 13 | 27 |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | D | 31 | 0 | 0 | 87 | 6 | 6 | 0 | 0 | 0 | 5 | 96 | 2 | 27 |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | A | 52 | 0 | 0 | 75 | 12 | 13 | 0 | 0 | 0 | 10 | 78 | 14 | 51 |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | D | 52 | 0 | 0 | 94 | 4 | 2 | 0 | 0 | 0 | 4 | 87 | 12 | 52 |
| TOTAL BERLIN (TEGEL) | | | | | 536 | 0 | 0 | 84 | 9 | 6 | 1 | 0 | 0 | 7 | 77 | 13 | 13 |
| BERMUDA | GATWICK | BRITISH AIRWAYS PLC | S | A | 14 | 0 | 0 | 93 | 0 | 7 | 0 | 0 | 0 | 5 | 71 | 38 | 14 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 14 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 73 | 18 | 15 |
| TOTAL BERMUDA | | | | | 28 | 0 | 0 | 96 | 0 | 4 | 0 | 0 | 0 | 3 | 72 | 28 | 28 |
| BERNE | LONDON CITY | AIR ENGIADINA | S | A | 30 | 0 | 1 | 80 | 7 | 13 | 0 | 0 | 0 | 12 | 58 | 15 | 33 |
| | LONDON CITY | AIR ENGIADINA | S | D | 30 | 0 | 1 | 60 | 33 | 7 | 0 | 0 | 0 | 13 | 39 | 18 | 33 |

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

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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) | | | | | | | | | | | | | |
| BERNE | | | | | | | | | | | | | | | | | | | |
| | GATWICK | FLYBE.BRITISH EUROPEAN | C | A | 5 | 0 | 0 | 60 | 0 | 20 | 20 | 0 | 0 | 41 | 0 | 0 | 0 | | |
| | GATWICK | FLYBE.BRITISH EUROPEAN | C | D | 4 | 0 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 93 | 0 | 0 | 0 | | |
| TOTAL BERNE | | | | | 69 | 0 | 2 | 65 | 19 | 12 | 3 | 1 | 0 | 19 | 48 | 17 | 17 | | |
| BIARRITZ | | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 30 | 1 | 1 | 90 | 7 | 0 | 0 | 3 | 0 | 9 | 94 | 5 | 31 | | |
| | STANSTED | RYANAIR | S | D | 29 | 2 | 2 | 86 | 3 | 10 | 0 | 0 | 0 | 10 | 77 | 12 | 31 | | |
| TOTAL BIARRITZ | | | | | 59 | 3 | 3 | 88 | 5 | 5 | 0 | 2 | 0 | 10 | 85 | 8 | 8 | | |
| BILBAO | | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 31 | 0 | 0 | 87 | 3 | 0 | 10 | 0 | 0 | 10 | 79 | 19 | 58 | | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 31 | 0 | 0 | 81 | 13 | 0 | 6 | 0 | 0 | 11 | 81 | 14 | 58 | | |
| | STANSTED | GO FLY LTD | S | A | 31 | 0 | 0 | 87 | 6 | 3 | 3 | 0 | 0 | 8 | 94 | 6 | 31 | | |
| | STANSTED | GO FLY LTD | S | D | 31 | 0 | 0 | 61 | 29 | 6 | 3 | 0 | 0 | 16 | 81 | 11 | 31 | | |
| | HEATHROW | IBERIA | S | A | 31 | 0 | 0 | 90 | 3 | 6 | 0 | 0 | 0 | 4 | 87 | 15 | 31 | | |
| | HEATHROW | IBERIA | S | D | 31 | 0 | 0 | 97 | 0 | 3 | 0 | 0 | 0 | 3 | 90 | 6 | 31 | | |
| TOTAL BILBAO | | | | | 188 | 0 | 0 | 84 | 9 | 3 | 4 | 0 | 0 | 9 | 84 | 13 | 13 | | |
| BILLUND | | | | | | | | | | | | | | | | | | | |
| | GATWICK | MAERSK AIR | S | A | 83 | 0 | 0 | 67 | 24 | 7 | 1 | 0 | 0 | 12 | 44 | 23 | 88 | | |
| | GATWICK | MAERSK AIR | S | D | 83 | 0 | 0 | 90 | 6 | 1 | 1 | 1 | 0 | 8 | 77 | 14 | 87 | | |
| | MANCHESTER | SUN AIR OF SCANDINAVIA | S | A | 43 | 0 | 5 | 86 | 14 | 0 | 0 | 0 | 0 | 5 | 94 | 5 | 48 | | |
| | MANCHESTER | SUN AIR OF SCANDINAVIA | S | D | 43 | 0 | 5 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 88 | 7 | 48 | | |
| TOTAL BILLUND | | | | | 252 | 0 | 10 | 84 | 12 | 3 | 1 | 0 | 0 | 8 | 71 | 14 | 14 | | |
| BIRMINGHAM | | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | NEWCASTLE | BRITANNIA AIRWAYS | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 33 | 52 | 3 | | |
| | EDINBURGH | BRITISH AIRWAYS PLC | S | A | 42 | 0 | 0 | 93 | 5 | 2 | 0 | 0 | 0 | 4 | 86 | 8 | 111 | | |
| | EDINBURGH | BRITISH AIRWAYS PLC | S | D | 70 | 0 | 0 | 89 | 4 | 4 | 3 | 0 | 0 | 6 | 78 | 16 | 116 | | |
| | GLASGOW | BRITISH AIRWAYS PLC | S | A | 52 | 1 | 1 | 96 | 4 | 0 | 0 | 0 | 0 | 3 | 87 | 10 | 107 | | |
| | GLASGOW | BRITISH AIRWAYS PLC | S | D | 60 | 0 | 0 | 92 | 3 | 3 | 2 | 0 | 0 | 5 | 84 | 11 | 122 | | |
| | NEWCASTLE | BRITISH REGIONAL AIRLINES LTD | S | A | 62 | 0 | 0 | 95 | 2 | 2 | 2 | 0 | 0 | 6 | 80 | 18 | 87 | | |

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

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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) | | | | | | | | | | | | |
| BIRMINGHAM | | | | | | | | | | | | | | | | | | |
| | NEWCASTLE | BRITISH REGIONAL AIRLINES LTD | S | D | 62 | 0 | 0 | 95 | 2 | 3 | 0 | 0 | 0 | 3 | 82 | 12 | 87 | |
| | EDINBURGH | FLYBE.BRITISH EUROPEAN | S | A | 134 | 4 | 3 | 66 | 19 | 10 | 4 | 0 | 0 | 15 | 80 | 10 | 107 | |
| | EDINBURGH | FLYBE.BRITISH EUROPEAN | S | D | 137 | 0 | 5 | 72 | 15 | 9 | 3 | 1 | 0 | 15 | 71 | 12 | 107 | |
| | GLASGOW | FLYBE.BRITISH EUROPEAN | S | A | 97 | 0 | 5 | 71 | 14 | 11 | 2 | 1 | 0 | 14 | 83 | 10 | 121 | |
| | GLASGOW | FLYBE.BRITISH EUROPEAN | S | D | 92 | 1 | 5 | 93 | 3 | 2 | 1 | 0 | 0 | 5 | 81 | 10 | 122 | |
| TOTAL BIRMINGHAM | | | | | 821 | 6 | 19 | 83 | 9 | 6 | 2 | 0 | 0 | 9 | 81 | 12 | 12 | |
| BISHKEK (FRUNZE) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH MEDITERRANEAN AIRWAYS | S | A | 9 | 0 | 0 | 78 | 11 | 0 | 0 | 0 | 11 | 100 | 33 | 28 | 9 | |
| | HEATHROW | BRITISH MEDITERRANEAN AIRWAYS | S | D | 9 | 0 | 0 | 33 | 33 | 11 | 22 | 0 | 0 | 31 | 44 | 19 | 9 | |
| TOTAL BISHKEK (FRUNZE) | | | | | 18 | 0 | 0 | 56 | 22 | 6 | 11 | 0 | 6 | 66 | 39 | 24 | 24 | |
| BOGOTA | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 14 | 0 | 0 | 79 | 7 | 7 | 7 | 0 | 0 | 14 | 75 | 14 | 12 | |
| TOTAL BOGOTA | | | | | 14 | 0 | 0 | 79 | 7 | 7 | 7 | 0 | 0 | 14 | 73 | 15 | 15 | |
| BOLOGNA | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 88 | 0 | 0 | 60 | 25 | 9 | 6 | 0 | 0 | 17 | 0 | 0 | 0 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 88 | 0 | 0 | 76 | 14 | 3 | 7 | 0 | 0 | 14 | 0 | 0 | 0 | |
| | STANSTED | GO FLY LTD | S | A | 31 | 0 | 0 | 90 | 6 | 3 | 0 | 0 | 0 | 3 | 65 | 24 | 31 | |
| | STANSTED | GO FLY LTD | S | D | 31 | 0 | 0 | 71 | 19 | 6 | 3 | 0 | 0 | 15 | 55 | 18 | 31 | |
| TOTAL BOLOGNA | | | | | 238 | 0 | 9 | 71 | 18 | 6 | 5 | 0 | 0 | 14 | 63 | 17 | 17 | |
| BORDEAUX | | | | | | | | | | | | | | | | | | |
| | GATWICK | CITY FLYER EXPRESS | S | A | 56 | 0 | 0 | 95 | 0 | 2 | 4 | 0 | 0 | 5 | 100 | 1 | 14 | |
| | GATWICK | CITY FLYER EXPRESS | S | D | 56 | 0 | 0 | 73 | 16 | 5 | 5 | 0 | 0 | 15 | 79 | 10 | 14 | |
| | STANSTED | KLM UK LTD | S | A | 32 | 1 | 0 | 78 | 13 | 0 | 3 | 6 | 0 | 22 | 97 | 3 | 38 | |
| | STANSTED | KLM UK LTD | S | D | 32 | 1 | 0 | 72 | 13 | 9 | 3 | 3 | 0 | 21 | 95 | 5 | 38 | |
| TOTAL BORDEAUX | | | | | 180 | 2 | 0 | 79 | 10 | 4 | 4 | 2 | 0 | 15 | 87 | 10 | 10 | |
| BOSTON | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AMERICAN AIRLINES | S | A | 62 | 0 | 0 | 79 | 11 | 5 | 3 | 2 | 0 | 13 | 38 | 39 | 58 | |
| | HEATHROW | AMERICAN AIRLINES | S | D | 62 | 0 | 0 | 87 | 6 | 2 | 0 | 5 | 0 | 18 | 76 | 10 | 59 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 62 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 1 | 53 | 42 | 85 | |

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

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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 | | |
| | | | | | | | | | | | | | | | | | | |
| BOSTON | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 63 | 0 | 0 | 78 | 14 | 8 | 0 | 0 | 0 | 9 | 56 | 46 | 87 | |
| | GATWICK | DELTA AIRLINES | S | A | 30 | 0 | 0 | 87 | 7 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | |
| | GATWICK | DELTA AIRLINES | S | D | 29 | 1 | 0 | 86 | 14 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | | |
| | HEATHROW | UNITED AIRLINES | S | A | 31 | 0 | 0 | 87 | 6 | 6 | 0 | 0 | 6 | 52 | 30 | 29 | | |
| | HEATHROW | UNITED AIRLINES | S | D | 31 | 0 | 0 | 71 | 19 | 6 | 3 | 0 | 11 | 79 | 8 | 29 | | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 31 | 0 | 0 | 94 | 3 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 31 | 0 | 0 | 58 | 35 | 6 | 0 | 0 | 14 | 0 | 0 | 0 | | |
| TOTAL BOSTON | | | | | 432 | 1 | 0 | 83 | 11 | 4 | 1 | 1 | 0 | 9 | 59 | 32 | 32 | |
| BREMEN | | | | | | | | | | | | | | | | | | |
| | GATWICK | CITY FLYER EXPRESS | S | A | 84 | 0 | 0 | 75 | 12 | 8 | 5 | 0 | 13 | 82 | 9 | 88 | | |
| | GATWICK | CITY FLYER EXPRESS | S | D | 84 | 0 | 0 | 75 | 12 | 5 | 8 | 0 | 16 | 74 | 10 | 88 | | |
| TOTAL BREMEN | | | | | 169 | 0 | 0 | 75 | 12 | 7 | 7 | 0 | 14 | 78 | 10 | 10 | | |
| BRESCIA/MONTICHIARI | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 62 | 0 | 0 | 32 | 37 | 19 | 10 | 2 | 32 | 52 | 19 | 61 | | |
| | STANSTED | RYANAIR | S | D | 62 | 0 | 0 | 47 | 29 | 18 | 6 | 0 | 23 | 68 | 14 | 62 | | |
| TOTAL BRESCIA/MONTICHIARI | | | | | 124 | 0 | 0 | 40 | 33 | 19 | 8 | 1 | 0 | 28 | 60 | 16 | 16 | |
| BREST | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRIT AIR | S | A | 65 | 0 | 0 | 83 | 9 | 6 | 2 | 0 | 9 | 59 | 17 | 66 | | |
| | GATWICK | BRIT AIR | S | D | 64 | 0 | 0 | 89 | 5 | 5 | 2 | 0 | 7 | 77 | 11 | 66 | | |
| TOTAL BREST | | | | | 131 | 1 | 0 | 86 | 7 | 5 | 2 | 0 | 8 | 68 | 14 | 14 | | |
| BRIDGETOWN | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 5 | 100 | 6 | 1 | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 8 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 26 | 81 | 9 | 16 | | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 9 | 75 | 10 | 16 | | |
| | GLASGOW | BRITANNIA AIRWAYS | C | A | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 16 | 0 | 42 | 1 | | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 8 | 0 | 0 | 25 | 50 | 13 | 0 | 13 | 57 | 55 | 25 | 11 | | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 5 | 82 | 12 | 11 | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 36 | 0 | 0 | 86 | 8 | 3 | 3 | 0 | 7 | 87 | 13 | 31 | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 36 | 0 | 0 | 89 | 3 | 6 | 3 | 0 | 8 | 74 | 17 | 31 | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 13 | 0 | 0 | 0 | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 8 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 14 | 56 | 21 | 9 | | |

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

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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 |
| BRIDGETOWN | | | | | | | | | | | | | | | | | | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 9 | 0 | 0 | 44 | 22 | 22 | 11 | 0 | 0 | 25 | 50 | 40 | 8 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 8 | 0 | 0 | 50 | 13 | 25 | 13 | 0 | 0 | 23 | 25 | 42 | 4 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 6 | 50 | 25 | 4 | | |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 19 | 0 | 0 | 58 | 16 | 26 | 0 | 0 | 18 | 77 | 14 | 22 | | |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 18 | 0 | 0 | 33 | 61 | 0 | 6 | 0 | 23 | 57 | 20 | 23 | | |
| TOTAL BRIDGETOWN | | | | | 192 | 0 | 0 | 69 | 16 | 11 | 3 | 1 | 0 | 15 | 70 | 17 | 17 | |
| BRISTOL | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 102 | 1 | 0 | 90 | 2 | 4 | 4 | 0 | 0 | 6 | 57 | 28 | 121 | |
| | EDINBURGH | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 95 | 0 | 0 | 83 | 7 | 5 | 4 | 0 | 0 | 12 | 63 | 27 | 114 | |
| | GATWICK | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 20 | 0 | 1 | 85 | 10 | 5 | 0 | 0 | 9 | 42 | 26 | 19 | | |
| | GATWICK | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 20 | 0 | 1 | 85 | 15 | 0 | 0 | 0 | 7 | 50 | 24 | 4 | | |
| | GLASGOW | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 70 | 0 | 0 | 89 | 6 | 4 | 1 | 0 | 0 | 7 | 50 | 31 | 137 | |
| | GLASGOW | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 82 | 0 | 0 | 93 | 2 | 4 | 1 | 0 | 0 | 6 | 61 | 26 | 133 | |
| | NEWCASTLE | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 75 | 0 | 0 | 73 | 12 | 12 | 3 | 0 | 0 | 12 | 56 | 30 | 77 | |
| | NEWCASTLE | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 72 | 0 | 0 | 96 | 3 | 0 | 1 | 0 | 0 | 4 | 70 | 22 | 76 | |
| | EDINBURGH | GO FLY LTD | S | A | 78 | 0 | 0 | 88 | 6 | 4 | 1 | 0 | 0 | 6 | 0 | 0 | 0 | |
| | EDINBURGH | GO FLY LTD | S | D | 77 | 0 | 1 | 74 | 18 | 4 | 4 | 0 | 0 | 13 | 0 | 0 | 0 | |
| | GLASGOW | GO FLY LTD | S | A | 60 | 0 | 0 | 73 | 18 | 5 | 3 | 0 | 0 | 11 | 0 | 0 | 0 | |
| | GLASGOW | GO FLY LTD | S | D | 60 | 0 | 0 | 77 | 12 | 8 | 3 | 0 | 0 | 12 | 0 | 0 | 0 | |
| TOTAL BRISTOL | | | | | 811 | 1 | 3 | 84 | 8 | 5 | 3 | 0 | 0 | 9 | 60 | 27 | 27 | |
| BRUGGEN | | | | | | | | | | | | | | | | | | |
| BRUSSELS | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 149 | 0 | 0 | 83 | 9 | 4 | 3 | 2 | 0 | 12 | 60 | 17 | 154 | |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 149 | 0 | 0 | 78 | 13 | 5 | 5 | 0 | 0 | 11 | 67 | 15 | 153 | |
| | MANCHESTER | BMI BRITISH MIDLAND | S | A | 4 | 0 | 1 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | |
| | MANCHESTER | BMI BRITISH MIDLAND | S | D | 4 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | EDINBURGH | BMI REGIONAL | S | A | 74 | 0 | 0 | 85 | 9 | 3 | 1 | 1 | 0 | 9 | 0 | 0 | 0 | |
| | EDINBURGH | BMI REGIONAL | S | D | 74 | 0 | 0 | 77 | 15 | 5 | 3 | 0 | 0 | 10 | 0 | 0 | 0 | |

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

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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 |
| BRUSSELS | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | A | 119 | 2 | 2 | 80 | 14 | 3 | 2 | 1 | 0 | 10 | 75 | 9 | 72 | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | D | 118 | 1 | 2 | 94 | 3 | 2 | 2 | 0 | 0 | 5 | 93 | 5 | 72 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 192 | 0 | 0 | 82 | 8 | 6 | 4 | 1 | 0 | 11 | 74 | 12 | 171 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 191 | 0 | 0 | 83 | 11 | 5 | 1 | 0 | 0 | 7 | 73 | 13 | 171 | |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 96 | 0 | 0 | 66 | 24 | 6 | 3 | 1 | 0 | 17 | 79 | 14 | 85 | |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 95 | 0 | 0 | 83 | 11 | 2 | 4 | 0 | 0 | 10 | 71 | 15 | 84 | |
| | GATWICK | CITY FLYER EXPRESS | S | A | 47 | 0 | 0 | 68 | 19 | 4 | 6 | 2 | 0 | 17 | 75 | 12 | 48 | |
| | GATWICK | CITY FLYER EXPRESS | S | D | 47 | 0 | 0 | 77 | 15 | 2 | 6 | 0 | 0 | 15 | 77 | 13 | 48 | |
| | BIRMINGHAM | FLYBE.BRITISH EUROPEAN | S | A | 91 | 0 | 10 | 86 | 5 | 3 | 3 | 2 | 0 | 12 | 0 | 0 | 0 | |
| | BIRMINGHAM | FLYBE.BRITISH EUROPEAN | S | D | 92 | 0 | 9 | 78 | 8 | 9 | 3 | 2 | 0 | 16 | 0 | 0 | 0 | |
| | EDINBURGH | FLYBE.BRITISH EUROPEAN | S | A | 32 | 1 | 0 | 72 | 19 | 6 | 3 | 0 | 0 | 11 | 0 | 0 | 0 | |
| | EDINBURGH | FLYBE.BRITISH EUROPEAN | S | D | 32 | 0 | 0 | 59 | 31 | 6 | 3 | 0 | 0 | 15 | 0 | 0 | 0 | |
| | NEWCASTLE | FLYBE.BRITISH EUROPEAN | S | A | 62 | 0 | 10 | 81 | 11 | 3 | 3 | 2 | 0 | 14 | 0 | 0 | 0 | |
| | NEWCASTLE | FLYBE.BRITISH EUROPEAN | S | D | 62 | 0 | 10 | 76 | 19 | 0 | 5 | 0 | 0 | 12 | 0 | 0 | 0 | |
| | BIRMINGHAM | SN BRUSSELS AIRLINES | S | A | 106 | 0 | 2 | 87 | 10 | 2 | 0 | 1 | 0 | 9 | 0 | 0 | 0 | |
| | BIRMINGHAM | SN BRUSSELS AIRLINES | S | D | 106 | 0 | 2 | 97 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | |
| | HEATHROW | SN BRUSSELS AIRLINES | S | A | 263 | 0 | 0 | 86 | 9 | 3 | 1 | 0 | 0 | 7 | 0 | 0 | 0 | |
| | HEATHROW | SN BRUSSELS AIRLINES | S | D | 263 | 0 | 0 | 88 | 8 | 2 | 2 | 1 | 0 | 8 | 0 | 0 | 0 | |
| | MANCHESTER | SN BRUSSELS AIRLINES | S | A | 107 | 1 | 2 | 72 | 22 | 5 | 1 | 0 | 0 | 12 | 0 | 0 | 0 | |
| | MANCHESTER | SN BRUSSELS AIRLINES | S | D | 108 | 0 | 1 | 94 | 6 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | |
| | NEWCASTLE | SN BRUSSELS AIRLINES | S | A | 105 | 0 | 2 | 85 | 13 | 2 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | |
| | NEWCASTLE | SN BRUSSELS AIRLINES | S | D | 105 | 0 | 2 | 93 | 5 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | |
| | LONDON CITY | VLM (BELGIUM) | S | A | 82 | 0 | 28 | 34 | 44 | 22 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | |
| | LONDON CITY | VLM (BELGIUM) | S | D | 80 | 0 | 30 | 46 | 39 | 14 | 1 | 0 | 0 | 18 | 0 | 0 | 0 | |
| TOTAL BRUSSELS | | | | | 3057 | 9 | 121 | 81 | 12 | 4 | 2 | 1 | 0 | 10 | 71 | 13 | 13 | |
| BUCHAREST (OTOPENI) | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 30 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 2 | 79 | 13 | 34 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 30 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 79 | 18 | 34 | |
| | HEATHROW | TAROM | S | A | 31 | 0 | 0 | 84 | 16 | 0 | 0 | 0 | 0 | 6 | 55 | 19 | 31 | |
| | HEATHROW | TAROM | S | D | 31 | 0 | 0 | 81 | 13 | 6 | 0 | 0 | 0 | 8 | 52 | 19 | 31 | |
| TOTAL BUCHAREST (OTOPENI) | | | | | 124 | 0 | 0 | 89 | 10 | 2 | 0 | 0 | 0 | 5 | 67 | 17 | 17 | |
| BUDAPEST | | | | | | | | | | | | | | | | | | |

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

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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) | | | | | | | | | | | |
| BUDAPEST | HEATHROW | BRITISH AIRWAYS PLC | S | A | 62 | 0 | 0 | 84 | 8 | 8 | 0 | 0 | 0 | 9 | 70 | 35 | 69 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 62 | 0 | 0 | 77 | 15 | 6 | 2 | 0 | 0 | 11 | 65 | 19 | 69 |
| | GATWICK | MALEV (HUNGARIAN AIRLINES) | S | A | 14 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 86 | 6 | 21 |
| | GATWICK | MALEV (HUNGARIAN AIRLINES) | S | D | 14 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 3 | 62 | 18 | 21 |
| | HEATHROW | MALEV (HUNGARIAN AIRLINES) | S | A | 62 | 0 | 0 | 85 | 11 | 3 | 0 | 0 | 0 | 5 | 46 | 22 | 61 |
| | HEATHROW | MALEV (HUNGARIAN AIRLINES) | S | D | 62 | 0 | 0 | 84 | 16 | 0 | 0 | 0 | 0 | 7 | 72 | 15 | 61 |
| | MANCHESTER | MALEV (HUNGARIAN AIRLINES) | S | A | 13 | 0 | 4 | 69 | 23 | 0 | 8 | 0 | 0 | 16 | 0 | 0 | 0 |
| | MANCHESTER | MALEV (HUNGARIAN AIRLINES) | S | D | 13 | 0 | 5 | 77 | 23 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| TOTAL BUDAPEST | | | | | 302 | 0 | 9 | 83 | 13 | 4 | 1 | 0 | 0 | 8 | 65 | 21 | 21 |
| BUENOS AIRES | GATWICK | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 95 | 2 | 22 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 83 | 15 | 23 |
| TOTAL BUENOS AIRES | | | | | 26 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 89 | 8 | 8 |

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

Origin / Destinations: C

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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) | | | | | | | | | | | | |
| CAEN | | | | | | | | | | | | | | | | | | |
| TOTAL CAEN | | | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CAGLIARI (ELMAS) | | | | | | | | | | | | | | | | | | |
| TOTAL CAGLIARI (ELMAS) | | | | | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 |
| CAIRO | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S A | 31 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 5 | 31 | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S D | 31 | 0 | 0 | 77 | 13 | 10 | 0 | 0 | 0 | 10 | 45 | 51 | 31 | |
| | HEATHROW | EGYPT AIR | | S A | 32 | 0 | 0 | 22 | 25 | 44 | 9 | 0 | 0 | 40 | 9 | 43 | 32 | |
| | HEATHROW | EGYPT AIR | | S D | 31 | 0 | 0 | 10 | 35 | 39 | 16 | 0 | 0 | 44 | 16 | 41 | 31 | |
| | MANCHESTER | EGYPT AIR | | S A | 4 | 0 | 2 | 25 | 0 | 0 | 75 | 0 | 0 | 98 | 0 | 0 | 0 | |
| | MANCHESTER | EGYPT AIR | | S D | 3 | 0 | 3 | 0 | 0 | 33 | 67 | 0 | 0 | 105 | 0 | 0 | 0 | |
| TOTAL CAIRO | | | | | 134 | 0 | 5 | 49 | 18 | 22 | 10 | 0 | 0 | 28 | 41 | 35 | 35 | |
| CALCUTTA | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S A | 9 | 0 | 0 | 33 | 33 | 0 | 33 | 0 | 0 | 36 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S D | 9 | 0 | 0 | 56 | 33 | 0 | 11 | 0 | 0 | 16 | 0 | 0 | 0 | |
| TOTAL CALCUTTA | | | | | 18 | 0 | 0 | 44 | 33 | 0 | 22 | 0 | 0 | 26 | 0 | 0 | 0 | |
| CALGARY | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR CANADA | | S A | 31 | 0 | 0 | 58 | 19 | 16 | 6 | 0 | 0 | 18 | 65 | 39 | 31 | |
| | HEATHROW | AIR CANADA | | S D | 31 | 0 | 0 | 71 | 13 | 10 | 3 | 0 | 3 | 29 | 42 | 22 | 31 | |
| | GATWICK | MONARCH AIRLINES | | C A | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 11 | 56 | 36 | 9 | |
| | GATWICK | MONARCH AIRLINES | | C D | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 13 | 56 | 42 | 9 | |
| | MANCHESTER | MONARCH AIRLINES | | C A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | |
| | MANCHESTER | MONARCH AIRLINES | | C D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | | C A | 5 | 0 | 0 | 20 | 20 | 20 | 20 | 0 | 20 | 130 | 56 | 66 | 9 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | | C D | 5 | 0 | 0 | 20 | 0 | 20 | 20 | 0 | 40 | 194 | 33 | 38 | 9 | |
| TOTAL CALGARY | | | | | 98 | 0 | 0 | 62 | 14 | 14 | 5 | 0 | 4 | 35 | 52 | 36 | 36 | |
| CALVI | | | | | | | | | | | | | | | | | | |
| CAMPBELTOWN | | | | | | | | | | | | | | | | | | |
| | GLASGOW | LOGANAIR | | S A | 40 | 0 | 0 | 90 | 3 | 8 | 0 | 0 | 0 | 5 | 85 | 11 | 41 | |
| | GLASGOW | LOGANAIR | | S D | 40 | 0 | 0 | 90 | 0 | 8 | 3 | 0 | 0 | 7 | 90 | 9 | 39 | |
| TOTAL CAMPBELTOWN | | | | | 80 | 0 | 0 | 90 | 1 | 8 | 1 | 0 | 0 | 6 | 88 | 10 | 10 | |
| CANCUN | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | | S A | 9 | 0 | 0 | 67 | 11 | 11 | 0 | 11 | 0 | 40 | 44 | 30 | 9 | |

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

Origin / Destinations: C

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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 | |
| CANCUN | | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | | S D | 9 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 15 | 56 | 34 | 9 | | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | | C A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | | C D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | | |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | | C A | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 25 | 100 | 3 | 4 | | |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | | C D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 75 | 12 | 4 | | |
| | GATWICK | MY TRAVEL AIRWAYS UK | | C A | 6 | 0 | 0 | 17 | 0 | 50 | 17 | 17 | 0 | 80 | 63 | 35 | 8 | | |
| | GATWICK | MY TRAVEL AIRWAYS UK | | C D | 7 | 0 | 0 | 57 | 0 | 14 | 29 | 0 | 0 | 55 | 67 | 12 | 9 | | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | | C A | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 6 | 33 | 57 | 3 | | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | | C D | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 14 | 0 | 30 | 4 | | |
| | GATWICK | THOMAS COOK AIRLINES LTD | | C A | 2 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 0 | 113 | 0 | 0 | 0 | | |
| | GATWICK | THOMAS COOK AIRLINES LTD | | C D | 3 | 0 | 0 | 67 | 0 | 0 | 0 | 33 | 0 | 86 | 0 | 0 | 0 | | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | | C D | 3 | 0 | 0 | 67 | 0 | 0 | 0 | 33 | 0 | 79 | 0 | 0 | 0 | | |
| TOTAL CANCUN | | | | | 73 | 1 | 0 | 66 | 8 | 15 | 4 | 7 | 0 | 33 | 58 | 24 | 24 | | |
| CANNES | | | | | | | | | | | | | | | | | | | |
| CAPE TOWN | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S A | 31 | 0 | 0 | 87 | 10 | 0 | 3 | 0 | 0 | 7 | 84 | 5 | 31 | | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S D | 31 | 0 | 0 | 81 | 13 | 6 | 0 | 0 | 0 | 10 | 42 | 27 | 31 | | |
| | HEATHROW | SOUTH AFRICAN AIRWAYS | | S A | 31 | 0 | 0 | 94 | 3 | 3 | 0 | 0 | 0 | 4 | 83 | 7 | 35 | | |
| | HEATHROW | SOUTH AFRICAN AIRWAYS | | S D | 31 | 0 | 0 | 74 | 16 | 10 | 0 | 0 | 0 | 10 | 54 | 15 | 35 | | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | | S A | 9 | 0 | 0 | 67 | 11 | 11 | 0 | 0 | 11 | 82 | 67 | 19 | 9 | | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | | S D | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 7 | 56 | 21 | 9 | | |
| TOTAL CAPE TOWN | | | | | 142 | 0 | 0 | 82 | 11 | 5 | 1 | 0 | 1 | 12 | 65 | 14 | 14 | | |
| CARACAS | | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | | S A | 13 | 0 | 0 | 77 | 0 | 15 | 0 | 8 | 0 | 24 | 77 | 25 | 13 | | |
| TOTAL CARACAS | | | | | 13 | 0 | 0 | 77 | 0 | 15 | 0 | 8 | 0 | 24 | 77 | 25 | 25 | | |
| CARCASSONNE | | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | | S A | 30 | 0 | 1 | 63 | 23 | 3 | 10 | 0 | 0 | 15 | 76 | 9 | 38 | | |
| | STANSTED | RYANAIR | | S D | 31 | 0 | 0 | 61 | 26 | 6 | 6 | 0 | 0 | 17 | 76 | 15 | 38 | | |
| TOTAL CARCASSONNE | | | | | 61 | 0 | 1 | 62 | 25 | 5 | 8 | 0 | 0 | 16 | 76 | 12 | 12 | | |
| CARDIFF WALES | | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | BRITISH REGIONAL AIRLINES LTD | | S A | 46 | 18 | 0 | 67 | 20 | 9 | 4 | 0 | 0 | 14 | 80 | 13 | 64 | | |

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

Origin / Destinations: C

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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) | | | | | | | | | | | | |
| CARDIFF WALES | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | BRITISH REGIONAL AIRLINES LTD | S | D | 48 | 14 | 0 | 67 | 17 | 10 | 6 | 0 | 0 | 19 | 69 | 23 | 64 | |
| | GLASGOW | BRITISH REGIONAL AIRLINES LTD | S | A | 50 | 8 | 0 | 66 | 18 | 10 | 6 | 0 | 0 | 14 | 85 | 7 | 68 | |
| | GLASGOW | BRITISH REGIONAL AIRLINES LTD | S | D | 48 | 9 | 0 | 60 | 23 | 10 | 6 | 0 | 0 | 17 | 78 | 10 | 68 | |
| | NEWCASTLE | BRITISH REGIONAL AIRLINES LTD | S | A | 22 | 1 | 0 | 77 | 9 | 9 | 0 | 5 | 0 | 23 | 96 | 4 | 25 | |
| | NEWCASTLE | BRITISH REGIONAL AIRLINES LTD | S | D | 22 | 1 | 0 | 91 | 9 | 0 | 0 | 0 | 0 | 4 | 88 | 7 | 26 | |
| | LUTON | FIRST CHOICE AIRWAYS LTD | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | |
| TOTAL CARDIFF WALES | | | | | 240 | 52 | 0 | 69 | 17 | 9 | 5 | 0 | 0 | 16 | 80 | 12 | 12 | |
| CASABLANCA MOHAMED V | | | | | | | | | | | | | | | | | | |
| | HEATHROW | GB AIRWAYS LTD | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 56 | 10 | 9 | |
| | HEATHROW | GB AIRWAYS LTD | S | D | 5 | 0 | 0 | 20 | 40 | 20 | 20 | 0 | 0 | 35 | 13 | 30 | 8 | |
| | HEATHROW | ROYAL AIR MAROC | S | A | 31 | 0 | 0 | 48 | 26 | 23 | 3 | 0 | 0 | 17 | 55 | 29 | 31 | |
| | HEATHROW | ROYAL AIR MAROC | S | D | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 12 | 58 | 22 | 31 | |
| TOTAL CASABLANCA MOHAMED V | | | | | 49 | 0 | 0 | 55 | 22 | 18 | 4 | 0 | 0 | 16 | 52 | 24 | 24 | |
| CATANIA (FONTANAROSSA) | | | | | | | | | | | | | | | | | | |
| | GATWICK | MERIDIANA AIR | S | A | 5 | 1 | 1 | 0 | 60 | 40 | 0 | 0 | 0 | 28 | 25 | 35 | 28 | |
| | GATWICK | MERIDIANA AIR | S | D | 6 | 0 | 1 | 33 | 0 | 50 | 17 | 0 | 0 | 33 | 25 | 36 | 28 | |
| TOTAL CATANIA (FONTANAROSSA) | | | | | 14 | 1 | 2 | 29 | 21 | 43 | 7 | 0 | 0 | 28 | 25 | 36 | 36 | |
| CHAMBERY | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | C | A | 35 | 0 | 0 | 54 | 17 | 20 | 9 | 0 | 0 | 24 | 0 | 0 | 0 | |
| | GATWICK | BRITISH AIRWAYS PLC | C | D | 35 | 0 | 0 | 46 | 29 | 17 | 9 | 0 | 0 | 23 | 0 | 0 | 0 | |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | C | A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | |
| | GATWICK | EXCEL AIRWAYS LTD | C | A | 5 | 0 | 0 | 60 | 0 | 0 | 0 | 40 | 0 | 94 | 40 | 106 | 5 | |
| | GATWICK | EXCEL AIRWAYS LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 80 | 6 | 5 | |
| | MANCHESTER | EXCEL AIRWAYS LTD | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 6 | 20 | 187 | 5 | |
| | MANCHESTER | EXCEL AIRWAYS LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 48 | 5 | |
| | BIRMINGHAM | FLYBE.BRITISH EUROPEAN | C | A | 5 | 0 | 0 | 20 | 0 | 80 | 0 | 0 | 0 | 34 | 0 | 91 | 5 | |
| | BIRMINGHAM | FLYBE.BRITISH EUROPEAN | C | D | 5 | 0 | 0 | 20 | 40 | 40 | 0 | 0 | 0 | 32 | 20 | 47 | 5 | |

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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 | EDINBURGH | FLYBE.BRITISH EUROPEAN | C | A | 5 | 0 | 0 | 40 | 0 | 0 | 40 | 20 | 0 | 87 | 0 | 38 | 5 | |
| | EDINBURGH | FLYBE.BRITISH EUROPEAN | C | D | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 20 | 20 | 33 | 5 | |
| | MANCHESTER | FLYBE.BRITISH EUROPEAN | C | A | 7 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | |
| | MANCHESTER | FLYBE.BRITISH EUROPEAN | C | D | 7 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | |
| | NEWCASTLE | FLYBE.BRITISH EUROPEAN | C | A | 5 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | |
| | NEWCASTLE | FLYBE.BRITISH EUROPEAN | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | |
| | STANSTED | KLM UK LTD | S | A | 10 | 0 | 0 | 0 | 10 | 60 | 30 | 0 | 0 | 54 | 0 | 0 | 0 | |
| | STANSTED | KLM UK LTD | S | D | 10 | 0 | 0 | 20 | 20 | 60 | 0 | 0 | 0 | 32 | 0 | 0 | 0 | |
| | LUTON | TITAN AIRWAYS LTD | C | A | 2 | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | |
| | LUTON | TITAN AIRWAYS LTD | C | D | 3 | 2 | 0 | 0 | 33 | 0 | 67 | 0 | 0 | 50 | 0 | 0 | 0 | |
| | STANSTED | TITAN AIRWAYS LTD | C | A | 5 | 0 | 0 | 0 | 20 | 40 | 40 | 0 | 0 | 49 | 0 | 0 | 0 | |
| | STANSTED | TITAN AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| TOTAL CHAMBERY | | | | | 178 | 5 | 0 | 53 | 16 | 20 | 9 | 2 | 0 | 26 | 39 | 42 | 42 | |
| CHANIA | | | | | | | | | | | | | | | | | | |
| TOTAL CHANIA | | | | | 2 | 1 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | |
| CHARLEROI | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 113 | 0 | 6 | 91 | 4 | 2 | 3 | 1 | 0 | 8 | 0 | 0 | 0 | |
| | STANSTED | RYANAIR | S | D | 113 | 0 | 6 | 65 | 23 | 10 | 3 | 0 | 0 | 15 | 0 | 0 | 0 | |
| TOTAL CHARLEROI | | | | | 226 | 0 | 12 | 78 | 13 | 6 | 3 | 0 | 0 | 12 | 0 | 0 | 0 | |
| CHARLOTTE | | | | | | | | | | | | | | | | | | |
| | GATWICK | US AIRWAYS | S | A | 31 | 0 | 0 | 61 | 13 | 16 | 6 | 3 | 0 | 27 | 48 | 23 | 31 | |
| | GATWICK | US AIRWAYS | S | D | 31 | 0 | 0 | 68 | 10 | 6 | 13 | 3 | 0 | 27 | 84 | 14 | 31 | |
| TOTAL CHARLOTTE | | | | | 62 | 0 | 0 | 65 | 11 | 11 | 10 | 3 | 0 | 27 | 71 | 18 | 18 | |
| CHICAGO (O'HARE) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR INDIA | S | A | 13 | 0 | 0 | 69 | 23 | 8 | 0 | 0 | 0 | 12 | 42 | 21 | 12 | |
| | HEATHROW | AIR INDIA | S | D | 14 | 0 | 0 | 7 | 14 | 14 | 64 | 0 | 0 | 93 | 31 | 50 | 13 | |
| | HEATHROW | AMERICAN AIRLINES | S | A | 92 | 0 | 1 | 77 | 9 | 7 | 5 | 2 | 0 | 17 | 33 | 39 | 117 | |
| | HEATHROW | AMERICAN AIRLINES | S | D | 92 | 0 | 1 | 84 | 5 | 4 | 5 | 1 | 0 | 13 | 82 | 15 | 120 | |
| | MANCHESTER | AMERICAN AIRLINES | S | A | 31 | 0 | 0 | 71 | 10 | 6 | 10 | 3 | 0 | 23 | 52 | 43 | 31 | |
| | MANCHESTER | AMERICAN AIRLINES | S | D | 31 | 0 | 0 | 81 | 0 | 16 | 3 | 0 | 0 | 13 | 52 | 45 | 31 | |
| | MANCHESTER | BMI BRITISH MIDLAND | S | A | 31 | 0 | 0 | 87 | 3 | 0 | 6 | 0 | 3 | 36 | 0 | 0 | 0 | |
| | MANCHESTER | BMI BRITISH MIDLAND | S | D | 31 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| CHICAGO (O'HARE) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 62 | 0 | 0 | 95 | 2 | 3 | 0 | 0 | 0 | 2 | 74 | 14 | 62 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 62 | 0 | 0 | 71 | 19 | 10 | 0 | 0 | 0 | 12 | 69 | 21 | 62 | |
| | HEATHROW | UNITED AIRLINES | S | A | 93 | 0 | 0 | 85 | 4 | 4 | 6 | 0 | 0 | 10 | 35 | 36 | 91 | |
| | HEATHROW | UNITED AIRLINES | S | D | 92 | 1 | 0 | 86 | 9 | 3 | 2 | 0 | 0 | 8 | 83 | 8 | 92 | |
| TOTAL CHICAGO (O'HARE) | | | | | 644 | 1 | 2 | 81 | 7 | 5 | 5 | 1 | 0 | 14 | 59 | 27 | 27 | |
| CIEGO DE AVILA | | | | | | | | | | | | | | | | | | |
| | GATWICK | MONARCH AIRLINES | C | A | 2 | 1 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| TOTAL CIEGO DE AVILA | | | | | 2 | 1 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| CINCINNATI | | | | | | | | | | | | | | | | | | |
| | GATWICK | DELTA AIRLINES | S | A | 37 | 0 | 6 | 86 | 8 | 0 | 5 | 0 | 0 | 7 | 60 | 16 | 60 | |
| | GATWICK | DELTA AIRLINES | S | D | 39 | 0 | 1 | 90 | 5 | 0 | 3 | 3 | 0 | 12 | 82 | 9 | 60 | |
| TOTAL CINCINNATI | | | | | 76 | 0 | 7 | 88 | 7 | 0 | 4 | 1 | 0 | 9 | 71 | 12 | 12 | |
| CITY OF DERRY (EGLINTON) | | | | | | | | | | | | | | | | | | |
| | GLASGOW | LOGANAIR | S | A | 39 | 0 | 0 | 90 | 3 | 3 | 0 | 0 | 5 | 22 | 91 | 11 | 58 | |
| | GLASGOW | LOGANAIR | S | D | 39 | 0 | 0 | 74 | 15 | 5 | 5 | 0 | 0 | 16 | 73 | 25 | 56 | |
| | MANCHESTER | LOGANAIR | S | A | 31 | 0 | 0 | 97 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | |
| | MANCHESTER | LOGANAIR | S | D | 31 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | |
| | STANSTED | RYANAIR | S | A | 56 | 0 | 1 | 88 | 4 | 4 | 5 | 0 | 0 | 7 | 91 | 5 | 55 | |
| | STANSTED | RYANAIR | S | D | 57 | 0 | 0 | 61 | 11 | 21 | 7 | 0 | 0 | 22 | 70 | 13 | 57 | |
| TOTAL CITY OF DERRY (EGLINTON) | | | | | 253 | 1 | 1 | 82 | 6 | 7 | 4 | 0 | 1 | 13 | 82 | 12 | 12 | |
| CLERMONT FERRAND | | | | | | | | | | | | | | | | | | |
| | LONDON CITY | REGIONAL COMPAGNIE AERIENNE EUROPEENNE | S | A | 51 | 0 | 0 | 69 | 25 | 6 | 0 | 0 | 0 | 12 | 53 | 20 | 40 | |
| | LONDON CITY | REGIONAL COMPAGNIE AERIENNE EUROPEENNE | S | D | 50 | 0 | 0 | 66 | 26 | 4 | 4 | 0 | 0 | 14 | 34 | 22 | 38 | |
| TOTAL CLERMONT FERRAND | | | | | 101 | 0 | 0 | 67 | 26 | 5 | 2 | 0 | 0 | 13 | 44 | 21 | 21 | |
| CLEVELAND | | | | | | | | | | | | | | | | | | |
| COLOGNE (BONN) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 113 | 0 | 0 | 88 | 8 | 4 | 0 | 0 | 0 | 6 | 83 | 10 | 86 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 113 | 0 | 0 | 82 | 12 | 6 | 0 | 0 | 0 | 7 | 79 | 13 | 86 | |
| | HEATHROW | LUFTHANSA | S | A | 84 | 0 | 2 | 48 | 30 | 12 | 10 | 1 | 0 | 26 | 0 | 0 | 0 | |
| | HEATHROW | LUFTHANSA | S | D | 84 | 0 | 2 | 69 | 14 | 7 | 8 | 1 | 0 | 20 | 0 | 0 | 0 | |
| TOTAL COLOGNE (BONN) | | | | | 394 | 1 | 4 | 74 | 15 | 7 | 4 | 1 | 0 | 14 | 79 | 11 | 11 | |

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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) | | | | | | | | | | | | |
| COLOMBO | | | | | | | | | | | | | | | | | | |
| | HEATHROW | SRILANKAN AIRLINES | S | A | 28 | 3 | 3 | 86 | 4 | 7 | 4 | 0 | 0 | 8 | 60 | 20 | 45 | |
| | HEATHROW | SRILANKAN AIRLINES | S | D | 31 | 0 | 0 | 71 | 19 | 3 | 6 | 0 | 0 | 16 | 58 | 23 | 45 | |
| TOTAL COLOMBO | | | | | 59 | 3 | 3 | 78 | 12 | 5 | 5 | 0 | 0 | 12 | 64 | 20 | 20 | |
| CONNAUGHT | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | A | 17 | 0 | 1 | 65 | 12 | 12 | 12 | 0 | 0 | 22 | 100 | 1 | 17 | |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | D | 17 | 0 | 1 | 76 | 0 | 6 | 18 | 0 | 0 | 20 | 89 | 4 | 18 | |
| | STANSTED | RYANAIR | S | A | 31 | 0 | 0 | 84 | 10 | 0 | 6 | 0 | 0 | 10 | 79 | 7 | 33 | |
| | STANSTED | RYANAIR | S | D | 31 | 0 | 0 | 61 | 23 | 10 | 6 | 0 | 0 | 19 | 70 | 12 | 33 | |
| TOTAL CONNAUGHT | | | | | 96 | 0 | 2 | 72 | 13 | 6 | 9 | 0 | 0 | 17 | 81 | 7 | 7 | |
| COPENHAGEN | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | BMI BRITISH MIDLAND | S | A | 30 | 0 | 1 | 83 | 13 | 0 | 3 | 0 | 0 | 9 | 71 | 17 | 35 | |
| | EDINBURGH | BMI BRITISH MIDLAND | S | D | 31 | 0 | 0 | 90 | 6 | 3 | 0 | 0 | 0 | 4 | 83 | 9 | 30 | |
| | GLASGOW | BMI BRITISH MIDLAND | S | A | 29 | 1 | 1 | 83 | 10 | 3 | 3 | 0 | 0 | 9 | 74 | 14 | 31 | |
| | GLASGOW | BMI BRITISH MIDLAND | S | D | 31 | 0 | 0 | 87 | 10 | 3 | 0 | 0 | 0 | 7 | 97 | 5 | 31 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 142 | 1 | 1 | 82 | 10 | 8 | 1 | 0 | 0 | 8 | 69 | 15 | 149 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 143 | 0 | 0 | 84 | 12 | 4 | 0 | 0 | 0 | 7 | 77 | 12 | 149 | |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | A | 92 | 0 | 0 | 54 | 33 | 10 | 2 | 1 | 0 | 19 | 69 | 17 | 86 | |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | D | 91 | 0 | 0 | 89 | 2 | 7 | 2 | 0 | 0 | 8 | 79 | 8 | 87 | |
| | STANSTED | GO FLY LTD | S | A | 52 | 0 | 0 | 90 | 8 | 2 | 0 | 0 | 0 | 4 | 64 | 19 | 53 | |
| | STANSTED | GO FLY LTD | S | D | 52 | 0 | 0 | 73 | 13 | 13 | 0 | 0 | 0 | 15 | 62 | 21 | 53 | |
| | GATWICK | MAERSK AIR | S | A | 76 | 0 | 0 | 80 | 16 | 4 | 0 | 0 | 0 | 9 | 60 | 25 | 62 | |
| | GATWICK | MAERSK AIR | S | D | 77 | 0 | 0 | 87 | 12 | 0 | 1 | 0 | 0 | 6 | 73 | 13 | 64 | |
| | BIRMINGHAM | SAS | S | A | 81 | 0 | 0 | 70 | 20 | 2 | 7 | 0 | 0 | 15 | 68 | 17 | 82 | |
| | BIRMINGHAM | SAS | S | D | 82 | 0 | 1 | 78 | 7 | 9 | 6 | 0 | 0 | 13 | 68 | 18 | 80 | |
| | HEATHROW | SAS | S | A | 204 | 0 | 0 | 85 | 6 | 5 | 3 | 0 | 0 | 9 | 66 | 17 | 183 | |
| | HEATHROW | SAS | S | D | 205 | 0 | 0 | 86 | 6 | 5 | 2 | 0 | 0 | 8 | 77 | 12 | 185 | |
| | MANCHESTER | SAS | S | A | 109 | 0 | 5 | 79 | 14 | 6 | 2 | 0 | 0 | 10 | 77 | 11 | 117 | |
| | MANCHESTER | SAS | S | D | 109 | 0 | 5 | 90 | 6 | 3 | 2 | 0 | 0 | 5 | 69 | 13 | 117 | |
| | HEATHROW | VARIG | S | A | 13 | 0 | 0 | 77 | 15 | 8 | 0 | 0 | 0 | 9 | 77 | 19 | 13 | |
| | HEATHROW | VARIG | S | D | 13 | 0 | 0 | 38 | 31 | 15 | 15 | 0 | 0 | 26 | 23 | 42 | 13 | |
| TOTAL COPENHAGEN | | | | | 1662 | 2 | 14 | 81 | 11 | 5 | 2 | 0 | 0 | 9 | 72 | 15 | 15 | |

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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) | | | | | | | | | | | |
| CORK | BIRMINGHAM | AER LINGUS | S | A | 30 | 1 | 1 | 97 | 0 | 0 | 3 | 0 | 0 | 3 | 93 | 3 | 28 |
| | BIRMINGHAM | AER LINGUS | S | D | 53 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 5 | 90 | 7 | 50 |
| | HEATHROW | AER LINGUS | S | A | 94 | 0 | 0 | 93 | 2 | 3 | 1 | 1 | 0 | 6 | 85 | 7 | 99 |
| | HEATHROW | AER LINGUS | S | D | 94 | 0 | 0 | 77 | 15 | 5 | 3 | 0 | 0 | 12 | 82 | 10 | 99 |
| | NEWCASTLE | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 17 | 0 | 0 | 88 | 6 | 6 | 0 | 0 | 0 | 4 | 67 | 18 | 6 |
| | NEWCASTLE | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 17 | 0 | 0 | 82 | 12 | 6 | 0 | 0 | 0 | 7 | 50 | 21 | 6 |
| | GLASGOW | BRITISH REGIONAL AIRLINES LTD | S | A | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 6 | 30 |
| | GLASGOW | BRITISH REGIONAL AIRLINES LTD | S | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 84 | 10 | 31 |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | A | 78 | 0 | 1 | 88 | 3 | 4 | 5 | 0 | 0 | 8 | 91 | 3 | 67 |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | D | 78 | 0 | 1 | 87 | 8 | 3 | 3 | 0 | 0 | 6 | 87 | 6 | 69 |
| | BIRMINGHAM | FLYBE.BRITISH EUROPEAN | S | A | 18 | 1 | 1 | 89 | 0 | 0 | 11 | 0 | 0 | 11 | 90 | 7 | 50 |
| | BIRMINGHAM | FLYBE.BRITISH EUROPEAN | S | D | 18 | 1 | 1 | 78 | 11 | 0 | 11 | 0 | 0 | 16 | 82 | 12 | 50 |
| | GLASGOW | LOGANAIR | S | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | GLASGOW | LOGANAIR | S | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | STANSTED | RYANAIR | S | A | 88 | 0 | 0 | 57 | 17 | 16 | 9 | 1 | 0 | 24 | 77 | 19 | 95 |
| | STANSTED | RYANAIR | S | D | 88 | 0 | 0 | 52 | 22 | 18 | 8 | 0 | 0 | 23 | 64 | 19 | 95 |
| TOTAL CORK | | | | | 689 | 3 | 5 | 79 | 10 | 7 | 4 | 0 | 0 | 12 | 81 | 11 | 11 |

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| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| DACCA | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BIMAN BANGLADESH AIRLINES | S | A | 29 | 0 | 0 | 52 | 17 | 14 | 14 | 0 | 3 | 43 | 14 | 123 | 36 | |
| | HEATHROW | BIMAN BANGLADESH AIRLINES | S | D | 16 | 0 | 0 | 25 | 31 | 31 | 13 | 0 | 0 | 36 | 57 | 67 | 35 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 0 | 8 | 15 | 46 | 31 | 0 | 0 | 49 | 7 | 56 | 14 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 14 | 0 | 0 | 64 | 14 | 21 | 0 | 0 | 0 | 19 | 46 | 31 | 13 | |
| TOTAL DACCA | | | | | 72 | 0 | 0 | 40 | 19 | 25 | 14 | 0 | 1 | 38 | 33 | 81 | 81 | |
| DALAMAN | | | | | | | | | | | | | | | | | | |
| TOTAL DALAMAN | | | | | 6 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 3 | 50 | 16 | 16 | |
| DALLAS/FORT WORTH | | | | | | | | | | | | | | | | | | |
| | GATWICK | AMERICAN AIRLINES | S | A | 40 | 0 | 0 | 75 | 5 | 5 | 13 | 3 | 0 | 21 | 32 | 41 | 62 | |
| | GATWICK | AMERICAN AIRLINES | S | D | 40 | 0 | 0 | 80 | 5 | 13 | 3 | 0 | 0 | 12 | 76 | 14 | 62 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 77 | 10 | 6 | 6 | 0 | 0 | 10 | 52 | 31 | 31 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 84 | 13 | 3 | 0 | 0 | 0 | 6 | 74 | 16 | 31 | |
| TOTAL DALLAS/FORT WORTH | | | | | 142 | 0 | 0 | 79 | 8 | 7 | 6 | 1 | 0 | 13 | 57 | 26 | 26 | |
| DAMASCUS | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH MEDITERRANEAN AIRWAYS | S | A | 16 | 1 | 0 | 88 | 6 | 6 | 0 | 0 | 0 | 5 | 75 | 11 | 8 | |
| | HEATHROW | BRITISH MEDITERRANEAN AIRWAYS | S | D | 14 | 0 | 0 | 57 | 7 | 0 | 21 | 14 | 0 | 64 | 22 | 48 | 9 | |
| | HEATHROW | SYRIANAIR | S | A | 13 | 0 | 0 | 62 | 8 | 8 | 23 | 0 | 0 | 22 | 0 | 113 | 12 | |
| | HEATHROW | SYRIANAIR | S | D | 13 | 0 | 0 | 46 | 23 | 23 | 8 | 0 | 0 | 22 | 38 | 74 | 13 | |
| TOTAL DAMASCUS | | | | | 56 | 3 | 0 | 64 | 11 | 9 | 13 | 4 | 0 | 28 | 33 | 66 | 66 | |
| DAMMAM | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 0 | 92 | 0 | 0 | 8 | 0 | 0 | 6 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 0 | 85 | 8 | 8 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | |
| TOTAL DAMMAM | | | | | 26 | 0 | 0 | 88 | 4 | 4 | 4 | 0 | 0 | 9 | 78 | 29 | 29 | |
| DAR-ES-SALAAM | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 0 | 92 | 0 | 8 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 12 | 0 | 0 | 75 | 8 | 8 | 8 | 0 | 0 | 18 | 0 | 0 | 0 | |
| TOTAL DAR-ES-SALAAM | | | | | 25 | 0 | 0 | 84 | 4 | 8 | 4 | 0 | 0 | 11 | 78 | 11 | 11 | |
| DELHI | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 58 | 29 | 3 | 6 | 0 | 3 | 61 | 68 | 31 | 31 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 55 | 29 | 13 | 3 | 0 | 0 | 20 | 52 | 38 | 31 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 9 | 0 | 0 | 33 | 44 | 11 | 11 | 0 | 0 | 22 | 0 | 47 | 10 | |

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

Origin / Destinations: D

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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) | | | | | | | | | | |
| DELHI | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 9 | 0 | 0 | 56 | 33 | 11 | 0 | 0 | 0 | 17 | 22 | 25 | 9 | |
| TOTAL DELHI | | | | | 80 | 0 | 0 | 54 | 31 | 9 | 5 | 0 | 1 | 36 | 48 | 35 | 35 | |
| DENVER INTERNATIONAL | GATWICK | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 84 | 10 | 3 | 3 | 0 | 0 | 9 | 66 | 76 | 29 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 81 | 6 | 6 | 3 | 3 | 0 | 14 | 76 | 21 | 29 | |
| TOTAL DENVER INTERNATIONAL | | | | | 62 | 0 | 0 | 82 | 8 | 5 | 3 | 2 | 0 | 11 | 71 | 48 | 48 | |
| DETROIT | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 81 | 10 | 3 | 6 | 0 | 0 | 10 | 83 | 15 | 29 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 87 | 10 | 3 | 0 | 0 | 0 | 10 | 57 | 30 | 30 | |
| | GATWICK | NORTHWEST AIRLINES | S | A | 31 | 0 | 0 | 81 | 3 | 10 | 3 | 0 | 3 | 45 | 80 | 8 | 30 | |
| | GATWICK | NORTHWEST AIRLINES | S | D | 31 | 0 | 1 | 84 | 6 | 6 | 0 | 3 | 0 | 15 | 90 | 55 | 30 | |
| TOTAL DETROIT | | | | | 124 | 0 | 1 | 83 | 7 | 6 | 2 | 1 | 1 | 20 | 77 | 27 | 27 | |
| DIJON | | | | | | | | | | | | | | | | | | |
| TOTAL DIJON | | | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | |
| DINARD | STANSTED | RYANAIR | S | A | 31 | 0 | 0 | 74 | 10 | 10 | 6 | 0 | 0 | 13 | 87 | 8 | 31 | |
| | STANSTED | RYANAIR | S | D | 31 | 0 | 0 | 55 | 26 | 10 | 10 | 0 | 0 | 24 | 61 | 19 | 31 | |
| TOTAL DINARD | | | | | 62 | 0 | 0 | 65 | 18 | 10 | 8 | 0 | 0 | 19 | 74 | 13 | 13 | |
| DOHA | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 97 | 0 | 3 | 0 | 0 | 0 | 2 | 97 | 1 | 31 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 87 | 10 | 3 | 0 | 0 | 0 | 9 | 84 | 9 | 31 | |
| | HEATHROW | QATAR AIRWAYS | S | A | 40 | 0 | 0 | 73 | 18 | 5 | 5 | 0 | 0 | 13 | 53 | 41 | 40 | |
| | HEATHROW | QATAR AIRWAYS | S | D | 40 | 0 | 0 | 73 | 15 | 8 | 3 | 3 | 0 | 17 | 63 | 43 | 40 | |
| TOTAL DOHA | | | | | 142 | 0 | 0 | 81 | 11 | 5 | 2 | 1 | 0 | 11 | 75 | 21 | 21 | |
| DORTMUND | LONDON CITY | EUROWINGS LUFTVERKEHRS | S | A | 56 | 0 | 5 | 98 | 2 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | |
| | LONDON CITY | EUROWINGS LUFTVERKEHRS | S | D | 56 | 0 | 5 | 89 | 11 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | |
| TOTAL DORTMUND | | | | | 112 | 0 | 10 | 94 | 6 | 0 | 0 | 0 | 0 | 5 | 74 | 13 | 13 | |
| DRESDEN | | | | | | | | | | | | | | | | | | |
| TOTAL DRESDEN | | | | | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | |
| DUBAI | | | | | | | | | | | | | | | | | | |

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

Origin / Destinations: D

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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 |
| DUBAI | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 52 | 1 | 1 | 94 | 2 | 2 | 2 | 0 | 0 | 4 | 87 | 5 | 62 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 53 | 0 | 0 | 77 | 17 | 4 | 0 | 2 | 0 | 13 | 60 | 16 | 62 | |
| | BIRMINGHAM | EMIRATES | S | A | 32 | 0 | 0 | 66 | 6 | 19 | 6 | 3 | 0 | 22 | 48 | 24 | 31 | |
| | BIRMINGHAM | EMIRATES | S | D | 32 | 0 | 0 | 63 | 9 | 19 | 6 | 3 | 0 | 22 | 61 | 17 | 31 | |
| | GATWICK | EMIRATES | S | A | 30 | 1 | 2 | 73 | 20 | 3 | 3 | 0 | 0 | 10 | 71 | 12 | 31 | |
| | GATWICK | EMIRATES | S | D | 31 | 0 | 22 | 87 | 3 | 6 | 3 | 0 | 0 | 9 | 68 | 18 | 31 | |
| | HEATHROW | EMIRATES | S | A | 93 | 0 | 0 | 60 | 19 | 15 | 4 | 1 | 0 | 20 | 56 | 18 | 93 | |
| | HEATHROW | EMIRATES | S | D | 93 | 0 | 0 | 55 | 20 | 18 | 4 | 1 | 1 | 30 | 66 | 15 | 93 | |
| | MANCHESTER | EMIRATES | S | A | 31 | 0 | 0 | 48 | 26 | 26 | 0 | 0 | 0 | 17 | 58 | 16 | 31 | |
| | MANCHESTER | EMIRATES | S | D | 31 | 1 | 0 | 58 | 23 | 19 | 0 | 0 | 0 | 15 | 55 | 17 | 31 | |
| TOTAL DUBAI | | | | | 478 | 4 | 25 | 67 | 15 | 13 | 3 | 1 | 0 | 18 | 64 | 15 | 15 | |
| DUBLIN | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | AER LINGUS | S | A | 177 | 0 | 1 | 90 | 6 | 2 | 2 | 0 | 0 | 6 | 86 | 8 | 162 | |
| | BIRMINGHAM | AER LINGUS | S | D | 157 | 0 | 0 | 87 | 6 | 3 | 4 | 0 | 0 | 8 | 84 | 12 | 143 | |
| | EDINBURGH | AER LINGUS | S | A | 114 | 1 | 0 | 80 | 14 | 5 | 1 | 0 | 0 | 9 | 91 | 6 | 115 | |
| | EDINBURGH | AER LINGUS | S | D | 115 | 0 | 0 | 74 | 17 | 7 | 2 | 0 | 0 | 12 | 85 | 8 | 114 | |
| | GATWICK | AER LINGUS | S | A | 93 | 0 | 5 | 83 | 11 | 3 | 3 | 0 | 0 | 9 | 76 | 14 | 89 | |
| | GATWICK | AER LINGUS | S | D | 93 | 0 | 5 | 82 | 5 | 8 | 5 | 0 | 0 | 12 | 75 | 15 | 88 | |
| | GLASGOW | AER LINGUS | S | A | 89 | 0 | 0 | 94 | 2 | 3 | 0 | 0 | 0 | 4 | 86 | 6 | 107 | |
| | GLASGOW | AER LINGUS | S | D | 88 | 0 | 0 | 90 | 5 | 6 | 0 | 0 | 0 | 7 | 86 | 10 | 107 | |
| | HEATHROW | AER LINGUS | S | A | 393 | 0 | 0 | 76 | 15 | 7 | 2 | 0 | 0 | 11 | 70 | 13 | 384 | |
| | HEATHROW | AER LINGUS | S | D | 393 | 0 | 0 | 78 | 13 | 7 | 2 | 0 | 0 | 10 | 79 | 11 | 383 | |
| | LONDON CITY | AER LINGUS | S | A | 119 | 0 | 0 | 89 | 6 | 4 | 1 | 0 | 0 | 6 | 86 | 8 | 93 | |
| | LONDON CITY | AER LINGUS | S | D | 119 | 0 | 0 | 66 | 23 | 10 | 2 | 0 | 0 | 14 | 65 | 19 | 93 | |
| | MANCHESTER | AER LINGUS | S | A | 171 | 0 | 0 | 84 | 9 | 4 | 4 | 1 | 0 | 9 | 86 | 7 | 162 | |
| | MANCHESTER | AER LINGUS | S | D | 171 | 0 | 1 | 89 | 5 | 5 | 1 | 1 | 0 | 6 | 86 | 8 | 162 | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 273 | 0 | 0 | 75 | 12 | 8 | 4 | 0 | 0 | 13 | 56 | 20 | 243 | |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 272 | 1 | 0 | 79 | 11 | 7 | 3 | 0 | 0 | 11 | 62 | 16 | 244 | |
| | NEWCASTLE | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 76 | 1 | 0 | 88 | 4 | 3 | 5 | 0 | 0 | 10 | 61 | 20 | 18 | |
| | NEWCASTLE | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 78 | 0 | 0 | 86 | 6 | 5 | 1 | 1 | 0 | 9 | 67 | 19 | 18 | |
| | GATWICK | CITY FLYER EXPRESS | S | A | 93 | 0 | 0 | 76 | 15 | 4 | 4 | 0 | 0 | 11 | 76 | 14 | 151 | |
| | GATWICK | CITY FLYER EXPRESS | S | D | 93 | 0 | 0 | 77 | 16 | 3 | 3 | 0 | 0 | 13 | 76 | 13 | 151 | |

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

Origin / Destinations: D

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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) | | | | | | | | | | | | |
| DUBLIN | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | GO FLY LTD | | S A | 12 | 0 | 0 | 83 | 8 | 8 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 |
| | EDINBURGH | GO FLY LTD | | S D | 12 | 0 | 0 | 58 | 25 | 17 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 |
| | GLASGOW | GO FLY LTD | | S A | 12 | 0 | 0 | 75 | 8 | 17 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 |
| | GLASGOW | GO FLY LTD | | S D | 12 | 0 | 0 | 75 | 17 | 8 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 |
| | MANCHESTER | LUXAIR | | S A | 31 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 3 | 100 | 0 | 5 | 5 |
| | MANCHESTER | LUXAIR | | S D | 31 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 2 | 60 | 18 | 5 | 5 |
| | BIRMINGHAM | RYANAIR | | S A | 111 | 3 | 3 | 91 | 5 | 4 | 0 | 0 | 0 | 4 | 82 | 6 | 107 | 107 |
| | BIRMINGHAM | RYANAIR | | S D | 112 | 2 | 3 | 85 | 10 | 5 | 0 | 0 | 0 | 7 | 80 | 10 | 108 | 108 |
| | EDINBURGH | RYANAIR | | S A | 132 | 0 | 0 | 91 | 2 | 4 | 3 | 1 | 0 | 8 | 0 | 0 | 0 | 0 |
| | EDINBURGH | RYANAIR | | S D | 132 | 0 | 0 | 83 | 9 | 4 | 3 | 1 | 0 | 11 | 0 | 0 | 0 | 0 |
| | GATWICK | RYANAIR | | S A | 123 | 1 | 112 | 88 | 7 | 2 | 4 | 0 | 0 | 9 | 52 | 19 | 124 | 124 |
| | GATWICK | RYANAIR | | S D | 123 | 0 | 82 | 90 | 4 | 2 | 4 | 0 | 0 | 7 | 72 | 14 | 124 | 124 |
| | LUTON | RYANAIR | | S A | 144 | 0 | 5 | 97 | 1 | 2 | 1 | 0 | 0 | 3 | 92 | 13 | 166 | 166 |
| | LUTON | RYANAIR | | S D | 144 | 0 | 4 | 97 | 3 | 1 | 0 | 0 | 0 | 2 | 89 | 5 | 166 | 166 |
| | MANCHESTER | RYANAIR | | S A | 145 | 0 | 0 | 92 | 6 | 1 | 1 | 0 | 0 | 5 | 88 | 4 | 147 | 147 |
| | MANCHESTER | RYANAIR | | S D | 146 | 0 | 0 | 97 | 1 | 1 | 1 | 0 | 0 | 2 | 84 | 9 | 147 | 147 |
| | STANSTED | RYANAIR | | S A | 310 | 0 | 4 | 74 | 13 | 9 | 5 | 0 | 0 | 12 | 82 | 9 | 331 | 331 |
| | STANSTED | RYANAIR | | S D | 309 | 1 | 3 | 61 | 18 | 16 | 5 | 0 | 0 | 19 | 76 | 12 | 331 | 331 |
| TOTAL DUBLIN | | | | | 5220 | 15 | 228 | 82 | 10 | 6 | 2 | 0 | 0 | 9 | 78 | 11 | 11 | 11 |
| DUBROVNIK | | | | | | | | | | | | | | | | | | |
| DUNDEE | | | | | | | | | | | | | | | | | | |
| | LONDON CITY | SCOT AIRWAYS | | S A | 102 | 0 | 17 | 83 | 14 | 2 | 1 | 0 | 0 | 8 | 64 | 14 | 129 | 129 |
| | LONDON CITY | SCOT AIRWAYS | | S D | 103 | 0 | 16 | 88 | 10 | 2 | 0 | 0 | 0 | 7 | 71 | 15 | 129 | 129 |
| TOTAL DUNDEE | | | | | 205 | 0 | 33 | 86 | 12 | 2 | 0 | 0 | 0 | 7 | 67 | 14 | 14 | 14 |
| DUSSELDORF | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | BMI BRITISH MIDLAND | | S A | 70 | 0 | 1 | 90 | 7 | 0 | 3 | 0 | 0 | 8 | 88 | 11 | 77 | 77 |
| | MANCHESTER | BMI BRITISH MIDLAND | | S D | 70 | 0 | 0 | 96 | 1 | 1 | 1 | 0 | 0 | 3 | 86 | 12 | 72 | 72 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | | S A | 100 | 0 | 0 | 91 | 5 | 2 | 2 | 0 | 0 | 6 | 91 | 9 | 106 | 106 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | | S D | 99 | 0 | 0 | 91 | 5 | 1 | 3 | 0 | 0 | 5 | 88 | 7 | 106 | 106 |
| | EDINBURGH | BRITISH AIRWAYS PLC | | S A | 48 | 0 | 0 | 88 | 8 | 0 | 4 | 0 | 0 | 8 | 88 | 9 | 59 | 59 |
| | EDINBURGH | BRITISH AIRWAYS PLC | | S D | 45 | 0 | 0 | 98 | 0 | 2 | 0 | 0 | 0 | 3 | 76 | 13 | 34 | 34 |
| | HEATHROW | BRITISH AIRWAYS PLC | | S A | 149 | 0 | 0 | 85 | 9 | 5 | 1 | 0 | 0 | 7 | 80 | 11 | 143 | 143 |
| | HEATHROW | BRITISH AIRWAYS PLC | | S D | 149 | 0 | 0 | 83 | 7 | 9 | 1 | 0 | 0 | 9 | 75 | 13 | 143 | 143 |

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

Origin / Destinations: D

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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) | | | | | | | | | | | |
| DUSSELDORF | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 96 | 0 | 1 | 77 | 13 | 6 | 4 | 0 | 0 | 13 | 76 | 11 | 84 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 96 | 0 | 1 | 85 | 7 | 6 | 1 | 0 | 0 | 7 | 77 | 13 | 84 |
| | GATWICK | CITY FLYER EXPRESS | S | A | 76 | 0 | 0 | 79 | 8 | 7 | 5 | 1 | 0 | 17 | 75 | 12 | 116 |
| | GATWICK | CITY FLYER EXPRESS | S | D | 75 | 0 | 0 | 64 | 15 | 11 | 7 | 4 | 0 | 27 | 73 | 15 | 117 |
| | BIRMINGHAM | EUROWINGS LUFTVERKEHRS | S | A | 65 | 0 | 0 | 92 | 5 | 2 | 2 | 0 | 0 | 5 | 0 | 0 | 0 |
| | BIRMINGHAM | EUROWINGS LUFTVERKEHRS | S | D | 65 | 0 | 0 | 89 | 6 | 3 | 2 | 0 | 0 | 6 | 0 | 0 | 0 |
| | NEWCASTLE | EUROWINGS LUFTVERKEHRS | S | A | 25 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NEWCASTLE | EUROWINGS LUFTVERKEHRS | S | D | 25 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | STANSTED | KLM UK LTD | S | A | 78 | 0 | 0 | 87 | 4 | 5 | 4 | 0 | 0 | 7 | 91 | 5 | 79 |
| | STANSTED | KLM UK LTD | S | D | 78 | 0 | 0 | 81 | 8 | 6 | 5 | 0 | 0 | 11 | 81 | 11 | 79 |
| | HEATHROW | LUFTHANSA | S | A | 137 | 0 | 2 | 95 | 3 | 2 | 0 | 0 | 0 | 3 | 85 | 11 | 124 |
| | HEATHROW | LUFTHANSA | S | D | 137 | 0 | 1 | 94 | 3 | 2 | 1 | 0 | 0 | 4 | 91 | 7 | 124 |
| | MANCHESTER | LUFTHANSA CITY LINE | S | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | MANCHESTER | LUFTHANSA CITY LINE | S | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL DUSSELDORF | | | | | 1687 | 3 | 6 | 87 | 6 | 4 | 2 | 0 | 0 | 8 | 82 | 11 | 11 |

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

Origin / Destinations: E

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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 | STANSTED | AZZURRA AIR | C | D | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 264 | 5 | 2 | 84 | 7 | 6 | 3 | 0 | 0 | 9 | 71 | 13 | 235 |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 269 | 4 | 0 | 86 | 9 | 4 | 1 | 0 | 0 | 7 | 73 | 12 | 239 |
| | MANCHESTER | BMI REGIONAL | S | A | 110 | 0 | 0 | 92 | 6 | 1 | 1 | 0 | 0 | 6 | 78 | 11 | 92 |
| | MANCHESTER | BMI REGIONAL | S | D | 112 | 0 | 0 | 96 | 2 | 1 | 1 | 0 | 0 | 1 | 77 | 10 | 93 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 161 | 0 | 0 | 88 | 7 | 3 | 2 | 0 | 0 | 6 | 69 | 21 | 167 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 161 | 0 | 0 | 87 | 9 | 2 | 2 | 0 | 0 | 7 | 77 | 17 | 167 |
| | MANCHESTER | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 52 | 0 | 0 | 77 | 8 | 8 | 8 | 0 | 0 | 17 | 72 | 19 | 68 |
| | MANCHESTER | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 52 | 0 | 0 | 79 | 8 | 6 | 8 | 0 | 0 | 13 | 85 | 13 | 67 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | A | 169 | 1 | 1 | 89 | 7 | 3 | 2 | 0 | 0 | 6 | 77 | 14 | 196 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | D | 171 | 1 | 0 | 91 | 7 | 1 | 1 | 0 | 0 | 4 | 85 | 10 | 196 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 316 | 0 | 4 | 79 | 13 | 4 | 4 | 0 | 0 | 11 | 73 | 18 | 331 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 320 | 0 | 0 | 84 | 8 | 3 | 5 | 0 | 0 | 10 | 76 | 13 | 332 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 84 | 0 | 6 | 64 | 26 | 7 | 2 | 0 | 0 | 16 | 58 | 24 | 79 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 85 | 0 | 3 | 94 | 2 | 2 | 1 | 0 | 0 | 4 | 61 | 21 | 77 |
| | GLASGOW | CHANNEL EXPRESS (AIR SVS) | C | A | 3 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 |
| | GLASGOW | CHANNEL EXPRESS (AIR SVS) | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 134 | 0 | 1 | 66 | 16 | 14 | 4 | 0 | 0 | 17 | 0 | 0 | 0 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 134 | 0 | 1 | 78 | 10 | 8 | 4 | 0 | 0 | 12 | 0 | 0 | 0 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 184 | 0 | 7 | 71 | 12 | 9 | 8 | 0 | 0 | 16 | 50 | 27 | 169 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 185 | 0 | 6 | 59 | 20 | 14 | 6 | 1 | 0 | 20 | 39 | 33 | 173 |
| | BIRMINGHAM | FLYBE.BRITISH EUROPEAN | S | A | 137 | 0 | 3 | 64 | 20 | 12 | 3 | 1 | 0 | 17 | 72 | 12 | 87 |
| | BIRMINGHAM | FLYBE.BRITISH EUROPEAN | S | D | 137 | 1 | 3 | 69 | 13 | 12 | 6 | 1 | 0 | 17 | 74 | 13 | 108 |
| | LONDON CITY | FLYBE.BRITISH EUROPEAN | S | A | 65 | 0 | 6 | 91 | 9 | 0 | 0 | 0 | 0 | 5 | 83 | 8 | 137 |
| | LONDON CITY | FLYBE.BRITISH EUROPEAN | S | D | 65 | 0 | 6 | 85 | 12 | 3 | 0 | 0 | 0 | 8 | 80 | 12 | 138 |
| | STANSTED | GO FLY LTD | S | A | 192 | 0 | 0 | 89 | 3 | 5 | 3 | 0 | 0 | 6 | 82 | 9 | 191 |
| | STANSTED | GO FLY LTD | S | D | 192 | 0 | 0 | 78 | 12 | 6 | 4 | 0 | 0 | 12 | 70 | 17 | 192 |
| | LONDON CITY | SCOT AIRWAYS | S | A | 268 | 0 | 33 | 79 | 15 | 3 | 2 | 0 | 0 | 10 | 67 | 15 | 161 |
| | LONDON CITY | SCOT AIRWAYS | S | D | 271 | 2 | 30 | 85 | 10 | 3 | 2 | 0 | 0 | 8 | 72 | 14 | 147 |
| TOTAL EDINBURGH | | | | | 4303 | 83 | 112 | 81 | 11 | 5 | 3 | 0 | 0 | 10 | 72 | 16 | 16 |
| EINDHOVEN | | | | | | | | | | | | | | | | | |

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

Origin / Destinations: E

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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 | HEATHROW | HOLLANDEXEL | S | A | 42 | 0 | 0 | 60 | 21 | 12 | 7 | 0 | 0 | 19 | 69 | 12 | 49 |
| | HEATHROW | HOLLANDEXEL | S | D | 41 | 0 | 0 | 56 | 20 | 12 | 12 | 0 | 0 | 23 | 59 | 14 | 49 |
| | STANSTED | HOLLANDEXEL | S | A | 67 | 0 | 0 | 78 | 16 | 3 | 3 | 0 | 0 | 10 | 69 | 16 | 70 |
| | STANSTED | HOLLANDEXEL | S | D | 67 | 0 | 0 | 94 | 1 | 3 | 1 | 0 | 0 | 8 | 81 | 12 | 69 |
| | BIRMINGHAM | TTA - TRANS TRAVEL AIRLINES BV | S | A | 41 | 0 | 1 | 71 | 20 | 5 | 5 | 0 | 0 | 13 | 0 | 0 | 0 |
| | BIRMINGHAM | TTA - TRANS TRAVEL AIRLINES BV | S | D | 41 | 0 | 1 | 78 | 15 | 2 | 5 | 0 | 0 | 14 | 0 | 0 | 0 |
| TOTAL EINDHOVEN | | | | | 300 | 0 | 2 | 75 | 14 | 6 | 5 | 0 | 0 | 13 | 78 | 11 | 11 |
| ENTEbbe | HEATHROW | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 0 | 85 | 15 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 0 | 69 | 31 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| TOTAL ENTEBBE | | | | | 26 | 0 | 0 | 77 | 23 | 0 | 0 | 0 | 0 | 8 | 52 | 29 | 29 |
| ESBJERG | STANSTED | RYANAIR | S | A | 30 | 1 | 1 | 87 | 3 | 10 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | STANSTED | RYANAIR | S | D | 31 | 0 | 0 | 39 | 39 | 13 | 10 | 0 | 0 | 23 | 0 | 0 | 0 |
| TOTAL ESBJERG | | | | | 61 | 1 | 1 | 62 | 21 | 11 | 5 | 0 | 0 | 15 | 0 | 68 | 68 |
| EXETER | | | | | | | | | | | | | | | | | |

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

Origin / Destinations: F

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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) |
| FAGERNES/LEIRIN | | | | | | | | | | | | | | | | | | |
| FARNBOROUGH | | | | | | | | | | | | | | | | | | |
| FARO | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | AERO LLOYD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| | BIRMINGHAM | AERO LLOYD | C | D | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 |
| | GATWICK | AIR LUXOR | C | D | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 |
| | GLASGOW | AIR LUXOR | C | D | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 32 | 0 | 0 | 0 | 0 |
| | HEATHROW | AIR PORTUGAL | S | A | 31 | 0 | 0 | 52 | 23 | 19 | 6 | 0 | 0 | 23 | 65 | 19 | 31 | 31 |
| | HEATHROW | AIR PORTUGAL | S | D | 31 | 0 | 0 | 84 | 13 | 0 | 0 | 0 | 3 | 19 | 94 | 7 | 31 | 31 |
| | EDINBURGH | AZZURRA AIR | C | A | 4 | 1 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 |
| | EDINBURGH | AZZURRA AIR | C | D | 5 | 0 | 0 | 20 | 60 | 20 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 0 |
| | STANSTED | AZZURRA AIR | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| | STANSTED | AZZURRA AIR | C | D | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 |
| | GLASGOW | BMI BRITISH MIDLAND | C | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 20 | 75 | 10 | 4 | 4 |
| | GLASGOW | BMI BRITISH MIDLAND | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 15 | 60 | 12 | 5 | 5 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 38 | 25 | 31 | 4 | 4 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 43 | 60 | 22 | 5 | 5 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 10 | 0 | 0 | 60 | 10 | 10 | 0 | 10 | 10 | 120 | 44 | 17 | 9 | 9 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 10 | 0 | 0 | 80 | 10 | 0 | 0 | 10 | 0 | 38 | 100 | 3 | 10 | 10 |
| | GLASGOW | BRITANNIA AIRWAYS | C | A | 9 | 0 | 0 | 56 | 22 | 11 | 0 | 11 | 0 | 38 | 60 | 17 | 5 | 5 |
| | GLASGOW | BRITANNIA AIRWAYS | C | D | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 10 | 60 | 18 | 5 | 5 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 9 | 1 | 0 | 56 | 22 | 11 | 11 | 0 | 0 | 21 | 100 | 4 | 5 | 5 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 9 | 0 | 0 | 89 | 0 | 0 | 11 | 0 | 0 | 11 | 100 | 2 | 5 | 5 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | C | A | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 21 | 0 | 0 | 0 | 0 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS PLC | C | A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 13 | 60 | 19 | 10 | 10 |
| | GATWICK | BRITISH AIRWAYS PLC | C | D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 10 | 60 | 19 | 10 | 10 |
| | STANSTED | EURALAIR | C | A | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | STANSTED | EURALAIR | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 26 | 0 | 0 | 0 | 0 |
| | GATWICK | EXCEL AIRWAYS LTD | C | A | 7 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 |
| | GATWICK | EXCEL AIRWAYS LTD | C | D | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| | BIRMINGHAM | FIRST CHOICE AIRWAYS LTD | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 4 | 5 | 5 |
| | BIRMINGHAM | FIRST CHOICE AIRWAYS LTD | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 100 | 1 | 5 | 5 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | S | A | 9 | 0 | 0 | 33 | 22 | 33 | 11 | 0 | 0 | 27 | 17 | 44 | 6 | 6 |

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

Origin / Destinations: F

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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 | |
| FARO | | | | | | | | | | | | | | | | | | | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | A | 6 | 0 | 0 | 67 | 0 | 17 | 17 | 0 | 0 | 18 | 25 | 35 | 8 | | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | S | D | 9 | 0 | 0 | 44 | 33 | 22 | 0 | 0 | 0 | 21 | 33 | 26 | 6 | | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | D | 7 | 0 | 0 | 86 | 0 | 0 | 14 | 0 | 0 | 18 | 50 | 23 | 10 | | |
| | GLASGOW | FIRST CHOICE AIRWAYS LTD | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | | |
| | GLASGOW | FIRST CHOICE AIRWAYS LTD | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | | |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | A | 7 | 0 | 0 | 29 | 57 | 0 | 14 | 0 | 0 | 30 | 50 | 14 | 8 | | |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | S | A | 8 | 1 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 12 | 33 | 18 | 6 | | |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | S | D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 7 | 67 | 12 | 6 | | |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | D | 7 | 0 | 0 | 86 | 0 | 0 | 14 | 0 | 0 | 17 | 63 | 15 | 8 | | |
| | STANSTED | FIRST CHOICE AIRWAYS LTD | C | A | 6 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 16 | 40 | 22 | 5 | | |
| | STANSTED | FIRST CHOICE AIRWAYS LTD | C | D | 7 | 0 | 0 | 71 | 14 | 14 | 0 | 0 | 0 | 12 | 100 | 6 | 5 | | |
| | GATWICK | GB AIRWAYS LTD | S | A | 28 | 0 | 0 | 82 | 14 | 4 | 0 | 0 | 0 | 6 | 79 | 15 | 38 | | |
| | GATWICK | GB AIRWAYS LTD | S | D | 28 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 8 | 58 | 28 | 40 | | |
| | HEATHROW | GB AIRWAYS LTD | S | A | 30 | 0 | 0 | 77 | 13 | 7 | 0 | 3 | 0 | 16 | 43 | 55 | 23 | | |
| | HEATHROW | GB AIRWAYS LTD | S | D | 30 | 0 | 0 | 53 | 20 | 20 | 3 | 3 | 0 | 29 | 83 | 12 | 23 | | |
| | STANSTED | GO FLY LTD | S | A | 41 | 0 | 0 | 83 | 10 | 5 | 2 | 0 | 0 | 10 | 69 | 12 | 29 | | |
| | STANSTED | GO FLY LTD | S | D | 39 | 2 | 0 | 56 | 18 | 18 | 8 | 0 | 0 | 24 | 59 | 15 | 29 | | |
| | BIRMINGHAM | MONARCH AIRLINES | C | A | 5 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 18 | 25 | 107 | 4 | | |
| | BIRMINGHAM | MONARCH AIRLINES | C | D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 18 | 25 | 63 | 4 | | |
| | GATWICK | MONARCH AIRLINES | C | A | 15 | 0 | 0 | 73 | 13 | 13 | 0 | 0 | 0 | 13 | 29 | 26 | 14 | | |
| | GATWICK | MONARCH AIRLINES | C | D | 16 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 11 | 93 | 8 | 14 | | |
| | MANCHESTER | MONARCH AIRLINES | S | A | 6 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | | |
| | MANCHESTER | MONARCH AIRLINES | C | A | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 5 | 60 | 57 | 10 | | |
| | MANCHESTER | MONARCH AIRLINES | S | D | 6 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | | |
| | MANCHESTER | MONARCH AIRLINES | C | D | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 5 | 40 | 43 | 10 | | |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 7 | 20 | 26 | 5 | | |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | D | 6 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 13 | 60 | 14 | 5 | | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 9 | 0 | 0 | 44 | 33 | 11 | 11 | 0 | 0 | 23 | 33 | 63 | 9 | | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 8 | 0 | 0 | 88 | 0 | 0 | 13 | 0 | 0 | 11 | 100 | 3 | 8 | | |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | A | 6 | 0 | 0 | 50 | 33 | 17 | 0 | 0 | 0 | 19 | 0 | 266 | 4 | | |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | D | 7 | 0 | 0 | 57 | 29 | 14 | 0 | 0 | 0 | 15 | 25 | 119 | 4 | | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 15 | 1 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 17 | 44 | 25 | 9 | | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 16 | 1 | 0 | 75 | 19 | 6 | 0 | 0 | 0 | 7 | 70 | 25 | 10 | | |

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

Origin / Destinations: F

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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 | | | | | | | | | | | | | | | | | | | |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 14 | 25 | 51 | 4 | | |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 4 | 50 | 22 | 4 | | |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 14 | 80 | 8 | 5 | | |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 12 | 80 | 15 | 5 | | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 9 | 11 | 46 | 9 | | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 12 | 1 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 6 | 70 | 54 | 10 | | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 16 | 2 | 0 | 63 | 13 | 19 | 0 | 0 | 6 | 40 | 47 | 48 | 15 | | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 19 | 0 | 0 | 74 | 11 | 16 | 0 | 0 | 0 | 10 | 67 | 28 | 15 | | |
| TOTAL FARO | | | | | 722 | 10 | 0 | 71 | 16 | 9 | 3 | 1 | 0 | 18 | 61 | 26 | 26 | | |
| FIGARI | | | | | | | | | | | | | | | | | | | |
| FLORENCE | | | | | | | | | | | | | | | | | | | |
| | GATWICK | MERIDIANA AIR | S | A | 63 | 1 | 2 | 79 | 10 | 8 | 3 | 0 | 0 | 9 | 56 | 18 | 85 | | |
| | GATWICK | MERIDIANA AIR | S | D | 63 | 1 | 1 | 87 | 8 | 2 | 3 | 0 | 0 | 6 | 60 | 22 | 85 | | |
| TOTAL FLORENCE | | | | | 126 | 2 | 3 | 83 | 9 | 5 | 3 | 0 | 0 | 7 | 58 | 20 | 20 | | |
| FORLI | | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 30 | 1 | 1 | 53 | 17 | 17 | 13 | 0 | 0 | 26 | 0 | 0 | 0 | | |
| | STANSTED | RYANAIR | S | D | 31 | 0 | 0 | 26 | 19 | 35 | 19 | 0 | 0 | 38 | 0 | 0 | 0 | | |
| TOTAL FORLI | | | | | 61 | 1 | 1 | 39 | 18 | 26 | 16 | 0 | 0 | 32 | 0 | 0 | 0 | | |
| FORT LAUDERDALE | | | | | | | | | | | | | | | | | | | |
| FRANKFURT MAIN | | | | | | | | | | | | | | | | | | | |
| | LONDON CITY | AUGSBURG AIRWAYS GMBH | S | A | 20 | 0 | 0 | 90 | 5 | 5 | 0 | 0 | 0 | 6 | 57 | 16 | 21 | | |
| | LONDON CITY | AUGSBURG AIRWAYS GMBH | S | D | 20 | 0 | 0 | 65 | 25 | 10 | 0 | 0 | 0 | 12 | 57 | 19 | 21 | | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 86 | 0 | 0 | 71 | 19 | 6 | 3 | 1 | 0 | 16 | 71 | 15 | 85 | | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 86 | 0 | 0 | 72 | 17 | 6 | 5 | 0 | 0 | 13 | 65 | 17 | 85 | | |
| | GLASGOW | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 23 | 0 | 0 | 74 | 9 | 13 | 4 | 0 | 0 | 15 | 0 | 0 | 0 | | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | A | 98 | 0 | 3 | 86 | 11 | 2 | 1 | 0 | 0 | 7 | 90 | 10 | 105 | | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | D | 100 | 0 | 1 | 94 | 1 | 4 | 1 | 0 | 0 | 4 | 80 | 13 | 104 | | |
| | EDINBURGH | BRITISH AIRWAYS PLC | S | A | 20 | 0 | 0 | 70 | 5 | 5 | 20 | 0 | 0 | 32 | 88 | 7 | 8 | | |
| | EDINBURGH | BRITISH AIRWAYS PLC | S | D | 21 | 0 | 1 | 81 | 10 | 10 | 0 | 0 | 0 | 11 | 77 | 11 | 22 | | |
| | GLASGOW | BRITISH AIRWAYS PLC | S | A | 26 | 0 | 0 | 69 | 23 | 8 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | | |

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

Origin / Destinations: F

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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 | |
| | | | | | | | | | | | | | | | | | |
| FRANKFURT MAIN | GLASGOW | BRITISH AIRWAYS PLC | S | D | 20 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 185 | 0 | 0 | 78 | 10 | 8 | 4 | 0 | 0 | 12 | 73 | 14 | 191 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 185 | 0 | 4 | 82 | 9 | 4 | 5 | 0 | 0 | 11 | 69 | 15 | 191 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 105 | 2 | 2 | 64 | 21 | 14 | 1 | 0 | 0 | 14 | 64 | 19 | 108 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 107 | 0 | 1 | 89 | 4 | 3 | 5 | 0 | 0 | 8 | 65 | 19 | 108 |
| | GLASGOW | BRITISH REGIONAL AIRLINES LTD | S | D | 21 | 0 | 0 | 90 | 0 | 10 | 0 | 0 | 0 | 7 | 89 | 5 | 18 |
| | STANSTED | KLM UK LTD | S | A | 74 | 3 | 0 | 89 | 5 | 1 | 3 | 0 | 1 | 12 | 87 | 6 | 78 |
| | STANSTED | KLM UK LTD | S | D | 74 | 3 | 0 | 78 | 14 | 7 | 1 | 0 | 0 | 11 | 71 | 13 | 78 |
| | BIRMINGHAM | LUFTHANSA | S | A | 86 | 0 | 0 | 94 | 2 | 2 | 1 | 0 | 0 | 4 | 81 | 11 | 90 |
| | BIRMINGHAM | LUFTHANSA | S | D | 86 | 0 | 1 | 94 | 6 | 0 | 0 | 0 | 0 | 5 | 70 | 13 | 91 |
| | EDINBURGH | LUFTHANSA | S | A | 63 | 0 | 0 | 84 | 11 | 2 | 3 | 0 | 0 | 7 | 97 | 1 | 62 |
| | EDINBURGH | LUFTHANSA | S | D | 62 | 0 | 0 | 79 | 16 | 2 | 3 | 0 | 0 | 12 | 79 | 10 | 62 |
| | HEATHROW | LUFTHANSA | S | A | 305 | 1 | 1 | 85 | 10 | 4 | 2 | 0 | 0 | 7 | 68 | 15 | 307 |
| | HEATHROW | LUFTHANSA | S | D | 305 | 1 | 0 | 84 | 12 | 3 | 1 | 0 | 0 | 7 | 71 | 13 | 307 |
| | MANCHESTER | LUFTHANSA | S | A | 90 | 0 | 0 | 77 | 18 | 4 | 1 | 0 | 0 | 9 | 73 | 10 | 124 |
| | MANCHESTER | LUFTHANSA | S | D | 90 | 0 | 0 | 93 | 3 | 3 | 0 | 0 | 0 | 4 | 63 | 12 | 124 |
| | LONDON CITY | LUFTHANSA CITY LINE | S | A | 44 | 0 | 0 | 84 | 11 | 2 | 2 | 0 | 0 | 8 | 63 | 14 | 46 |
| | LONDON CITY | LUFTHANSA CITY LINE | S | D | 44 | 0 | 0 | 41 | 32 | 25 | 2 | 0 | 0 | 22 | 22 | 27 | 46 |
| TOTAL FRANKFURT MAIN | | | | | 2446 | 13 | 14 | 82 | 11 | 5 | 2 | 0 | 0 | 9 | 70 | 14 | 14 |
| FREETOWN | | | | | | | | | | | | | | | | | |
| FUERTEVENTURA | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 50 | 18 | 4 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 1 | 4 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 23 | 33 | 18 | 9 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 89 | 7 | 9 | |
| | LUTON | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 25 | 0 | 50 | 25 | 0 | 0 | 65 | 60 | 17 | 5 |
| | LUTON | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 52 | 80 | 12 | 5 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 78 | 17 | 9 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 89 | 14 | 9 | |
| | STANSTED | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 0 | 0 | 25 | 338 | 0 | 0 | 0 |
| | STANSTED | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | A | 8 | 0 | 0 | 38 | 25 | 38 | 0 | 0 | 0 | 25 | 50 | 16 | 12 |

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

Origin / Destinations: F

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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) | | | | | | | | | | | |
| FUERTEVENTURA | GATWICK | FIRST CHOICE AIRWAYS LTD | C | D | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 11 | 83 | 10 | 12 |
| | LUTON | FIRST CHOICE AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| | LUTON | FIRST CHOICE AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | A | 8 | 0 | 0 | 63 | 38 | 0 | 0 | 0 | 12 | 75 | 12 | 8 | |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | D | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 75 | 8 | 8 | |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 12 | 25 | 86 | 4 | |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 4 | 75 | 24 | 4 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 1 | 92 | 9 | 13 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 6 | 71 | 14 | 14 | |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 19 | 75 | 13 | 4 | |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 5 | 100 | 2 | 4 | |
| | LUTON | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 17 | 100 | 0 | 4 | |
| | LUTON | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 3 | 60 | 29 | 5 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 14 | 2 | 0 | 79 | 0 | 0 | 14 | 0 | 7 | 105 | 78 | 16 | 9 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 14 | 1 | 0 | 71 | 0 | 7 | 7 | 7 | 7 | 114 | 56 | 29 | 9 |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 15 | 75 | 10 | 4 | |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 5 | 100 | 2 | 4 | |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 5 | 50 | 22 | 4 | |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 10 | 75 | 20 | 4 | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 25 | 45 | 4 | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 1 | 75 | 33 | 4 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 4 | 54 | 15 | 13 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 9 | 0 | 0 | 44 | 33 | 22 | 0 | 0 | 16 | 69 | 10 | 13 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 13 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 2 | 88 | 17 | 8 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 13 | 0 | 0 | 85 | 15 | 0 | 0 | 0 | 5 | 88 | 14 | 8 | |
| TOTAL FUERTEVENTURA | | | | | 220 | 3 | 0 | 80 | 10 | 5 | 3 | 0 | 1 | 28 | 71 | 17 | 17 |
| FUNCHAL | HEATHROW | AIR PORTUGAL | S | A | 9 | 0 | 0 | 33 | 22 | 22 | 11 | 11 | 0 | 56 | 50 | 30 | 8 |
| | HEATHROW | AIR PORTUGAL | S | D | 9 | 0 | 0 | 11 | 33 | 33 | 11 | 11 | 0 | 65 | 38 | 40 | 8 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 2 | 50 | 424 | 4 | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 3 | 50 | 405 | 4 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 50 | 507 | 4 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 1 | 50 | 500 | 4 | |

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

Origin / Destinations: F

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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) | | | | | | | | | | | | | |
| FUNCHAL | | | | | | | | | | | | | | | | | | | |
| | GATWICK | EXCEL AIRWAYS LTD | C | A | 8 | 0 | 0 | 88 | 0 | 0 | 13 | 0 | 0 | 9 | 75 | 11 | 4 | | |
| | GATWICK | EXCEL AIRWAYS LTD | C | D | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 75 | 13 | 4 | | |
| | MANCHESTER | EXCEL AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 2 | 4 | | |
| | MANCHESTER | EXCEL AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 8 | 4 | | |
| | BIRMINGHAM | FIRST CHOICE AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 75 | 64 | 4 | | |
| | BIRMINGHAM | FIRST CHOICE AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 75 | 41 | 4 | | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 50 | 62 | 4 | | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 75 | 6 | 4 | | |
| | GLASGOW | FIRST CHOICE AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 50 | 345 | 4 | | |
| | GLASGOW | FIRST CHOICE AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 40 | 4 | | |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 13 | 25 | 46 | 4 | | |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 1 | 4 | | |
| | GATWICK | GB AIRWAYS LTD | S | A | 22 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 6 | 56 | 71 | 18 | | |
| | GATWICK | GB AIRWAYS LTD | S | D | 22 | 0 | 0 | 82 | 9 | 9 | 0 | 0 | 0 | 9 | 61 | 20 | 18 | | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 31 | 75 | 14 | 4 | | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 100 | 3 | 4 | | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 14 | 75 | 40 | 4 | | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 5 | 75 | 8 | 4 | | |
| | GLASGOW | SATA | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 14 | 75 | 7 | 4 | | |
| | GLASGOW | SATA | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 100 | 1 | 3 | | |
| | NEWCASTLE | SATA | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 5 | 100 | 0 | 4 | | |
| | NEWCASTLE | SATA | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 1 | 4 | | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 22 | 38 | 261 | 8 | | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 71 | 235 | 7 | | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 24 | 50 | 440 | 4 | | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 433 | 4 | | |
| TOTAL FUNCHAL | | | | | 184 | 0 | 0 | 81 | 9 | 6 | 3 | 1 | 0 | 12 | 63 | 141 | 141 | | |

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

Origin / Destinations: G

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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 |
| GANDER | | | | | | | | | | | | | | | | | | |
| GATWICK | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 6 | 8 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 44 | 21 | 9 | |
| | EDINBURGH | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 161 | 0 | 0 | 91 | 6 | 1 | 1 | 0 | 0 | 5 | 80 | 16 | 166 | |
| | EDINBURGH | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 161 | 0 | 0 | 88 | 7 | 4 | 2 | 0 | 0 | 7 | 69 | 21 | 165 | |
| | GLASGOW | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 156 | 0 | 0 | 94 | 2 | 3 | 1 | 0 | 0 | 4 | 83 | 13 | 165 | |
| | GLASGOW | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 156 | 0 | 0 | 94 | 2 | 3 | 1 | 1 | 0 | 7 | 82 | 12 | 164 | |
| | MANCHESTER | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 191 | 0 | 0 | 92 | 6 | 1 | 1 | 1 | 0 | 6 | 82 | 14 | 196 | |
| | MANCHESTER | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 191 | 0 | 0 | 94 | 3 | 1 | 2 | 1 | 0 | 5 | 79 | 18 | 196 | |
| | NEWCASTLE | CITY FLYER EXPRESS | S | A | 139 | 0 | 0 | 86 | 10 | 2 | 2 | 0 | 0 | 6 | 75 | 12 | 140 | |
| | NEWCASTLE | CITY FLYER EXPRESS | S | D | 138 | 1 | 0 | 91 | 5 | 4 | 1 | 0 | 0 | 6 | 73 | 16 | 139 | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | A | 134 | 0 | 1 | 78 | 11 | 7 | 4 | 0 | 0 | 11 | 0 | 0 | 0 | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | D | 134 | 0 | 1 | 62 | 21 | 13 | 4 | 0 | 0 | 17 | 0 | 0 | 0 | |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | A | 4 | 2 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 2 | 2 | |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 19 | 67 | 8 | 3 | |
| | MANCHESTER | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 19 | 0 | 21 | 1 | |
| | MANCHESTER | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | |
| TOTAL GATWICK | | | | | 1587 | 19 | 2 | 88 | 7 | 4 | 2 | 0 | 0 | 7 | 78 | 15 | 15 | |
| GDANSK | | | | | | | | | | | | | | | | | | |
| GEILO (DAGALI) | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | C | A | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | |
| | GATWICK | BRITISH AIRWAYS PLC | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | |
| | GATWICK | FLYBE.BRITISH EUROPEAN | C | A | 4 | 1 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | |
| | GATWICK | FLYBE.BRITISH EUROPEAN | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | |
| TOTAL GEILO (DAGALI) | | | | | 19 | 1 | 0 | 84 | 16 | 0 | 0 | 0 | 0 | 9 | 67 | 47 | 47 | |
| GENEVA | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BMI BRITISH MIDLAND | C | A | 15 | 0 | 0 | 13 | 7 | 67 | 13 | 0 | 0 | 45 | 0 | 44 | 8 | |
| | HEATHROW | BMI BRITISH MIDLAND | C | D | 15 | 0 | 0 | 60 | 33 | 7 | 0 | 0 | 0 | 14 | 75 | 19 | 8 | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 0 | 0 | 80 | 20 | 0 | 0 | 71 | 0 | 78 | 5 | |

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

Origin / Destinations: G

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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 | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 40 | 40 | 0 | 20 | 0 | 0 | 30 | 80 | 35 | 5 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 29 | 0 | 0 | 24 | 24 | 34 | 10 | 3 | 3 | 55 | 13 | 56 | 24 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 29 | 0 | 0 | 48 | 24 | 21 | 3 | 0 | 3 | 34 | 43 | 30 | 23 |
| | GLASGOW | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 46 | 0 | 60 | 5 |
| | GLASGOW | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 40 | 20 | 20 | 20 | 0 | 0 | 33 | 20 | 32 | 5 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 10 | 0 | 0 | 0 | 0 | 50 | 40 | 10 | 0 | 81 | 20 | 65 | 10 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 8 | 2 | 0 | 38 | 25 | 13 | 13 | 13 | 0 | 52 | 10 | 45 | 10 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 88 | 0 | 0 | 65 | 18 | 10 | 6 | 1 | 0 | 19 | 58 | 29 | 84 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 88 | 0 | 0 | 68 | 16 | 10 | 5 | 1 | 0 | 20 | 67 | 20 | 85 |
| | EDINBURGH | BRITISH AIRWAYS PLC | C | A | 5 | 0 | 0 | 0 | 20 | 80 | 0 | 0 | 0 | 33 | 20 | 45 | 5 |
| | EDINBURGH | BRITISH AIRWAYS PLC | C | D | 5 | 0 | 0 | 20 | 0 | 80 | 0 | 0 | 0 | 31 | 0 | 32 | 5 |
| | GATWICK | BRITISH AIRWAYS PLC | C | A | 16 | 0 | 0 | 19 | 38 | 25 | 19 | 0 | 0 | 36 | 0 | 39 | 5 |
| | GATWICK | BRITISH AIRWAYS PLC | C | D | 15 | 0 | 0 | 67 | 20 | 7 | 7 | 0 | 0 | 15 | 20 | 26 | 5 |
| | GLASGOW | BRITISH AIRWAYS PLC | C | A | 10 | 0 | 0 | 40 | 30 | 30 | 0 | 0 | 0 | 21 | 40 | 26 | 10 |
| | GLASGOW | BRITISH AIRWAYS PLC | C | D | 10 | 0 | 0 | 0 | 50 | 40 | 10 | 0 | 0 | 32 | 0 | 41 | 10 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 179 | 0 | 1 | 73 | 16 | 10 | 2 | 0 | 0 | 12 | 42 | 30 | 153 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 180 | 0 | 0 | 81 | 13 | 6 | 0 | 0 | 0 | 8 | 61 | 21 | 152 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 2 | 58 | 19 | 19 | 3 | 0 | 0 | 18 | 39 | 28 | 31 |
| | MANCHESTER | BRITISH AIRWAYS PLC | C | A | 10 | 0 | 0 | 80 | 0 | 10 | 10 | 0 | 0 | 16 | 33 | 48 | 9 |
| | MANCHESTER | BRITISH AIRWAYS PLC | C | D | 10 | 0 | 0 | 90 | 0 | 0 | 10 | 0 | 0 | 9 | 56 | 27 | 9 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 2 | 77 | 16 | 3 | 3 | 0 | 0 | 11 | 70 | 18 | 30 |
| | STANSTED | CHANNEL EXPRESS (AIR SVS) | C | A | 3 | 0 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 30 | 0 | 0 | 0 |
| | STANSTED | CHANNEL EXPRESS (AIR SVS) | C | D | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 31 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 31 | 0 | 0 | 94 | 3 | 3 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 52 | 24 | 0 | 87 | 4 | 10 | 0 | 0 | 0 | 6 | 25 | 45 | 32 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 52 | 24 | 0 | 81 | 17 | 2 | 0 | 0 | 0 | 9 | 19 | 45 | 32 |
| | GATWICK | EASYJET SWITZERLAND | S | A | 91 | 1 | 1 | 71 | 11 | 11 | 7 | 0 | 0 | 15 | 55 | 29 | 62 |
| | GATWICK | EASYJET SWITZERLAND | S | D | 91 | 0 | 1 | 67 | 16 | 11 | 5 | 0 | 0 | 14 | 65 | 24 | 62 |
| | LUTON | EASYJET SWITZERLAND | S | A | 93 | 0 | 1 | 76 | 12 | 5 | 5 | 1 | 0 | 14 | 56 | 33 | 116 |
| | LUTON | EASYJET SWITZERLAND | S | D | 94 | 0 | 0 | 61 | 16 | 13 | 10 | 0 | 1 | 25 | 47 | 31 | 116 |
| | GATWICK | EUROPEAN AIR CHARTER | C | A | 5 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 83 | 0 | 0 | 0 |

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

Origin / Destinations: G

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | MAR 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 | EUROPEAN AIR CHARTER | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | STANSTED | EUROPEAN AIR CHARTER | C | A | 10 | 0 | 0 | 60 | 10 | 20 | 10 | 0 | 0 | 26 | 0 | 28 | 4 |
| | STANSTED | EUROPEAN AIR CHARTER | C | D | 10 | 0 | 0 | 50 | 40 | 10 | 0 | 0 | 0 | 11 | 25 | 18 | 4 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | A | 20 | 0 | 0 | 20 | 30 | 40 | 10 | 0 | 0 | 34 | 14 | 58 | 14 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | D | 20 | 0 | 0 | 65 | 5 | 30 | 0 | 0 | 0 | 16 | 50 | 24 | 14 |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | A | 5 | 0 | 0 | 0 | 20 | 40 | 40 | 0 | 0 | 70 | 0 | 56 | 5 |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 13 | 20 | 23 | 5 |
| | EDINBURGH | FLYBE.BRITISH EUROPEAN | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | EDINBURGH | FLYBE.BRITISH EUROPEAN | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 5 | 0 | 94 | 1 |
| | NEWCASTLE | FLYBE.BRITISH EUROPEAN | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | NEWCASTLE | FLYBE.BRITISH EUROPEAN | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | STANSTED | KLM UK LTD | S | A | 10 | 0 | 0 | 30 | 20 | 30 | 20 | 0 | 0 | 43 | 40 | 49 | 5 |
| | STANSTED | KLM UK LTD | S | D | 10 | 0 | 0 | 30 | 20 | 20 | 30 | 0 | 0 | 53 | 20 | 44 | 5 |
| | BIRMINGHAM | MONARCH AIRLINES | C | A | 5 | 0 | 0 | 20 | 0 | 40 | 40 | 0 | 0 | 59 | 0 | 82 | 5 |
| | BIRMINGHAM | MONARCH AIRLINES | C | D | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 19 | 40 | 60 | 5 |
| | GATWICK | MONARCH AIRLINES | C | A | 14 | 1 | 0 | 29 | 7 | 43 | 21 | 0 | 0 | 37 | 0 | 50 | 9 |
| | GATWICK | MONARCH AIRLINES | C | D | 14 | 0 | 0 | 64 | 7 | 21 | 7 | 0 | 0 | 19 | 80 | 15 | 10 |
| | STANSTED | MONARCH AIRLINES | C | A | 5 | 0 | 0 | 40 | 0 | 60 | 0 | 0 | 0 | 34 | 0 | 84 | 5 |
| | STANSTED | MONARCH AIRLINES | C | D | 5 | 0 | 0 | 20 | 20 | 40 | 20 | 0 | 0 | 40 | 0 | 75 | 5 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 10 | 0 | 0 | 80 | 10 | 0 | 10 | 0 | 0 | 14 | 60 | 25 | 5 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 10 | 0 | 0 | 80 | 10 | 10 | 0 | 0 | 0 | 12 | 100 | 4 | 5 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 6 | 0 | 0 | 50 | 17 | 33 | 0 | 0 | 0 | 19 | 40 | 33 | 5 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 80 | 16 | 5 |
| | HEATHROW | SWISS AIRLINES | S | A | 124 | 0 | 0 | 86 | 8 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | HEATHROW | SWISS AIRLINES | S | D | 123 | 1 | 0 | 76 | 13 | 10 | 1 | 0 | 0 | 10 | 0 | 0 | 0 |
| | LONDON CITY | SWISS AIRLINES | S | A | 97 | 0 | 0 | 73 | 18 | 7 | 2 | 0 | 0 | 11 | 62 | 19 | 73 |
| | LONDON CITY | SWISS AIRLINES | S | D | 97 | 0 | 0 | 46 | 34 | 16 | 3 | 0 | 0 | 20 | 39 | 29 | 76 |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 10 | 0 | 0 | 0 | 10 | 80 | 10 | 0 | 0 | 43 | 0 | 68 | 10 |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 10 | 0 | 0 | 30 | 20 | 50 | 0 | 0 | 0 | 28 | 40 | 23 | 10 |
| TOTAL GENEVA | | | | | 2007 | 62 | 8 | 67 | 15 | 13 | 5 | 0 | 0 | 17 | 48 | 30 | 30 |
| GENOA | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 31 | 0 | 0 | 87 | 3 | 3 | 6 | 0 | 0 | 9 | 65 | 30 | 26 |

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

Origin / Destinations: G

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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 | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 31 | 0 | 0 | 74 | 6 | 13 | 6 | 0 | 0 | 18 | 77 | 18 | 26 | |
| | STANSTED | RYANAIR | S | A | 56 | 0 | 0 | 63 | 13 | 16 | 9 | 0 | 0 | 18 | 75 | 13 | 57 | |
| | STANSTED | RYANAIR | S | D | 56 | 0 | 0 | 39 | 30 | 20 | 11 | 0 | 0 | 25 | 56 | 15 | 57 | |
| TOTAL GENOA | | | | | 174 | 0 | 0 | 61 | 16 | 14 | 9 | 0 | 0 | 18 | 67 | 17 | 17 | |
| GERONA | | | | | | | | | | | | | | | | | | |
| TOTAL GERONA | | | | | 6 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 7 | 100 | 12 | 12 | |
| GIBRALTAR | | | | | | | | | | | | | | | | | | |
| | GATWICK | GB AIRWAYS LTD | S | A | 24 | 0 | 0 | 88 | 4 | 0 | 4 | 0 | 4 | 53 | 82 | 23 | 39 | |
| | GATWICK | GB AIRWAYS LTD | S | D | 23 | 0 | 0 | 74 | 22 | 4 | 0 | 0 | 0 | 13 | 71 | 30 | 42 | |
| | HEATHROW | GB AIRWAYS LTD | S | A | 33 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 2 | 86 | 7 | 7 | |
| | HEATHROW | GB AIRWAYS LTD | S | D | 35 | 0 | 0 | 77 | 11 | 11 | 0 | 0 | 0 | 11 | 100 | 4 | 7 | |
| | LUTON | MONARCH AIRLINES | S | A | 18 | 0 | 0 | 78 | 17 | 0 | 6 | 0 | 0 | 13 | 25 | 47 | 16 | |
| | LUTON | MONARCH AIRLINES | S | D | 18 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 41 | 32 | 17 | |
| TOTAL GIBRALTAR | | | | | 151 | 0 | 0 | 85 | 10 | 3 | 1 | 0 | 1 | 15 | 67 | 28 | 28 | |
| GLASGOW | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 217 | 0 | 0 | 81 | 11 | 5 | 3 | 0 | 0 | 8 | 74 | 12 | 234 | |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 215 | 2 | 0 | 79 | 12 | 7 | 2 | 0 | 0 | 10 | 74 | 12 | 235 | |
| | MANCHESTER | BMI REGIONAL | S | A | 86 | 0 | 0 | 98 | 2 | 0 | 0 | 0 | 0 | 3 | 91 | 5 | 95 | |
| | MANCHESTER | BMI REGIONAL | S | D | 85 | 0 | 0 | 99 | 1 | 0 | 0 | 0 | 0 | 1 | 95 | 5 | 97 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 156 | 0 | 0 | 92 | 3 | 3 | 2 | 0 | 0 | 6 | 83 | 12 | 165 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 156 | 0 | 0 | 94 | 2 | 3 | 2 | 0 | 0 | 6 | 77 | 16 | 165 | |
| | MANCHESTER | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 46 | 0 | 0 | 87 | 11 | 2 | 0 | 0 | 0 | 5 | 74 | 13 | 72 | |
| | MANCHESTER | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 46 | 0 | 0 | 98 | 2 | 0 | 0 | 0 | 0 | 2 | 66 | 19 | 74 | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | A | 172 | 2 | 1 | 92 | 2 | 3 | 3 | 0 | 0 | 5 | 88 | 8 | 197 | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | D | 171 | 0 | 1 | 93 | 5 | 0 | 2 | 0 | 0 | 4 | 88 | 8 | 195 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 300 | 17 | 2 | 83 | 9 | 5 | 3 | 0 | 0 | 9 | 80 | 10 | 333 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 319 | 0 | 0 | 82 | 10 | 4 | 4 | 0 | 0 | 9 | 77 | 13 | 333 | |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 68 | 1 | 2 | 78 | 9 | 9 | 4 | 0 | 0 | 12 | 70 | 16 | 70 | |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 67 | 0 | 4 | 75 | 12 | 1 | 12 | 0 | 0 | 17 | 64 | 22 | 69 | |

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

Origin / Destinations: G

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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) | | | | | | | | | | | |
| GLASGOW | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 178 | 1 | 13 | 78 | 11 | 6 | 6 | 0 | 0 | 11 | 63 | 26 | 190 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 182 | 0 | 6 | 68 | 15 | 9 | 8 | 1 | 0 | 20 | 53 | 32 | 190 |
| | BIRMINGHAM | FLYBE.BRITISH EUROPEAN | S | A | 93 | 0 | 5 | 90 | 6 | 2 | 1 | 0 | 0 | 5 | 81 | 10 | 122 |
| | BIRMINGHAM | FLYBE.BRITISH EUROPEAN | S | D | 97 | 0 | 4 | 64 | 23 | 10 | 2 | 1 | 0 | 18 | 79 | 13 | 124 |
| | STANSTED | GO FLY LTD | S | A | 135 | 0 | 0 | 93 | 4 | 1 | 2 | 0 | 0 | 4 | 91 | 4 | 119 |
| | STANSTED | GO FLY LTD | S | D | 134 | 1 | 0 | 80 | 9 | 7 | 4 | 0 | 0 | 12 | 65 | 15 | 120 |
| TOTAL GLASGOW | | | | | 2926 | 28 | 38 | 84 | 8 | 4 | 3 | 0 | 0 | 9 | 76 | 14 | 14 |
| GOA | GATWICK | FIRST CHOICE AIRWAYS LTD | C | A | 10 | 0 | 0 | 30 | 20 | 10 | 40 | 0 | 0 | 56 | 33 | 34 | 9 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | D | 9 | 0 | 0 | 56 | 0 | 11 | 33 | 0 | 0 | 35 | 20 | 19 | 10 |
| | GATWICK | MONARCH AIRLINES | C | A | 20 | 0 | 0 | 60 | 25 | 15 | 0 | 0 | 0 | 14 | 33 | 42 | 18 |
| | GATWICK | MONARCH AIRLINES | C | D | 19 | 0 | 0 | 84 | 5 | 11 | 0 | 0 | 0 | 8 | 70 | 27 | 20 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 10 | 0 | 0 | 70 | 20 | 10 | 0 | 0 | 0 | 8 | 43 | 53 | 14 |
| | MANCHESTER | MONARCH AIRLINES | C | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 67 | 14 | 15 |
| TOTAL GOA | | | | | 77 | 0 | 0 | 68 | 13 | 10 | 9 | 0 | 0 | 18 | 49 | 39 | 39 |
| GOTEBORG | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | A | 25 | 0 | 0 | 88 | 8 | 4 | 0 | 0 | 0 | 3 | 100 | 1 | 6 |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | D | 25 | 0 | 0 | 88 | 8 | 4 | 0 | 0 | 0 | 4 | 100 | 5 | 6 |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | A | 44 | 0 | 0 | 84 | 9 | 5 | 2 | 0 | 0 | 10 | 0 | 0 | 0 |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | D | 45 | 0 | 0 | 80 | 16 | 2 | 2 | 0 | 0 | 10 | 0 | 0 | 0 |
| | HEATHROW | SAS | S | A | 89 | 0 | 0 | 82 | 11 | 6 | 1 | 0 | 0 | 9 | 63 | 17 | 60 |
| | HEATHROW | SAS | S | D | 89 | 0 | 0 | 87 | 8 | 3 | 1 | 0 | 1 | 14 | 78 | 16 | 60 |
| TOTAL GOTEBORG | | | | | 319 | 0 | 0 | 84 | 10 | 4 | 1 | 0 | 0 | 10 | 75 | 14 | 14 |
| GOTEBORG (SAVE) | STANSTED | RYANAIR | S | A | 52 | 0 | 0 | 60 | 25 | 13 | 2 | 0 | 0 | 16 | 0 | 0 | 0 |
| | STANSTED | RYANAIR | S | D | 52 | 0 | 0 | 50 | 31 | 17 | 2 | 0 | 0 | 21 | 0 | 0 | 0 |
| TOTAL GOTEBORG (SAVE) | | | | | 104 | 0 | 0 | 55 | 28 | 15 | 2 | 0 | 0 | 18 | 0 | 0 | 0 |
| GRAND CAYMAN | HEATHROW | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 0 | 54 | 31 | 15 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| TOTAL GRAND CAYMAN | | | | | 26 | 0 | 0 | 73 | 19 | 8 | 0 | 0 | 0 | 11 | 74 | 15 | 15 |

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

Origin / Destinations: G

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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 |
| GRAZ | | | | | | | | | | | | | | | | | | |
| GRENADA | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | | S A | 13 | 0 | 0 | 54 | 31 | 0 | 0 | 8 | 8 | 156 | 78 | 10 | 9 | |
| | GATWICK | BRITISH AIRWAYS PLC | | S D | 13 | 0 | 0 | 77 | 15 | 8 | 0 | 0 | 0 | 11 | 33 | 25 | 9 | |
| | GATWICK | MONARCH AIRLINES | | C A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | |
| TOTAL GRENADA | | | | | 31 | 0 | 0 | 68 | 23 | 3 | 0 | 3 | 3 | 72 | 59 | 28 | 28 | |
| GRENOBLE | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | | C A | 5 | 0 | 0 | 20 | 40 | 20 | 20 | 0 | 0 | 41 | 0 | 0 | 0 | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | | C D | 5 | 0 | 0 | 40 | 20 | 20 | 20 | 0 | 0 | 25 | 0 | 0 | 0 | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | | C A | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 9 | 80 | 11 | 10 | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | | C D | 10 | 0 | 0 | 80 | 10 | 10 | 0 | 0 | 0 | 6 | 90 | 7 | 10 | |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | | C A | 5 | 0 | 0 | 0 | 40 | 60 | 0 | 0 | 0 | 35 | 20 | 30 | 5 | |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | | C D | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 14 | 20 | 23 | 5 | |
| | GATWICK | MONARCH AIRLINES | | C A | 6 | 0 | 0 | 50 | 17 | 33 | 0 | 0 | 0 | 20 | 80 | 10 | 5 | |
| | GATWICK | MONARCH AIRLINES | | C D | 6 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 5 | 100 | 0 | 5 | |
| | LUTON | MONARCH AIRLINES | | C D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 0 | 1 | |
| | MANCHESTER | MONARCH AIRLINES | | C A | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 22 | 80 | 11 | 5 | |
| | MANCHESTER | MONARCH AIRLINES | | C D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 6 | 80 | 8 | 5 | |
| TOTAL GRENOBLE | | | | | 68 | 0 | 0 | 63 | 19 | 13 | 4 | 0 | 0 | 15 | 74 | 12 | 12 | |
| GUERNSEY | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | AURIGNY AIR SERVICES | | S A | 68 | 0 | 1 | 75 | 15 | 9 | 1 | 0 | 0 | 12 | 76 | 13 | 51 | |
| | MANCHESTER | AURIGNY AIR SERVICES | | S D | 68 | 0 | 1 | 85 | 6 | 6 | 3 | 0 | 0 | 8 | 78 | 10 | 51 | |
| | STANSTED | AURIGNY AIR SERVICES | | S A | 84 | 0 | 6 | 87 | 5 | 7 | 1 | 0 | 0 | 8 | 83 | 8 | 87 | |
| | STANSTED | AURIGNY AIR SERVICES | | S D | 83 | 1 | 8 | 82 | 10 | 5 | 4 | 0 | 0 | 12 | 82 | 10 | 87 | |
| | GATWICK | CITY FLYER EXPRESS | | S A | 75 | 0 | 0 | 83 | 3 | 12 | 1 | 1 | 0 | 13 | 83 | 7 | 95 | |
| | GATWICK | CITY FLYER EXPRESS | | S D | 76 | 0 | 0 | 79 | 7 | 9 | 3 | 3 | 0 | 18 | 77 | 9 | 95 | |
| | BIRMINGHAM | FLYBE.BRITISH EUROPEAN | | S A | 25 | 0 | 1 | 68 | 20 | 8 | 4 | 0 | 0 | 15 | 71 | 11 | 24 | |
| | BIRMINGHAM | FLYBE.BRITISH EUROPEAN | | S D | 29 | 0 | 0 | 62 | 14 | 17 | 7 | 0 | 0 | 25 | 69 | 24 | 26 | |
| | GATWICK | FLYBE.BRITISH EUROPEAN | | S A | 101 | 0 | 3 | 87 | 7 | 2 | 4 | 0 | 0 | 7 | 88 | 9 | 111 | |
| | GATWICK | FLYBE.BRITISH EUROPEAN | | S D | 102 | 0 | 2 | 88 | 6 | 4 | 2 | 0 | 0 | 7 | 89 | 8 | 111 | |
| TOTAL GUERNSEY | | | | | 712 | 2 | 22 | 82 | 8 | 7 | 3 | 0 | 0 | 11 | 82 | 10 | 10 | |

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

Origin / Destinations: H

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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 |
| HAHN | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 109 | 0 | 0 | 75 | 7 | 8 | 8 | 1 | 0 | 16 | 81 | 11 | 83 | |
| | STANSTED | RYANAIR | S | D | 108 | 1 | 0 | 46 | 21 | 21 | 11 | 0 | 0 | 27 | 71 | 16 | 85 | |
| TOTAL HAHN | | | | | 218 | 2 | 0 | 61 | 15 | 15 | 10 | 0 | 0 | 22 | 76 | 13 | 13 | |
| HALIFAX INT | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR CANADA | S | A | 30 | 0 | 0 | 50 | 20 | 17 | 10 | 0 | 3 | 56 | 35 | 56 | 26 | |
| | HEATHROW | AIR CANADA | S | D | 29 | 0 | 0 | 69 | 24 | 3 | 3 | 0 | 0 | 15 | 62 | 28 | 26 | |
| TOTAL HALIFAX INT | | | | | 59 | 0 | 0 | 59 | 22 | 10 | 7 | 0 | 2 | 35 | 48 | 42 | 42 | |
| HAMBURG | | | | | | | | | | | | | | | | | | |
| | LONDON CITY | AUGSBURG AIRWAYS GMBH | S | A | 65 | 0 | 0 | 66 | 25 | 8 | 2 | 0 | 0 | 13 | 0 | 0 | 0 | |
| | LONDON CITY | AUGSBURG AIRWAYS GMBH | S | D | 65 | 0 | 0 | 58 | 31 | 8 | 3 | 0 | 0 | 15 | 0 | 0 | 0 | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | A | 44 | 0 | 1 | 80 | 14 | 5 | 2 | 0 | 0 | 10 | 54 | 19 | 28 | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | D | 44 | 0 | 1 | 93 | 5 | 2 | 0 | 0 | 0 | 4 | 89 | 5 | 28 | |
| | EDINBURGH | BRITISH AIRWAYS PLC | S | A | 20 | 0 | 0 | 95 | 5 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 122 | 0 | 0 | 76 | 14 | 8 | 1 | 1 | 0 | 12 | 59 | 17 | 100 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 122 | 0 | 0 | 80 | 15 | 4 | 1 | 0 | 0 | 8 | 70 | 15 | 100 | |
| | HEATHROW | LUFTHANSA | S | A | 112 | 0 | 2 | 93 | 6 | 1 | 0 | 0 | 0 | 3 | 70 | 13 | 90 | |
| | HEATHROW | LUFTHANSA | S | D | 114 | 0 | 1 | 97 | 2 | 1 | 0 | 0 | 0 | 2 | 76 | 10 | 89 | |
| | MANCHESTER | LUFTHANSA CITY LINE | S | A | 43 | 0 | 0 | 84 | 12 | 5 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | |
| | MANCHESTER | LUFTHANSA CITY LINE | S | D | 43 | 0 | 0 | 91 | 7 | 2 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | |
| TOTAL HAMBURG | | | | | 794 | 0 | 7 | 83 | 12 | 4 | 1 | 0 | 0 | 8 | 63 | 18 | 18 | |
| HANOVER | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 90 | 0 | 0 | 71 | 20 | 7 | 2 | 0 | 0 | 11 | 70 | 17 | 77 | |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 91 | 0 | 0 | 82 | 13 | 3 | 1 | 0 | 0 | 8 | 71 | 17 | 78 | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | A | 24 | 0 | 0 | 92 | 4 | 0 | 4 | 0 | 0 | 6 | 83 | 13 | 23 | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | D | 24 | 0 | 0 | 92 | 0 | 0 | 8 | 0 | 0 | 8 | 68 | 13 | 22 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 12 | 0 | 0 | 67 | 17 | 8 | 8 | 0 | 0 | 16 | 29 | 33 | 7 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 12 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 8 | 25 | 19 | 8 | |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | A | 31 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 87 | 6 | 30 | |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | D | 31 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 84 | 8 | 32 | |
| | GATWICK | CITY FLYER EXPRESS | S | A | 74 | 0 | 0 | 89 | 7 | 0 | 4 | 0 | 0 | 5 | 77 | 13 | 79 | |
| | GATWICK | CITY FLYER EXPRESS | S | D | 74 | 0 | 0 | 76 | 9 | 12 | 3 | 0 | 0 | 14 | 72 | 14 | 79 | |

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

Origin / Destinations: H

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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) | | | | | | | | | | | | |
| HANOVER | | | | | | | | | | | | | | | | | | |
| | LUTON | MY TRAVEL AIRWAYS UK | C | A | 8 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | |
| | LUTON | MY TRAVEL AIRWAYS UK | C | D | 8 | 0 | 0 | 88 | 0 | 0 | 0 | 13 | 0 | 26 | 0 | 0 | 0 | |
| TOTAL HANOVER | | | | | 479 | 3 | 0 | 83 | 10 | 4 | 3 | 0 | 0 | 9 | 74 | 14 | 14 | |
| HARARE | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR ZIMBABWE | S | A | 17 | 0 | 1 | 59 | 24 | 12 | 0 | 0 | 6 | 70 | 14 | 40 | 14 | |
| | GATWICK | AIR ZIMBABWE | S | D | 16 | 1 | 2 | 63 | 19 | 6 | 0 | 6 | 6 | 49 | 93 | 6 | 14 | |
| TOTAL HARARE | | | | | 34 | 1 | 3 | 62 | 21 | 9 | 0 | 3 | 6 | 58 | 54 | 23 | 23 | |
| HASSI MESSAOUD | | | | | | | | | | | | | | | | | | |
| | GATWICK | ANTINEA AIRLINES | C | A | 9 | 0 | 0 | 67 | 11 | 22 | 0 | 0 | 0 | 10 | 100 | 2 | 9 | |
| | GATWICK | ANTINEA AIRLINES | C | D | 9 | 0 | 0 | 67 | 11 | 11 | 0 | 11 | 0 | 30 | 89 | 10 | 9 | |
| | GATWICK | EXCEL AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | |
| | GATWICK | EXCEL AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | A | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | D | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | |
| TOTAL HASSI MESSAOUD | | | | | 42 | 0 | 0 | 79 | 10 | 10 | 0 | 2 | 0 | 13 | 88 | 6 | 6 | |
| HAVANA | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 9 | 0 | 0 | 78 | 0 | 0 | 22 | 0 | 0 | 20 | 67 | 9 | 9 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 9 | 0 | 0 | 78 | 0 | 11 | 11 | 0 | 0 | 27 | 56 | 21 | 9 | |
| | GATWICK | CUBANA | S | A | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 30 | 75 | 11 | 4 | |
| | GATWICK | CUBANA | S | D | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 34 | 50 | 32 | 4 | |
| TOTAL HAVANA | | | | | 24 | 0 | 0 | 58 | 8 | 17 | 17 | 0 | 0 | 30 | 62 | 17 | 17 | |
| HEATHROW | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | BMI BRITISH MIDLAND | S | A | 273 | 0 | 0 | 83 | 12 | 4 | 1 | 0 | 0 | 8 | 71 | 13 | 239 | |
| | EDINBURGH | BMI BRITISH MIDLAND | S | D | 269 | 1 | 3 | 82 | 10 | 5 | 2 | 0 | 0 | 9 | 74 | 11 | 237 | |
| | GLASGOW | BMI BRITISH MIDLAND | S | A | 217 | 0 | 0 | 79 | 11 | 7 | 2 | 0 | 0 | 10 | 66 | 14 | 238 | |
| | GLASGOW | BMI BRITISH MIDLAND | S | D | 217 | 0 | 1 | 78 | 13 | 6 | 3 | 0 | 0 | 9 | 78 | 11 | 235 | |
| | MANCHESTER | BMI BRITISH MIDLAND | S | A | 177 | 2 | 0 | 80 | 16 | 3 | 1 | 0 | 0 | 8 | 74 | 12 | 213 | |
| | MANCHESTER | BMI BRITISH MIDLAND | S | D | 178 | 1 | 0 | 93 | 5 | 2 | 1 | 0 | 0 | 4 | 81 | 11 | 213 | |
| | EDINBURGH | BRITISH AIRWAYS PLC | S | A | 320 | 0 | 1 | 74 | 17 | 4 | 5 | 0 | 0 | 13 | 72 | 16 | 331 | |
| | EDINBURGH | BRITISH AIRWAYS PLC | S | D | 315 | 1 | 7 | 83 | 9 | 4 | 3 | 0 | 0 | 9 | 76 | 17 | 328 | |
| | GLASGOW | BRITISH AIRWAYS PLC | S | A | 319 | 0 | 1 | 81 | 10 | 6 | 3 | 0 | 0 | 11 | 78 | 13 | 333 | |
| | GLASGOW | BRITISH AIRWAYS PLC | S | D | 317 | 1 | 4 | 86 | 8 | 4 | 2 | 0 | 0 | 7 | 84 | 8 | 333 | |

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

Origin / Destinations: H

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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) | | | | | | | | | | | | |
| HEATHROW | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 307 | 0 | 1 | 75 | 17 | 7 | 1 | 0 | 0 | 12 | 65 | 18 | 304 | |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 304 | 4 | 1 | 88 | 6 | 4 | 2 | 0 | 0 | 6 | 74 | 16 | 304 | |
| | NEWCASTLE | BRITISH AIRWAYS PLC | S | A | 176 | 0 | 0 | 82 | 9 | 6 | 3 | 0 | 0 | 10 | 70 | 17 | 168 | |
| | NEWCASTLE | BRITISH AIRWAYS PLC | S | D | 176 | 0 | 0 | 91 | 3 | 3 | 2 | 0 | 0 | 6 | 77 | 14 | 168 | |
| TOTAL HEATHROW | | | | | 3565 | 13 | 19 | 82 | 11 | 5 | 2 | 0 | 0 | 9 | 74 | 14 | 14 | |
| HELSINKI | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 62 | 0 | 0 | 84 | 11 | 5 | 0 | 0 | 0 | 7 | 72 | 15 | 60 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 62 | 0 | 0 | 85 | 8 | 3 | 3 | 0 | 0 | 7 | 84 | 9 | 61 | |
| | HEATHROW | FINNAIR | S | A | 104 | 0 | 0 | 83 | 12 | 4 | 2 | 0 | 0 | 8 | 65 | 16 | 105 | |
| | HEATHROW | FINNAIR | S | D | 105 | 0 | 0 | 78 | 14 | 4 | 4 | 0 | 0 | 10 | 70 | 16 | 106 | |
| | MANCHESTER | FINNAIR | S | A | 50 | 0 | 0 | 64 | 18 | 12 | 6 | 0 | 0 | 16 | 74 | 8 | 53 | |
| | MANCHESTER | FINNAIR | S | D | 50 | 0 | 0 | 76 | 8 | 12 | 4 | 0 | 0 | 12 | 68 | 13 | 53 | |
| | STANSTED | KLM UK LTD | S | A | 30 | 0 | 0 | 77 | 13 | 3 | 3 | 0 | 3 | 48 | 89 | 5 | 53 | |
| | STANSTED | KLM UK LTD | S | D | 30 | 0 | 0 | 77 | 10 | 10 | 0 | 0 | 3 | 21 | 74 | 12 | 53 | |
| TOTAL HELSINKI | | | | | 493 | 0 | 0 | 79 | 12 | 6 | 3 | 0 | 0 | 13 | 75 | 12 | 12 | |
| HERAKLION | | | | | | | | | | | | | | | | | | |
| | GATWICK | MONARCH AIRLINES | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | GATWICK | MONARCH AIRLINES | C | D | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | |
| | MANCHESTER | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | |
| TOTAL HERAKLION | | | | | 10 | 0 | 0 | 80 | 10 | 10 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | |
| HOLGUIN (FRANK PAIS) | | | | | | | | | | | | | | | | | | |
| | GATWICK | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 11 | 100 | 3 | 4 | |
| TOTAL HOLGUIN (FRANK PAIS) | | | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 11 | 100 | 3 | 3 | |
| HONG KONG (CHEP LAP KOK) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 57 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 87 | 9 | 31 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 59 | 0 | 0 | 80 | 12 | 5 | 3 | 0 | 0 | 10 | 77 | 22 | 31 | |
| | HEATHROW | CATHAY PACIFIC AIRWAYS | S | A | 61 | 1 | 1 | 87 | 5 | 5 | 3 | 0 | 0 | 6 | 61 | 74 | 59 | |
| | HEATHROW | CATHAY PACIFIC AIRWAYS | S | D | 62 | 0 | 0 | 81 | 10 | 6 | 3 | 0 | 0 | 11 | 75 | 11 | 59 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 31 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 63 | 15 | 30 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 31 | 0 | 0 | 68 | 23 | 6 | 3 | 0 | 0 | 14 | 77 | 9 | 31 | |
| TOTAL HONG KONG (CHEP LAP KOK) | | | | | 301 | 1 | 1 | 86 | 8 | 4 | 2 | 0 | 0 | 7 | 68 | 28 | 28 | |
| HOUSTON | | | | | | | | | | | | | | | | | | |

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

Origin / Destinations: H

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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) | | | | | | | | | | | |
| HOUSTON | GATWICK | BRITISH AIRWAYS PLC | S | A | 49 | 0 | 0 | 63 | 27 | 8 | 2 | 0 | 0 | 12 | 37 | 32 | 38 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 49 | 0 | 0 | 90 | 6 | 4 | 0 | 0 | 0 | 6 | 65 | 24 | 40 |
| | GATWICK | CONTINENTAL AIRLINES | S | A | 62 | 1 | 0 | 69 | 13 | 15 | 2 | 2 | 0 | 15 | 61 | 14 | 62 |
| | GATWICK | CONTINENTAL AIRLINES | S | D | 62 | 2 | 0 | 79 | 11 | 5 | 5 | 0 | 0 | 11 | 84 | 7 | 62 |
| TOTAL HOUSTON | | | | | 222 | 3 | 0 | 75 | 14 | 8 | 2 | 0 | 0 | 11 | 64 | 17 | 17 |
| HURGHADA | GATWICK | EXCEL AIRWAYS LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 1 | 5 |
| | GATWICK | EXCEL AIRWAYS LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 80 | 8 | 5 |
| | MANCHESTER | EXCEL AIRWAYS LTD | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 4 | 40 | 32 | 5 |
| | MANCHESTER | EXCEL AIRWAYS LTD | C | D | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 60 | 18 | 5 | |
| | GATWICK | MONARCH AIRLINES | C | A | 6 | 0 | 0 | 67 | 0 | 17 | 17 | 0 | 0 | 23 | 80 | 24 | 5 |
| | GATWICK | MONARCH AIRLINES | C | D | 6 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 31 | 80 | 27 | 5 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 3 | 1 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 62 | 0 | 0 | 0 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 3 | 1 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 57 | 0 | 0 | 0 |
| TOTAL HURGHADA | | | | | 39 | 2 | 0 | 82 | 3 | 3 | 13 | 0 | 0 | 18 | 73 | 19 | 19 |

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

Origin / Destinations: I

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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) | | | | | | | | | | | | |
| IBIZA | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL IBIZA | | | | | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 13 | 13 | |
| INNSBRUCK | GATWICK | BRITISH AIRWAYS PLC | C | A | 8 | 3 | 0 | 50 | 13 | 13 | 13 | 13 | 0 | 62 | 0 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS PLC | C | D | 10 | 1 | 0 | 90 | 0 | 0 | 10 | 0 | 0 | 19 | 0 | 0 | 0 | 0 |
| | NEWCASTLE | BRITISH AIRWAYS PLC | C | A | 5 | 0 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 71 | 0 | 0 | 0 | 0 |
| | NEWCASTLE | BRITISH AIRWAYS PLC | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 |
| | BIRMINGHAM | FIRST CHOICE AIRWAYS LTD | C | A | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 49 | 0 | 112 | 5 | 5 |
| | BIRMINGHAM | FIRST CHOICE AIRWAYS LTD | C | D | 5 | 0 | 0 | 60 | 0 | 0 | 40 | 0 | 0 | 56 | 80 | 32 | 5 | 5 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | A | 20 | 0 | 0 | 60 | 15 | 5 | 15 | 0 | 5 | 45 | 40 | 49 | 10 | 10 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | D | 20 | 0 | 0 | 80 | 10 | 10 | 0 | 0 | 0 | 10 | 30 | 23 | 10 | 10 |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | A | 5 | 1 | 0 | 20 | 20 | 40 | 20 | 0 | 0 | 37 | 20 | 39 | 5 | 5 |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 8 | 20 | 30 | 5 | 5 |
| | STANSTED | FIRST CHOICE AIRWAYS LTD | C | A | 5 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 36 | 80 | 5 | 5 | 5 |
| | STANSTED | FIRST CHOICE AIRWAYS LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 25 | 19 | 4 | 4 |
| | EDINBURGH | FLYBE.BRITISH EUROPEAN | C | A | 5 | 0 | 0 | 0 | 40 | 20 | 20 | 0 | 20 | 269 | 0 | 0 | 0 | 0 |
| | EDINBURGH | FLYBE.BRITISH EUROPEAN | C | D | 5 | 0 | 0 | 60 | 0 | 0 | 40 | 0 | 0 | 41 | 0 | 0 | 0 | 0 |
| | GATWICK | LAUDA-AIR | C | A | 5 | 0 | 0 | 60 | 0 | 0 | 0 | 40 | 0 | 119 | 0 | 0 | 0 | 0 |
| | GATWICK | LAUDA-AIR | C | D | 5 | 0 | 0 | 60 | 0 | 0 | 0 | 20 | 20 | 123 | 0 | 0 | 0 | 0 |
| | MANCHESTER | LAUDA-AIR | C | A | 5 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 34 | 0 | 0 | 0 | 0 |
| | MANCHESTER | LAUDA-AIR | C | D | 5 | 0 | 0 | 60 | 0 | 0 | 20 | 20 | 0 | 85 | 0 | 0 | 0 | 0 |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 10 | 0 | 0 | 30 | 40 | 10 | 10 | 0 | 10 | 65 | 20 | 39 | 10 | 10 |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 8 | 90 | 6 | 10 | 10 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 5 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 40 | 20 | 27 | 5 | 5 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 80 | 16 | 5 | 5 |
| | STANSTED | TYROLEAN AIRWAYS | C | A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 |
| | STANSTED | TYROLEAN AIRWAYS | C | D | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 |
| TOTAL INNSBRUCK | | | | | 166 | 5 | 0 | 61 | 15 | 7 | 10 | 4 | 2 | 45 | 50 | 28 | 28 | |
| INVERNESS | GATWICK | BRITISH REGIONAL AIRLINES LTD | S | A | 84 | 0 | 0 | 81 | 10 | 5 | 5 | 0 | 0 | 11 | 74 | 18 | 85 | 85 |
| | GATWICK | BRITISH REGIONAL AIRLINES LTD | S | D | 84 | 0 | 0 | 87 | 5 | 6 | 2 | 0 | 0 | 8 | 78 | 27 | 85 | 85 |

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

Origin / Destinations: I

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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) | | | | | | | | | | | |
| INVERNESS | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 32 | 0 | 0 | 81 | 9 | 6 | 3 | 0 | 0 | 9 | 45 | 40 | 33 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 32 | 0 | 0 | 59 | 25 | 9 | 6 | 0 | 0 | 18 | 24 | 53 | 33 |
| | EDINBURGH | LOGANAIR | S | A | 52 | 0 | 0 | 90 | 4 | 6 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | EDINBURGH | LOGANAIR | S | D | 8 | 0 | 0 | 75 | 13 | 0 | 13 | 0 | 0 | 19 | 0 | 0 | 0 |
| | GLASGOW | LOGANAIR | S | A | 42 | 0 | 0 | 98 | 0 | 0 | 2 | 0 | 0 | 3 | 88 | 7 | 33 |
| | GLASGOW | LOGANAIR | S | D | 43 | 0 | 0 | 81 | 7 | 9 | 2 | 0 | 0 | 12 | 59 | 16 | 39 |
| TOTAL INVERNESS | | | | | 377 | 0 | 0 | 84 | 8 | 6 | 3 | 0 | 0 | 9 | 66 | 25 | 25 |
| ISFAHAN | | | | | | | | | | | | | | | | | |
| ISLAMABAD | HEATHROW | PAKISTAN INTL AIRLINES | S | A | 20 | 0 | 0 | 15 | 35 | 10 | 40 | 0 | 0 | 48 | 44 | 40 | 18 |
| | HEATHROW | PAKISTAN INTL AIRLINES | S | D | 16 | 0 | 0 | 19 | 25 | 19 | 38 | 0 | 0 | 53 | 38 | 54 | 13 |
| | MANCHESTER | PAKISTAN INTL AIRLINES | S | A | 14 | 0 | 0 | 21 | 7 | 21 | 36 | 7 | 7 | 101 | 50 | 106 | 4 |
| | MANCHESTER | PAKISTAN INTL AIRLINES | S | D | 6 | 0 | 0 | 17 | 0 | 17 | 33 | 17 | 17 | 179 | 75 | 49 | 8 |
| TOTAL ISLAMABAD | | | | | 58 | 0 | 0 | 19 | 21 | 17 | 36 | 3 | 3 | 75 | 46 | 75 | 75 |
| ISLAY | GLASGOW | LOGANAIR | S | A | 44 | 1 | 0 | 77 | 7 | 5 | 11 | 0 | 0 | 19 | 78 | 13 | 46 |
| | GLASGOW | LOGANAIR | S | D | 44 | 1 | 0 | 80 | 9 | 2 | 9 | 0 | 0 | 15 | 68 | 15 | 47 |
| TOTAL ISLAY | | | | | 88 | 2 | 0 | 78 | 8 | 3 | 10 | 0 | 0 | 17 | 73 | 14 | 14 |
| ISLE OF MAN | BIRMINGHAM | BA CITIEXPRESS (IOM) LTD | S | A | 53 | 0 | 0 | 87 | 4 | 4 | 6 | 0 | 0 | 12 | 87 | 11 | 53 |
| | BIRMINGHAM | BA CITIEXPRESS (IOM) LTD | S | D | 53 | 0 | 0 | 85 | 6 | 4 | 6 | 0 | 0 | 13 | 85 | 14 | 53 |
| | GLASGOW | BA CITIEXPRESS (IOM) LTD | S | A | 36 | 0 | 0 | 83 | 3 | 3 | 11 | 0 | 0 | 15 | 84 | 6 | 43 |
| | GLASGOW | BA CITIEXPRESS (IOM) LTD | S | D | 36 | 0 | 0 | 81 | 8 | 3 | 8 | 0 | 0 | 14 | 80 | 9 | 44 |
| | HEATHROW | BA CITIEXPRESS (IOM) LTD | S | A | 80 | 0 | 0 | 78 | 11 | 5 | 6 | 0 | 0 | 13 | 82 | 10 | 83 |
| | HEATHROW | BA CITIEXPRESS (IOM) LTD | S | D | 80 | 0 | 0 | 68 | 11 | 11 | 9 | 0 | 1 | 24 | 82 | 9 | 83 |
| | LUTON | BA CITIEXPRESS (IOM) LTD | S | A | 30 | 0 | 1 | 90 | 0 | 0 | 10 | 0 | 0 | 13 | 83 | 12 | 30 |
| | LUTON | BA CITIEXPRESS (IOM) LTD | S | D | 30 | 0 | 1 | 90 | 0 | 0 | 10 | 0 | 0 | 13 | 93 | 6 | 30 |
| | MANCHESTER | BA CITIEXPRESS (IOM) LTD | S | A | 96 | 0 | 1 | 89 | 5 | 4 | 2 | 0 | 0 | 9 | 94 | 4 | 94 |
| | MANCHESTER | BA CITIEXPRESS (IOM) LTD | S | D | 96 | 1 | 1 | 90 | 3 | 3 | 4 | 0 | 0 | 7 | 90 | 4 | 94 |
| | LONDON CITY | FLYBE.BRITISH EUROPEAN | S | A | 49 | 0 | 2 | 86 | 6 | 2 | 6 | 0 | 0 | 9 | 71 | 13 | 28 |
| | LONDON CITY | FLYBE.BRITISH EUROPEAN | S | D | 45 | 1 | 1 | 56 | 27 | 7 | 9 | 2 | 0 | 26 | 71 | 19 | 28 |
| TOTAL ISLE OF MAN | | | | | 686 | 4 | 9 | 82 | 7 | 4 | 6 | 0 | 0 | 13 | 85 | 9 | 9 |

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

Origin / Destinations: I

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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) | | | | | | | | | | | |
| ISTANBUL | HEATHROW | BRITISH AIRWAYS PLC | S | A | 60 | 0 | 0 | 98 | 2 | 0 | 0 | 0 | 0 | 1 | 81 | 8 | 62 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 60 | 0 | 0 | 75 | 17 | 7 | 2 | 0 | 0 | 12 | 58 | 20 | 62 |
| | HEATHROW | THY TURK HAVA YOLLARI TURKISH | S | A | 84 | 0 | 0 | 37 | 19 | 37 | 7 | 0 | 0 | 28 | 45 | 26 | 93 |
| | HEATHROW | THY TURK HAVA YOLLARI TURKISH | S | D | 84 | 0 | 0 | 57 | 21 | 18 | 4 | 0 | 0 | 18 | 67 | 20 | 93 |
| | MANCHESTER | THY TURK HAVA YOLLARI TURKISH | S | A | 18 | 0 | 0 | 39 | 11 | 39 | 11 | 0 | 0 | 28 | 37 | 28 | 19 |
| | MANCHESTER | THY TURK HAVA YOLLARI TURKISH | S | D | 18 | 0 | 0 | 28 | 17 | 33 | 22 | 0 | 0 | 38 | 32 | 42 | 19 |
| TOTAL ISTANBUL | | | | | 324 | 0 | 0 | 60 | 15 | 19 | 5 | 0 | 0 | 18 | 58 | 21 | 21 |
| IZMIR (ADNAM MENDERES) | STANSTED | KIBRIS TURKISH AIRLINES - KTHY | S | A | 6 | 0 | 0 | 50 | 17 | 33 | 0 | 0 | 0 | 21 | 40 | 14 | 5 |
| | STANSTED | KIBRIS TURKISH AIRLINES - KTHY | S | D | 6 | 0 | 0 | 33 | 17 | 50 | 0 | 0 | 0 | 27 | 40 | 35 | 5 |
| | HEATHROW | THY TURK HAVA YOLLARI TURKISH | S | A | 9 | 0 | 1 | 44 | 44 | 0 | 11 | 0 | 0 | 20 | 33 | 24 | 9 |
| | HEATHROW | THY TURK HAVA YOLLARI TURKISH | S | D | 10 | 0 | 0 | 40 | 30 | 20 | 10 | 0 | 0 | 28 | 0 | 47 | 9 |
| TOTAL IZMIR (ADNAM MENDERES) | | | | | 33 | 0 | 1 | 42 | 27 | 21 | 9 | 0 | 0 | 26 | 25 | 32 | 32 |

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

Origin / Destinations: J

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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) | | | | | | | | | | | |
| JEDDAH | HEATHROW | BRITISH AIRWAYS PLC | S | A | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 2 | 47 | 41 | 17 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 19 | 0 | 0 | 68 | 21 | 5 | 5 | 0 | 0 | 17 | 56 | 38 | 16 |
| | HEATHROW | SAUDI ARABIAN AIRLINES | S | A | 24 | 0 | 0 | 83 | 13 | 4 | 0 | 0 | 8 | 43 | 22 | 30 | |
| | HEATHROW | SAUDI ARABIAN AIRLINES | S | D | 22 | 0 | 0 | 86 | 9 | 0 | 0 | 5 | 0 | 20 | 83 | 8 | 30 |
| TOTAL JEDDAH | | | | | 83 | 0 | 0 | 83 | 12 | 2 | 1 | 1 | 0 | 12 | 59 | 24 | 24 |
| JERBA | GATWICK | MONARCH AIRLINES | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 28 | 25 | 28 | 4 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 100 | 1 | 5 |
| TOTAL JERBA | | | | | 14 | 0 | 0 | 64 | 29 | 7 | 0 | 0 | 0 | 12 | 67 | 13 | 13 |
| JEREZ | STANSTED | KLM UK LTD | S | A | 9 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 17 | 100 | 0 | 1 |
| | STANSTED | KLM UK LTD | S | D | 9 | 0 | 0 | 56 | 22 | 22 | 0 | 0 | 0 | 21 | 100 | 5 | 1 |
| TOTAL JEREZ | | | | | 18 | 0 | 0 | 61 | 22 | 17 | 0 | 0 | 0 | 19 | 100 | 3 | 3 |
| JERSEY | EDINBURGH | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | A | 53 | 0 | 0 | 68 | 15 | 8 | 9 | 0 | 0 | 18 | 86 | 11 | 37 |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | D | 53 | 0 | 0 | 89 | 2 | 2 | 8 | 0 | 0 | 8 | 84 | 19 | 38 |
| | GATWICK | CITY FLYER EXPRESS | S | A | 188 | 0 | 0 | 76 | 11 | 8 | 5 | 0 | 0 | 13 | 83 | 10 | 173 |
| | GATWICK | CITY FLYER EXPRESS | S | D | 187 | 0 | 0 | 79 | 9 | 7 | 5 | 0 | 0 | 13 | 72 | 15 | 173 |
| | BIRMINGHAM | FLYBE.BRITISH EUROPEAN | S | A | 27 | 0 | 0 | 22 | 22 | 26 | 26 | 4 | 0 | 58 | 76 | 31 | 55 |
| | BIRMINGHAM | FLYBE.BRITISH EUROPEAN | S | D | 24 | 0 | 0 | 33 | 50 | 0 | 13 | 4 | 0 | 30 | 60 | 28 | 55 |
| | GATWICK | FLYBE.BRITISH EUROPEAN | S | A | 118 | 0 | 2 | 83 | 8 | 3 | 6 | 0 | 0 | 12 | 90 | 9 | 115 |
| | GATWICK | FLYBE.BRITISH EUROPEAN | S | D | 117 | 0 | 2 | 79 | 9 | 4 | 5 | 3 | 0 | 17 | 84 | 13 | 114 |
| | LONDON CITY | FLYBE.BRITISH EUROPEAN | S | A | 94 | 0 | 4 | 81 | 10 | 2 | 7 | 0 | 0 | 13 | 84 | 10 | 97 |
| | LONDON CITY | FLYBE.BRITISH EUROPEAN | S | D | 94 | 0 | 4 | 63 | 20 | 6 | 11 | 0 | 0 | 21 | 72 | 17 | 98 |
| TOTAL JERSEY | | | | | 959 | 3 | 12 | 75 | 12 | 6 | 7 | 1 | 0 | 16 | 79 | 15 | 15 |
| JOHANNESBURG | HEATHROW | BRITISH AIRWAYS PLC | S | A | 62 | 0 | 0 | 94 | 3 | 3 | 0 | 0 | 0 | 5 | 76 | 19 | 62 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 62 | 0 | 0 | 90 | 6 | 2 | 2 | 0 | 0 | 9 | 65 | 19 | 62 |

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

Origin / Destinations: J

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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) | | | | | | | | | | | | |
| JOHANNESBURG | HEATHROW | SOUTH AFRICAN AIRWAYS | S | A | 58 | 0 | 0 | 62 | 28 | 2 | 9 | 0 | 0 | 19 | 74 | 37 | 57 | |
| | HEATHROW | SOUTH AFRICAN AIRWAYS | S | D | 58 | 0 | 0 | 81 | 7 | 5 | 7 | 0 | 0 | 13 | 64 | 19 | 56 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 31 | 0 | 0 | 23 | 32 | 39 | 3 | 0 | 3 | 51 | 39 | 30 | 31 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 30 | 1 | 1 | 83 | 0 | 7 | 7 | 0 | 3 | 52 | 65 | 26 | 31 | |
| TOTAL JOHANNESBURG | | | | | 301 | 1 | 1 | 76 | 12 | 7 | 4 | 0 | 1 | 19 | 66 | 24 | 24 | |

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

Origin / Destinations: K

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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 | 13 | 2 | 2 | 54 | 0 | 23 | 15 | 8 | 0 | 53 | 15 | 38 | 13 | |
| | HEATHROW | PAKISTAN INTL AIRLINES | S | D | 15 | 0 | 0 | 53 | 7 | 13 | 20 | 7 | 0 | 49 | 41 | 42 | 17 | |
| | MANCHESTER | PAKISTAN INTL AIRLINES | S | A | 14 | 0 | 0 | 36 | 14 | 21 | 21 | 7 | 0 | 45 | 46 | 37 | 26 | |
| | MANCHESTER | PAKISTAN INTL AIRLINES | S | D | 26 | 0 | 0 | 42 | 12 | 23 | 19 | 0 | 4 | 87 | 18 | 155 | 22 | |
| TOTAL KARACHI | | | | | 68 | 2 | 2 | 46 | 9 | 21 | 19 | 4 | 1 | 64 | 31 | 71 | 71 | |
| KATHMANDU | | | | | | | | | | | | | | | | | | |
| KEFLAVIK | | | | | | | | | | | | | | | | | | |
| | GLASGOW | ICELANDAIR | S | A | 20 | 0 | 0 | 65 | 25 | 5 | 5 | 0 | 0 | 16 | 73 | 15 | 26 | |
| | GLASGOW | ICELANDAIR | S | D | 20 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 96 | 4 | 26 | |
| | HEATHROW | ICELANDAIR | S | A | 45 | 1 | 0 | 84 | 7 | 4 | 2 | 2 | 0 | 12 | 88 | 6 | 49 | |
| | HEATHROW | ICELANDAIR | S | D | 45 | 1 | 0 | 69 | 18 | 7 | 4 | 2 | 0 | 18 | 61 | 15 | 49 | |
| TOTAL KEFLAVIK | | | | | 136 | 5 | 0 | 79 | 12 | 4 | 3 | 1 | 0 | 12 | 79 | 9 | 9 | |
| KERRY COUNTY | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 31 | 0 | 0 | 71 | 13 | 13 | 0 | 3 | 0 | 21 | 74 | 12 | 31 | |
| | STANSTED | RYANAIR | S | D | 31 | 0 | 0 | 52 | 26 | 19 | 0 | 3 | 0 | 26 | 74 | 14 | 31 | |
| TOTAL KERRY COUNTY | | | | | 62 | 0 | 0 | 61 | 19 | 16 | 0 | 3 | 0 | 24 | 74 | 13 | 13 | |
| KHARTOUM | | | | | | | | | | | | | | | | | | |
| | HEATHROW | SUDAN AIRWAYS | S | A | 9 | 0 | 2 | 22 | 11 | 11 | 22 | 33 | 0 | 117 | 13 | 143 | 8 | |
| | HEATHROW | SUDAN AIRWAYS | S | D | 9 | 0 | 2 | 0 | 33 | 33 | 33 | 0 | 0 | 78 | 25 | 92 | 8 | |
| TOTAL KHARTOUM | | | | | 19 | 1 | 5 | 11 | 21 | 21 | 26 | 21 | 0 | 106 | 17 | 129 | 129 | |
| KIEV (BORISPOL) | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 21 | 0 | 0 | 86 | 0 | 14 | 0 | 0 | 0 | 8 | 52 | 18 | 21 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 21 | 0 | 0 | 81 | 5 | 10 | 5 | 0 | 0 | 15 | 62 | 21 | 21 | |
| | GATWICK | UKRAINE INTERNATIONAL AIRLINES | S | A | 23 | 0 | 0 | 78 | 17 | 4 | 0 | 0 | 0 | 8 | 45 | 29 | 20 | |
| | GATWICK | UKRAINE INTERNATIONAL AIRLINES | S | D | 23 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 59 | 53 | 17 | |
| TOTAL KIEV (BORISPOL) | | | | | 90 | 0 | 0 | 84 | 8 | 7 | 1 | 0 | 0 | 9 | 54 | 29 | 29 | |
| KINGSTON | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR JAMAICA | S | A | 28 | 0 | 0 | 36 | 11 | 11 | 39 | 4 | 0 | 58 | 36 | 51 | 22 | |
| | HEATHROW | AIR JAMAICA | S | D | 28 | 0 | 0 | 18 | 25 | 14 | 36 | 7 | 0 | 77 | 9 | 59 | 22 | |

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

Origin / Destinations: K

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | MAR 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 | | | | | | | | | | | | | | | | | | |
| TOTAL KINGSTON | | | | | 56 | 0 | 0 | 27 | 18 | 13 | 38 | 5 | 0 | 67 | 23 | 55 | 55 | |
| KINSHASA NDJILI | | | | | | | | | | | | | | | | | | |
| KIRKWALL | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | LOGANAIR | | S A | 21 | 0 | 0 | 95 | 0 | 0 | 5 | 0 | 0 | 4 | 79 | 11 | 58 | |
| | EDINBURGH | LOGANAIR | | S D | 45 | 0 | 0 | 73 | 22 | 4 | 0 | 0 | 0 | 12 | 52 | 32 | 48 | |
| TOTAL KIRKWALL | | | | | 66 | 0 | 0 | 80 | 15 | 3 | 2 | 0 | 0 | 9 | 70 | 18 | 18 | |
| KITTILA | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | AZZURRA AIR | | C A | 4 | 1 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | |
| | MANCHESTER | AZZURRA AIR | | C D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | | C A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | | C A | 4 | 1 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 15 | 25 | 29 | 4 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | | C D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 5 | 67 | 10 | 3 | |
| TOTAL KITTILA | | | | | 19 | 2 | 0 | 74 | 5 | 21 | 0 | 0 | 0 | 12 | 50 | 34 | 34 | |
| KLAGENFURT | | | | | | | | | | | | | | | | | | |
| | GATWICK | FLYBE.BRITISH EUROPEAN | | C A | 5 | 0 | 0 | 60 | 0 | 0 | 40 | 0 | 0 | 44 | 100 | 0 | 4 | |
| | GATWICK | FLYBE.BRITISH EUROPEAN | | C D | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 32 | 100 | 5 | 4 | |
| TOTAL KLAGENFURT | | | | | 10 | 0 | 0 | 70 | 0 | 0 | 30 | 0 | 0 | 38 | 100 | 2 | 2 | |
| KOS | | | | | | | | | | | | | | | | | | |
| TOTAL KOS | | | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| KRAKOW | | | | | | | | | | | | | | | | | | |
| | GATWICK | LOT-POLISH AIRLINES | | S A | 31 | 0 | 0 | 97 | 0 | 3 | 0 | 0 | 0 | 2 | 81 | 10 | 31 | |
| | GATWICK | LOT-POLISH AIRLINES | | S D | 31 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 4 | 74 | 20 | 31 | |
| TOTAL KRAKOW | | | | | 67 | 0 | 0 | 91 | 6 | 1 | 1 | 0 | 0 | 5 | 77 | 15 | 15 | |
| KRISTIANSAND (KJEVIK) | | | | | | | | | | | | | | | | | | |
| KRISTIANSTAD | | | | | | | | | | | | | | | | | | |
| KUALA LUMPUR (SEPANG) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | MALAYSIAN AIRLINES SYSTEM-MAS | | S A | 80 | 0 | 0 | 73 | 6 | 16 | 4 | 1 | 0 | 17 | 71 | 18 | 62 | |
| | HEATHROW | MALAYSIAN AIRLINES SYSTEM-MAS | | S D | 79 | 0 | 1 | 72 | 15 | 8 | 5 | 0 | 0 | 14 | 81 | 10 | 62 | |
| TOTAL KUALA LUMPUR (SEPANG) | | | | | 159 | 0 | 1 | 72 | 11 | 12 | 4 | 1 | 0 | 16 | 73 | 14 | 14 | |
| KUWAIT | | | | | | | | | | | | | | | | | | |

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

Origin / Destinations: K

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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 | 31 | 0 | 0 | 90 | 6 | 3 | 0 | 0 | 0 | 3 | 97 | 8 | 31 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 87 | 6 | 3 | 3 | 0 | 0 | 9 | 74 | 18 | 31 | |
| | HEATHROW | KUWAIT AIRWAYS | S | A | 31 | 0 | 0 | 68 | 19 | 13 | 0 | 0 | 0 | 12 | 61 | 19 | 31 | |
| | HEATHROW | KUWAIT AIRWAYS | S | D | 31 | 0 | 0 | 55 | 23 | 23 | 0 | 0 | 0 | 19 | 71 | 17 | 31 | |
| TOTAL KUWAIT | | | | | 124 | 6 | 0 | 75 | 14 | 10 | 1 | 0 | 0 | 11 | 76 | 16 | 16 | |

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

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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 | | |
| | | | | | | | | | | | | | | | | | | |
| LA CORUNA | | | | | | | | | | | | | | | | | | |
| LA ROCHELLE | | | | | | | | | | | | | | | | | | |
| | STANSTED | KLM UK LTD | | S A | 17 | 0 | 0 | 82 | 6 | 12 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 |
| | STANSTED | KLM UK LTD | | S D | 17 | 0 | 0 | 71 | 18 | 12 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 |
| TOTAL LA ROCHELLE | | | | | 34 | 0 | 0 | 76 | 12 | 12 | 0 | 0 | 0 | 12 | 100 | 5 | 5 | 5 |
| LA ROMANA | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | | C A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| | GATWICK | BRITANNIA AIRWAYS | | C D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | MANCHESTER | BRITANNIA AIRWAYS | | C A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | MANCHESTER | BRITANNIA AIRWAYS | | C D | 4 | 0 | 0 | 100 | 0 | 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 | 3 | 0 | 0 | 0 | 0 |
| | GATWICK | MY TRAVEL AIRWAYS UK | | C D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 |
| TOTAL LA ROMANA | | | | | 24 | 0 | 0 | 96 | 4 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| LAGOS | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | | S A | 30 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 1 | 90 | 4 | 31 | |
| | GATWICK | BRITISH AIRWAYS PLC | | S D | 30 | 0 | 0 | 47 | 30 | 20 | 3 | 0 | 0 | 23 | 45 | 38 | 31 | |
| | HEATHROW | NIGERIA AIRWAYS | | S A | 9 | 0 | 0 | 0 | 0 | 11 | 89 | 0 | 0 | 105 | 0 | 159 | 1 | |
| | HEATHROW | NIGERIA AIRWAYS | | S D | 9 | 0 | 0 | 0 | 11 | 33 | 56 | 0 | 0 | 68 | 0 | 104 | 1 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | | S A | 19 | 0 | 11 | 68 | 11 | 21 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | | S D | 19 | 0 | 12 | 58 | 26 | 5 | 11 | 0 | 0 | 15 | 0 | 0 | 0 | |
| TOTAL LAGOS | | | | | 118 | 0 | 23 | 58 | 16 | 13 | 14 | 0 | 0 | 24 | 61 | 22 | 22 | |
| LAHORE | | | | | | | | | | | | | | | | | | |
| | HEATHROW | PAKISTAN INTL AIRLINES | | S D | 5 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 19 | 31 | 32 | 13 | |
| | MANCHESTER | PAKISTAN INTL AIRLINES | | S A | 7 | 0 | 0 | 57 | 14 | 0 | 29 | 0 | 0 | 30 | 0 | 170 | 9 | |
| | MANCHESTER | PAKISTAN INTL AIRLINES | | S D | 5 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 22 | 11 | 166 | 9 | |
| TOTAL LAHORE | | | | | 18 | 0 | 0 | 50 | 28 | 11 | 11 | 0 | 0 | 23 | 20 | 102 | 102 | |
| LARNACA | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S A | 31 | 0 | 0 | 58 | 19 | 16 | 6 | 0 | 0 | 18 | 50 | 58 | 40 | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S D | 31 | 0 | 0 | 58 | 32 | 10 | 0 | 0 | 0 | 15 | 58 | 33 | 40 | |
| | BIRMINGHAM | CYPRUS AIRWAYS | | S A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 75 | 96 | 4 | |
| | GATWICK | CYPRUS AIRWAYS | | S D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 16 | 25 | 51 | 4 | |
| | HEATHROW | CYPRUS AIRWAYS | | S A | 54 | 1 | 0 | 63 | 19 | 15 | 4 | 0 | 0 | 16 | 46 | 41 | 54 | |
| | HEATHROW | CYPRUS AIRWAYS | | S D | 51 | 1 | 0 | 39 | 39 | 14 | 8 | 0 | 0 | 21 | 63 | 39 | 49 | |

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

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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 |
| LARNACA | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | CYPRUS AIRWAYS | S | A | 9 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 12 | 22 | 153 | 9 | |
| | MANCHESTER | CYPRUS AIRWAYS | S | D | 9 | 0 | 0 | 56 | 22 | 22 | 0 | 0 | 0 | 18 | 0 | 167 | 9 | |
| | STANSTED | CYPRUS AIRWAYS | S | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 23 | 75 | 5 | 4 | |
| | STANSTED | CYPRUS AIRWAYS | S | D | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 30 | 25 | 28 | 4 | |
| | BIRMINGHAM | EUROCYPRIA AIRLINES LTD | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | GATWICK | EUROCYPRIA AIRLINES LTD | C | A | 5 | 0 | 0 | 20 | 60 | 20 | 0 | 0 | 0 | 22 | 73 | 17 | 11 | |
| | GATWICK | EUROCYPRIA AIRLINES LTD | C | D | 5 | 0 | 0 | 20 | 20 | 60 | 0 | 0 | 0 | 25 | 82 | 19 | 11 | |
| | LUTON | EUROCYPRIA AIRLINES LTD | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | |
| | MANCHESTER | EUROCYPRIA AIRLINES LTD | C | A | 9 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 9 | 33 | 28 | 6 | |
| | MANCHESTER | EUROCYPRIA AIRLINES LTD | C | D | 10 | 0 | 0 | 70 | 20 | 10 | 0 | 0 | 0 | 10 | 33 | 33 | 6 | |
| | GATWICK | EXCEL AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | |
| | GATWICK | EXCEL AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 72 | 1 | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | S | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 25 | 47 | 4 | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | S | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 75 | 10 | 4 | |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | |
| | NEWCASTLE | FIRST CHOICE AIRWAYS LTD | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | |
| | BIRMINGHAM | HELIOS AIRWAYS LTD | C | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | |
| | BIRMINGHAM | HELIOS AIRWAYS LTD | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | |
| | GATWICK | HELIOS AIRWAYS LTD | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 25 | 55 | 4 | |
| | GATWICK | HELIOS AIRWAYS LTD | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 26 | 0 | 90 | 4 | |
| | GLASGOW | HELIOS AIRWAYS LTD | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | |
| | LUTON | HELIOS AIRWAYS LTD | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | LUTON | HELIOS AIRWAYS LTD | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | BIRMINGHAM | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 25 | 0 | 50 | 25 | 0 | 0 | 50 | 0 | 0 | 0 | |
| | BIRMINGHAM | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | |
| | MANCHESTER | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 25 | 50 | 0 | 25 | 0 | 0 | 31 | 25 | 31 | 4 | |
| | MANCHESTER | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 50 | 9 | 4 | |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 10 | 0 | 75 | 4 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 40 | 60 | 0 | 0 | 0 | 0 | 16 | 25 | 55 | 4 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 40 | 0 | 40 | 20 | 0 | 0 | 43 | 75 | 11 | 4 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 8 | 0 | 0 | 63 | 25 | 0 | 13 | 0 | 0 | 24 | 67 | 15 | 3 | |

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

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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 | |
| LARNACA | | | | | | | | | | | | | | | | | | | |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | D | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 33 | 25 | 48 | 4 | | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 17 | 0 | 333 | 4 | | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 1 | 75 | 260 | 4 | | | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 18 | 67 | 20 | 3 | | | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 4 | 50 | 254 | 4 | | | |
| TOTAL LARNACA | | | | | 338 | 2 | 0 | 59 | 24 | 12 | 4 | 0 | 0 | 16 | 47 | 56 | 56 | | |
| LAS PALMAS | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 13 | 0 | 0 | 69 | 8 | 8 | 15 | 0 | 0 | 20 | 78 | 14 | 9 | | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 12 | 0 | 0 | 83 | 8 | 8 | 0 | 0 | 0 | 9 | 78 | 9 | 9 | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 11 | 44 | 20 | 9 | | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 6 | 67 | 9 | 9 | | | |
| | LUTON | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 25 | 40 | 16 | 5 | | |
| | LUTON | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 12 | 80 | 8 | 5 | | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 13 | 0 | 0 | 77 | 8 | 15 | 0 | 0 | 0 | 11 | 67 | 14 | 9 | | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 13 | 0 | 0 | 85 | 15 | 0 | 0 | 0 | 0 | 5 | 89 | 8 | 9 | | |
| | NEWCASTLE | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 75 | 6 | 4 | | |
| | NEWCASTLE | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 0 | 4 | | |
| | STANSTED | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 17 | 50 | 17 | 4 | | |
| | STANSTED | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 100 | 6 | 4 | | |
| | GATWICK | EXCEL AIRWAYS LTD | C | A | 5 | 0 | 0 | 40 | 20 | 20 | 20 | 0 | 0 | 42 | 0 | 0 | 0 | | |
| | GATWICK | EXCEL AIRWAYS LTD | C | D | 5 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 39 | 0 | 0 | 0 | | |
| | BIRMINGHAM | FIRST CHOICE AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 75 | 59 | 4 | | |
| | BIRMINGHAM | FIRST CHOICE AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 75 | 58 | 4 | | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | A | 12 | 0 | 0 | 58 | 25 | 8 | 0 | 8 | 0 | 35 | 50 | 15 | 12 | | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | D | 12 | 0 | 0 | 92 | 0 | 0 | 0 | 8 | 0 | 27 | 83 | 7 | 12 | | |
| | GLASGOW | FIRST CHOICE AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 75 | 10 | 4 | | |
| | GLASGOW | FIRST CHOICE AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 75 | 8 | 4 | | |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | A | 8 | 0 | 0 | 75 | 0 | 13 | 0 | 13 | 0 | 30 | 88 | 9 | 8 | | |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | D | 8 | 0 | 0 | 75 | 13 | 0 | 0 | 13 | 0 | 27 | 100 | 2 | 8 | | |
| | STANSTED | FIRST CHOICE AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 75 | 14 | 4 | | |
| | STANSTED | FIRST CHOICE AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 100 | 2 | 4 | | |
| | GATWICK | GB AIRWAYS LTD | S | A | 6 | 0 | 0 | 50 | 33 | 17 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | | |
| | GATWICK | GB AIRWAYS LTD | S | D | 9 | 0 | 0 | 67 | 11 | 11 | 11 | 0 | 0 | 23 | 0 | 0 | 0 | | |

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

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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) | | | | | | | | | | | | |
| LAS PALMAS | | | | | | | | | | | | | | | | | | |
| | GATWICK | IBERWORLD | C | A | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 |
| | GATWICK | IBERWORLD | C | D | 5 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 100 | 3 | 4 | 4 |
| | GATWICK | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 100 | 5 | 4 | 4 |
| | LUTON | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 25 | 32 | 4 | 4 |
| | LUTON | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 7 | 4 | 4 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 75 | 14 | 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 | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 40 | 22 | 5 | 5 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 10 | 60 | 15 | 5 | 5 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 17 | 0 | 0 | 71 | 12 | 6 | 6 | 6 | 0 | 28 | 59 | 19 | 17 | 17 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 17 | 0 | 0 | 76 | 12 | 6 | 0 | 6 | 0 | 18 | 61 | 15 | 18 | 18 |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 19 | 75 | 8 | 4 | 4 |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 100 | 1 | 4 | 4 |
| | LUTON | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 14 | 4 | 4 |
| | LUTON | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 0 | 4 | 4 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 18 | 0 | 0 | 56 | 17 | 11 | 17 | 0 | 0 | 25 | 42 | 40 | 19 | 19 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 17 | 1 | 0 | 59 | 18 | 18 | 6 | 0 | 0 | 20 | 60 | 20 | 20 | 20 |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 20 | 50 | 30 | 4 | 4 |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 15 | 100 | 5 | 4 | 4 |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 9 | 50 | 20 | 6 | 6 |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 40 | 40 | 0 | 20 | 0 | 0 | 24 | 60 | 13 | 5 | 5 |
| | EDINBURGH | SPANAIR | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 18 | 50 | 11 | 4 | 4 |
| | EDINBURGH | SPANAIR | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 21 | 75 | 11 | 4 | 4 |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 13 | 0 | 0 | 77 | 8 | 8 | 8 | 0 | 0 | 12 | 42 | 14 | 12 | 12 |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 13 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 2 | 92 | 4 | 13 | 13 |
| | GLASGOW | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 16 | 4 | 4 |
| | GLASGOW | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 31 | 5 | 5 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 13 | 0 | 0 | 85 | 15 | 0 | 0 | 0 | 0 | 5 | 75 | 14 | 16 | 16 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 13 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 3 | 67 | 11 | 18 | 18 |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 67 | 34 | 3 | 3 |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 5 | 60 | 20 | 5 | 5 |
| TOTAL LAS PALMAS | | | | | 407 | 1 | 0 | 77 | 11 | 7 | 3 | 1 | 0 | 14 | 69 | 15 | 15 | 15 |

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

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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) | | | | | | | | | | | | |
| LAS VEGAS | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 8 | 0 | 62 | 4 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 75 | 7 | 4 | |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 33 | 29 | 9 | |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 9 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 14 | 67 | 18 | 9 | |
| TOTAL LAS VEGAS | | | | | 25 | 0 | 0 | 84 | 16 | 0 | 0 | 0 | 0 | 7 | 44 | 52 | 52 | |
| LEEDS BRADFORD | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 108 | 0 | 0 | 94 | 3 | 2 | 1 | 0 | 0 | 3 | 91 | 9 | 105 | |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 108 | 0 | 0 | 94 | 6 | 1 | 0 | 0 | 0 | 3 | 81 | 9 | 105 | |
| | EDINBURGH | BMI REGIONAL | S | A | 64 | 0 | 0 | 83 | 11 | 6 | 0 | 0 | 0 | 7 | 85 | 15 | 65 | |
| | EDINBURGH | BMI REGIONAL | S | D | 64 | 0 | 0 | 81 | 11 | 5 | 3 | 0 | 0 | 9 | 83 | 12 | 64 | |
| | GLASGOW | BMI REGIONAL | S | A | 65 | 0 | 0 | 94 | 3 | 3 | 0 | 0 | 0 | 5 | 89 | 11 | 63 | |
| | GLASGOW | BMI REGIONAL | S | D | 65 | 0 | 0 | 92 | 5 | 3 | 0 | 0 | 0 | 4 | 81 | 13 | 64 | |
| | GATWICK | BRITISH REGIONAL AIRLINES LTD | S | A | 82 | 0 | 0 | 80 | 10 | 6 | 4 | 0 | 0 | 10 | 0 | 0 | 0 | |
| | GATWICK | BRITISH REGIONAL AIRLINES LTD | S | D | 80 | 0 | 2 | 93 | 3 | 4 | 1 | 0 | 0 | 7 | 0 | 0 | 0 | |
| TOTAL LEEDS BRADFORD | | | | | 637 | 0 | 2 | 89 | 6 | 3 | 1 | 0 | 0 | 6 | 85 | 11 | 11 | |
| LEIPZIG | | | | | | | | | | | | | | | | | | |
| LIBREVILLE | | | | | | | | | | | | | | | | | | |
| LILONGWE | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 12 | 0 | 0 | 0 | |
| TOTAL LILONGWE | | | | | 9 | 0 | 0 | 89 | 0 | 0 | 11 | 0 | 0 | 7 | 67 | 29 | 29 | |
| LIMOGES | | | | | | | | | | | | | | | | | | |
| | STANSTED | KLM UK LTD | S | A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | |
| | STANSTED | KLM UK LTD | S | D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | |
| TOTAL LIMOGES | | | | | 10 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | |
| LINKOPING | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | CITY AIRLINE | S | A | 46 | 0 | 0 | 63 | 26 | 9 | 2 | 0 | 0 | 15 | 0 | 0 | 0 | |
| | MANCHESTER | CITY AIRLINE | S | D | 46 | 0 | 0 | 93 | 2 | 0 | 4 | 0 | 0 | 6 | 0 | 0 | 0 | |
| TOTAL LINKOPING | | | | | 92 | 0 | 0 | 78 | 14 | 4 | 3 | 0 | 0 | 10 | 0 | 0 | 0 | |
| LISBON | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR PORTUGAL | S | A | 60 | 1 | 1 | 75 | 8 | 12 | 5 | 0 | 0 | 14 | 77 | 11 | 31 | |

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

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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) | | | | | | | | | | | | |
| LISBON | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR PORTUGAL | S | D | 58 | 3 | 1 | 72 | 14 | 10 | 3 | 0 | 0 | 13 | 77 | 13 | 31 | |
| | HEATHROW | AIR PORTUGAL | S | A | 81 | 0 | 0 | 51 | 25 | 15 | 7 | 2 | 0 | 28 | 51 | 18 | 84 | |
| | HEATHROW | AIR PORTUGAL | S | D | 81 | 0 | 0 | 41 | 27 | 22 | 9 | 1 | 0 | 30 | 52 | 23 | 99 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 124 | 0 | 0 | 65 | 21 | 11 | 3 | 0 | 0 | 14 | 63 | 18 | 107 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 124 | 0 | 0 | 79 | 11 | 5 | 5 | 0 | 0 | 13 | 68 | 17 | 107 | |
| | GATWICK | GB AIRWAYS LTD | S | A | 30 | 0 | 0 | 93 | 3 | 0 | 3 | 0 | 0 | 4 | 78 | 14 | 27 | |
| | GATWICK | GB AIRWAYS LTD | S | D | 20 | 0 | 0 | 70 | 25 | 0 | 5 | 0 | 0 | 13 | 74 | 20 | 31 | |
| | MANCHESTER | PORTUGALIA | S | A | 30 | 0 | 0 | 70 | 17 | 7 | 7 | 0 | 0 | 16 | 46 | 31 | 26 | |
| | MANCHESTER | PORTUGALIA | S | D | 30 | 0 | 0 | 87 | 3 | 7 | 3 | 0 | 0 | 8 | 58 | 75 | 31 | |
| TOTAL LISBON | | | | | 644 | 9 | 2 | 67 | 17 | 11 | 5 | 0 | 0 | 17 | 64 | 21 | 21 | |
| LIVERPOOL | | | | | | | | | | | | | | | | | | |
| TOTAL LIVERPOOL | | | | | 2 | 1 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 54 | 38 | 38 | |
| LJUBLJANA | | | | | | | | | | | | | | | | | | |
| | HEATHROW | ADRIA AIRWAYS | S | A | 26 | 0 | 0 | 69 | 23 | 8 | 0 | 0 | 0 | 10 | 52 | 15 | 27 | |
| | HEATHROW | ADRIA AIRWAYS | S | D | 26 | 0 | 0 | 85 | 12 | 0 | 4 | 0 | 0 | 7 | 85 | 7 | 27 | |
| TOTAL LJUBLJANA | | | | | 52 | 2 | 2 | 77 | 17 | 4 | 2 | 0 | 0 | 9 | 69 | 11 | 11 | |
| LONDON CITY | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | FLYBE.BRITISH EUROPEAN | S | A | 65 | 0 | 3 | 89 | 11 | 0 | 0 | 0 | 0 | 6 | 90 | 5 | 143 | |
| | EDINBURGH | FLYBE.BRITISH EUROPEAN | S | D | 65 | 0 | 3 | 91 | 9 | 0 | 0 | 0 | 0 | 5 | 85 | 8 | 140 | |
| | EDINBURGH | SCOT AIRWAYS | S | A | 272 | 1 | 24 | 77 | 17 | 3 | 2 | 0 | 0 | 12 | 66 | 17 | 213 | |
| | EDINBURGH | SCOT AIRWAYS | S | D | 271 | 0 | 24 | 90 | 5 | 3 | 2 | 0 | 0 | 6 | 84 | 9 | 215 | |
| TOTAL LONDON CITY | | | | | 673 | 1 | 54 | 85 | 11 | 2 | 2 | 0 | 0 | 8 | 76 | 13 | 13 | |
| LOS ANGELES INTERNATIONAL | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AMERICAN AIRLINES | S | A | 31 | 0 | 0 | 94 | 3 | 3 | 0 | 0 | 0 | 3 | 52 | 21 | 29 | |
| | HEATHROW | AMERICAN AIRLINES | S | D | 31 | 0 | 0 | 81 | 13 | 6 | 0 | 0 | 0 | 11 | 81 | 10 | 31 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 62 | 0 | 0 | 90 | 3 | 3 | 3 | 0 | 0 | 6 | 50 | 25 | 62 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 62 | 0 | 0 | 61 | 24 | 11 | 3 | 0 | 0 | 18 | 50 | 25 | 62 | |
| | HEATHROW | UNITED AIRLINES | S | A | 31 | 0 | 0 | 87 | 6 | 3 | 0 | 3 | 0 | 14 | 35 | 38 | 31 | |
| | HEATHROW | UNITED AIRLINES | S | D | 30 | 1 | 0 | 80 | 10 | 3 | 7 | 0 | 0 | 11 | 71 | 15 | 31 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 62 | 0 | 0 | 81 | 13 | 3 | 3 | 0 | 0 | 10 | 40 | 31 | 62 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 62 | 0 | 0 | 68 | 18 | 8 | 5 | 2 | 0 | 19 | 55 | 28 | 62 | |
| TOTAL LOS ANGELES INTERNATIONAL | | | | | 371 | 1 | 0 | 78 | 12 | 6 | 3 | 1 | 0 | 12 | 52 | 25 | 25 | |

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

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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) | | | | | | | | | | | |
| LUBECK | STANSTED | RYANAIR | | S A | 52 | 0 | 0 | 71 | 12 | 10 | 8 | 0 | 0 | 18 | 59 | 18 | 54 |
| | STANSTED | RYANAIR | | S D | 52 | 0 | 0 | 65 | 15 | 10 | 10 | 0 | 0 | 20 | 80 | 10 | 54 |
| TOTAL LUBECK | | | | | 104 | 0 | 0 | 68 | 13 | 10 | 9 | 0 | 0 | 19 | 69 | 14 | 14 |
| LUSAKA | GATWICK | BRITISH AIRWAYS PLC | | S A | 14 | 0 | 0 | 86 | 0 | 0 | 7 | 0 | 7 | 116 | 83 | 11 | 12 |
| | GATWICK | BRITISH AIRWAYS PLC | | S D | 13 | 0 | 0 | 85 | 0 | 8 | 8 | 0 | 0 | 14 | 85 | 16 | 13 |
| TOTAL LUSAKA | | | | | 27 | 0 | 0 | 85 | 0 | 4 | 7 | 0 | 4 | 67 | 84 | 14 | 14 |
| LUTON | EDINBURGH | EASYJET AIRLINE COMPANY LTD | | S A | 186 | 0 | 2 | 67 | 17 | 9 | 7 | 1 | 0 | 17 | 53 | 24 | 173 |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | | S D | 184 | 0 | 3 | 60 | 17 | 14 | 9 | 0 | 0 | 21 | 47 | 29 | 175 |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | | S A | 180 | 0 | 3 | 69 | 14 | 8 | 8 | 1 | 0 | 19 | 62 | 28 | 190 |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | | S D | 179 | 1 | 3 | 64 | 19 | 11 | 6 | 0 | 0 | 18 | 61 | 31 | 191 |
| TOTAL LUTON | | | | | 730 | 7 | 11 | 65 | 17 | 11 | 7 | 0 | 0 | 19 | 56 | 28 | 28 |
| LUXEMBOURG | GATWICK | CITY FLYER EXPRESS | | S A | 72 | 0 | 0 | 86 | 7 | 0 | 7 | 0 | 0 | 10 | 75 | 12 | 95 |
| | GATWICK | CITY FLYER EXPRESS | | S D | 71 | 0 | 0 | 77 | 13 | 4 | 4 | 1 | 0 | 14 | 83 | 8 | 94 |
| | HEATHROW | LUXAIR | | S A | 62 | 0 | 0 | 58 | 34 | 8 | 0 | 0 | 0 | 14 | 57 | 16 | 61 |
| | HEATHROW | LUXAIR | | S D | 62 | 0 | 0 | 89 | 10 | 2 | 0 | 0 | 0 | 5 | 80 | 9 | 61 |
| | MANCHESTER | LUXAIR | | S A | 31 | 0 | 0 | 87 | 13 | 0 | 0 | 0 | 0 | 5 | 74 | 15 | 23 |
| | MANCHESTER | LUXAIR | | S D | 31 | 0 | 0 | 97 | 0 | 3 | 0 | 0 | 0 | 2 | 96 | 2 | 23 |
| | STANSTED | LUXAIR | | S A | 45 | 0 | 0 | 96 | 2 | 0 | 2 | 0 | 0 | 4 | 78 | 12 | 46 |
| | STANSTED | LUXAIR | | S D | 44 | 0 | 1 | 95 | 5 | 0 | 0 | 0 | 0 | 3 | 80 | 13 | 45 |
| | LONDON CITY | VLM (BELGIUM) | | S A | 73 | 0 | 0 | 59 | 37 | 1 | 3 | 0 | 0 | 14 | 54 | 20 | 70 |
| | LONDON CITY | VLM (BELGIUM) | | S D | 73 | 0 | 0 | 74 | 18 | 7 | 1 | 0 | 0 | 11 | 73 | 15 | 71 |
| TOTAL LUXEMBOURG | | | | | 564 | 0 | 1 | 79 | 16 | 3 | 2 | 0 | 0 | 9 | 74 | 13 | 13 |
| LUXOR | GATWICK | BRITANNIA AIRWAYS | | C A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 100 | 5 | 4 |
| | GATWICK | BRITANNIA AIRWAYS | | C D | 5 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 19 | 75 | 8 | 4 |
| | MANCHESTER | BRITANNIA AIRWAYS | | C A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 13 | 75 | 5 | 4 |
| | MANCHESTER | BRITANNIA AIRWAYS | | C D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 75 | 7 | 4 | |
| | HEATHROW | EGYPT AIR | | S A | 4 | 0 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 25 | 0 | 44 | 4 |
| | HEATHROW | EGYPT AIR | | S D | 4 | 0 | 0 | 25 | 25 | 0 | 50 | 0 | 0 | 58 | 0 | 55 | 4 |

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

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | MAR 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) | | | | | | | | | | | | | |
| LUXOR | | | | | | | | | | | | | | | | | | | |
| | GATWICK | EXCEL AIRWAYS LTD | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 8 | 50 | 49 | 4 | | |
| | GATWICK | EXCEL AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 40 | 65 | 5 | | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | A | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 35 | 25 | 34 | 4 | | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 17 | 25 | 18 | 4 | | |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 17 | 50 | 19 | 4 | | |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 22 | 50 | 19 | 4 | | |
| | GATWICK | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 25 | 50 | 30 | 4 | | |
| | GATWICK | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 57 | 14 | 7 | | |
| TOTAL LUXOR | | | | | 58 | 0 | 0 | 66 | 17 | 5 | 12 | 0 | 0 | 18 | 42 | 30 | 30 | | |
| LYON | | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | AIR FRANCE | S | A | 21 | 0 | 0 | 95 | 5 | 0 | 0 | 0 | 0 | 2 | 91 | 5 | 22 | | |
| | MANCHESTER | AIR FRANCE | S | D | 21 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 3 | 22 | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 15 | 0 | 0 | 73 | 20 | 7 | 0 | 0 | 0 | 7 | 38 | 31 | 24 | | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 17 | 0 | 0 | 65 | 24 | 6 | 0 | 6 | 0 | 26 | 88 | 13 | 24 | | |
| | GLASGOW | BRITANNIA AIRWAYS | C | A | 6 | 0 | 0 | 33 | 17 | 50 | 0 | 0 | 0 | 24 | 0 | 76 | 5 | | |
| | GLASGOW | BRITANNIA AIRWAYS | C | D | 7 | 0 | 0 | 86 | 0 | 14 | 0 | 0 | 0 | 10 | 43 | 36 | 7 | | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 4 | 0 | 51 | 5 | | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 17 | 40 | 20 | 5 | | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 21 | 5 | | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 100 | 2 | 5 | | |
| | GATWICK | BRITISH AIRWAYS PLC | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | | |
| | GATWICK | BRITISH AIRWAYS PLC | C | D | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 102 | 0 | 0 | 74 | 16 | 8 | 3 | 0 | 0 | 11 | 0 | 0 | 0 | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 102 | 0 | 0 | 84 | 8 | 5 | 3 | 0 | 0 | 8 | 0 | 0 | 0 | | |
| | MANCHESTER | BRITISH AIRWAYS PLC | C | A | 21 | 0 | 0 | 81 | 10 | 10 | 0 | 0 | 0 | 8 | 36 | 38 | 14 | | |
| | MANCHESTER | BRITISH AIRWAYS PLC | C | D | 19 | 2 | 0 | 95 | 0 | 0 | 5 | 0 | 0 | 7 | 71 | 13 | 14 | | |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | A | 32 | 2 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 87 | 7 | 30 | | |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | D | 33 | 1 | 0 | 94 | 3 | 0 | 3 | 0 | 0 | 4 | 77 | 10 | 30 | | |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | A | 51 | 0 | 0 | 88 | 4 | 4 | 4 | 0 | 0 | 8 | 75 | 13 | 36 | | |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | D | 52 | 1 | 0 | 87 | 6 | 2 | 4 | 2 | 0 | 11 | 89 | 10 | 36 | | |
| | GATWICK | EUROPEAN AIR CHARTER | C | A | 5 | 0 | 0 | 60 | 0 | 0 | 40 | 0 | 0 | 47 | 0 | 0 | 0 | | |
| | GATWICK | EUROPEAN AIR CHARTER | C | D | 5 | 0 | 0 | 0 | 0 | 60 | 40 | 0 | 0 | 87 | 0 | 0 | 0 | | |

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

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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 | STANSTED | EUROPEAN AIR CHARTER | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 9 | 20 | 22 | 5 |
| | STANSTED | EUROPEAN AIR CHARTER | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 60 | 11 | 5 |
| | EDINBURGH | FIRST CHOICE AIRWAYS LTD | C | A | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 74 | 0 | 0 | 0 |
| | EDINBURGH | FIRST CHOICE AIRWAYS LTD | C | D | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 52 | 0 | 0 | 0 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | A | 16 | 0 | 0 | 63 | 6 | 31 | 0 | 0 | 0 | 19 | 38 | 44 | 16 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | D | 17 | 0 | 0 | 71 | 12 | 18 | 0 | 0 | 0 | 14 | 39 | 40 | 18 |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | A | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 15 | 60 | 17 | 5 |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 3 | 5 |
| | NEWCASTLE | FIRST CHOICE AIRWAYS LTD | C | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| | NEWCASTLE | FIRST CHOICE AIRWAYS LTD | C | D | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| | HEATHROW | FLYBE.BRITISH EUROPEAN | S | A | 80 | 0 | 0 | 90 | 4 | 6 | 0 | 0 | 0 | 4 | 79 | 12 | 84 |
| | HEATHROW | FLYBE.BRITISH EUROPEAN | S | D | 81 | 0 | 0 | 80 | 11 | 7 | 1 | 0 | 0 | 8 | 62 | 19 | 84 |
| | STANSTED | GO FLY LTD | S | A | 28 | 0 | 0 | 43 | 25 | 25 | 7 | 0 | 0 | 27 | 73 | 13 | 26 |
| | STANSTED | GO FLY LTD | S | D | 28 | 0 | 0 | 54 | 11 | 29 | 7 | 0 | 0 | 26 | 62 | 15 | 26 |
| | STANSTED | KLM UK LTD | S | A | 35 | 0 | 0 | 86 | 6 | 6 | 3 | 0 | 0 | 7 | 92 | 6 | 39 |
| | STANSTED | KLM UK LTD | S | D | 35 | 0 | 0 | 74 | 17 | 3 | 6 | 0 | 0 | 14 | 82 | 9 | 38 |
| | GATWICK | MONARCH AIRLINES | C | A | 10 | 0 | 0 | 90 | 0 | 0 | 10 | 0 | 0 | 12 | 20 | 97 | 10 |
| | GATWICK | MONARCH AIRLINES | C | D | 10 | 0 | 0 | 20 | 50 | 20 | 10 | 0 | 0 | 30 | 20 | 71 | 10 |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | C | A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | C | D | 5 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 17 | 0 | 0 | 0 |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 20 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 4 | 44 | 23 | 18 |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 20 | 0 | 0 | 80 | 15 | 5 | 0 | 0 | 0 | 7 | 83 | 12 | 18 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 14 | 60 | 14 | 5 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 6 | 100 | 1 | 5 |
| TOTAL LYON | | | | | 976 | 7 | 1 | 79 | 10 | 8 | 3 | 0 | 0 | 11 | 68 | 18 | 18 |

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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 | 71 | 1 | 0 | 70 | 15 | 10 | 4 | 0 | 0 | 14 | 66 | 14 | 94 | |
| | STANSTED | HOLLANDEXEL | | S D | 71 | 1 | 0 | 72 | 17 | 7 | 4 | 0 | 0 | 13 | 81 | 9 | 93 | |
| TOTAL MAASTRICHT | | | | | 142 | 5 | 0 | 71 | 16 | 8 | 4 | 0 | 0 | 14 | 73 | 12 | 12 | |
| MADRAS/CHENNAI | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S A | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 2 | 75 | 7 | 8 | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 7 | 67 | 22 | 9 | |
| TOTAL MADRAS/CHENNAI | | | | | 18 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 5 | 71 | 15 | 15 | |
| MADRID | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR EUROPA | | S A | 31 | 0 | 0 | 74 | 13 | 10 | 3 | 0 | 0 | 13 | 32 | 26 | 31 | |
| | GATWICK | AIR EUROPA | | S D | 31 | 0 | 0 | 84 | 6 | 10 | 0 | 0 | 0 | 9 | 55 | 19 | 31 | |
| | HEATHROW | BMI BRITISH MIDLAND | | S A | 87 | 0 | 1 | 76 | 14 | 9 | 1 | 0 | 0 | 11 | 52 | 22 | 124 | |
| | HEATHROW | BMI BRITISH MIDLAND | | S D | 88 | 0 | 0 | 80 | 11 | 6 | 3 | 0 | 0 | 10 | 66 | 14 | 124 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | | S A | 93 | 0 | 0 | 84 | 8 | 5 | 1 | 2 | 0 | 13 | 56 | 26 | 90 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | | S D | 93 | 0 | 0 | 89 | 6 | 3 | 1 | 0 | 0 | 7 | 51 | 23 | 91 | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | | S A | 23 | 0 | 0 | 87 | 4 | 4 | 0 | 0 | 4 | 25 | 58 | 22 | 24 | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | | S D | 23 | 0 | 0 | 96 | 4 | 0 | 0 | 0 | 0 | 4 | 79 | 11 | 24 | |
| | EDINBURGH | BRITISH AIRWAYS PLC | | S A | 23 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 6 | 63 | 29 | 19 | |
| | EDINBURGH | BRITISH AIRWAYS PLC | | S D | 18 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 91 | 6 | 23 | |
| | GLASGOW | BRITISH AIRWAYS PLC | | S D | 17 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 2 | 17 | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S A | 155 | 0 | 0 | 77 | 12 | 10 | 1 | 0 | 0 | 10 | 46 | 27 | 155 | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S D | 155 | 0 | 0 | 74 | 17 | 8 | 1 | 0 | 0 | 11 | 58 | 21 | 155 | |
| | MANCHESTER | BRITISH AIRWAYS PLC | | S A | 35 | 0 | 0 | 77 | 20 | 3 | 0 | 0 | 0 | 8 | 67 | 15 | 45 | |
| | MANCHESTER | BRITISH AIRWAYS PLC | | S D | 35 | 0 | 0 | 86 | 9 | 6 | 0 | 0 | 0 | 6 | 87 | 8 | 46 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | | S A | 61 | 0 | 1 | 87 | 7 | 3 | 3 | 0 | 0 | 8 | 65 | 22 | 55 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | | S D | 62 | 0 | 0 | 82 | 6 | 5 | 6 | 0 | 0 | 14 | 49 | 28 | 55 | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | | C D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 100 | 6 | 2 | |
| | HEATHROW | IBERIA | | S A | 186 | 0 | 0 | 76 | 15 | 9 | 1 | 0 | 0 | 11 | 45 | 28 | 182 | |
| | HEATHROW | IBERIA | | S D | 186 | 0 | 0 | 76 | 15 | 8 | 2 | 0 | 0 | 12 | 57 | 26 | 182 | |
| | GATWICK | MONARCH AIRLINES | | C D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | |
| TOTAL MADRID | | | | | 1408 | 1 | 2 | 80 | 12 | 7 | 2 | 0 | 0 | 10 | 57 | 22 | 22 | |
| MAHON | | | | | | | | | | | | | | | | | | |

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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 | |
| | | | | | | | | | | | | | | | | | |
| MAHON | GATWICK | BRITISH AIRWAYS PLC | C | A | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 50 | 25 | 4 |
| | GATWICK | BRITISH AIRWAYS PLC | C | D | 10 | 0 | 0 | 90 | 0 | 10 | 0 | 0 | 0 | 9 | 75 | 19 | 4 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | D | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | LUTON | MONARCH AIRLINES | S | A | 8 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 23 | 86 | 10 | 7 |
| | LUTON | MONARCH AIRLINES | S | D | 8 | 0 | 0 | 50 | 13 | 13 | 25 | 0 | 0 | 29 | 71 | 11 | 7 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 7 | 3 |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 100 | 5 | 1 |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| TOTAL MAHON | | | | | 61 | 0 | 0 | 82 | 8 | 3 | 7 | 0 | 0 | 10 | 77 | 13 | 13 |
| MALAGA | MANCHESTER | AIR CORDIAL LTD | C | A | 5 | 0 | 0 | 0 | 20 | 40 | 20 | 20 | 0 | 102 | 0 | 0 | 0 |
| | MANCHESTER | AIR CORDIAL LTD | C | D | 5 | 0 | 0 | 20 | 40 | 0 | 20 | 20 | 0 | 83 | 0 | 0 | 0 |
| | MANCHESTER | AZZURRA AIR | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 0 | 0 | 25 | 145 | 0 | 0 | 0 |
| | MANCHESTER | AZZURRA AIR | C | D | 4 | 0 | 0 | 50 | 25 | 0 | 0 | 0 | 25 | 150 | 0 | 0 | 0 |
| | GLASGOW | BMI BRITISH MIDLAND | C | A | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 50 | 0 | 0 | 0 |
| | GLASGOW | BMI BRITISH MIDLAND | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 100 | 12 | 1 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 9 | 0 | 0 | 56 | 11 | 22 | 11 | 0 | 0 | 25 | 22 | 36 | 9 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 9 | 0 | 0 | 78 | 11 | 0 | 11 | 0 | 0 | 11 | 89 | 7 | 9 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 10 | 0 | 0 | 80 | 10 | 0 | 10 | 0 | 0 | 17 | 27 | 29 | 11 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 6 | 64 | 12 | 11 |
| | GLASGOW | BRITANNIA AIRWAYS | C | A | 9 | 0 | 0 | 44 | 56 | 0 | 0 | 0 | 0 | 13 | 11 | 88 | 9 |
| | GLASGOW | BRITANNIA AIRWAYS | C | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 56 | 56 | 9 |
| | LUTON | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 26 | 0 | 42 | 4 |
| | LUTON | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 11 | 50 | 27 | 4 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 14 | 0 | 0 | 64 | 14 | 7 | 7 | 7 | 0 | 39 | 50 | 19 | 14 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 14 | 1 | 0 | 93 | 0 | 0 | 7 | 0 | 0 | 12 | 43 | 17 | 14 |
| | NEWCASTLE | BRITANNIA AIRWAYS | C | A | 9 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 13 | 33 | 31 | 9 |
| | NEWCASTLE | BRITANNIA AIRWAYS | C | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 78 | 8 | 9 |
| | STANSTED | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 7 | 25 | 35 | 4 |
| | STANSTED | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 50 | 15 | 4 |

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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 |
| MALAGA | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | C | A | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 10 | 56 | 22 | 9 | |
| | GATWICK | BRITISH AIRWAYS PLC | C | D | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 9 | 40 | 53 | 10 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 62 | 0 | 0 | 79 | 8 | 5 | 8 | 0 | 0 | 12 | 0 | 0 | 0 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 62 | 0 | 0 | 58 | 26 | 13 | 3 | 0 | 0 | 18 | 0 | 0 | 0 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 65 | 0 | 0 | 75 | 8 | 12 | 2 | 3 | 0 | 14 | 46 | 41 | 68 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 64 | 0 | 0 | 75 | 13 | 8 | 5 | 0 | 0 | 13 | 15 | 55 | 66 | |
| | GATWICK | EUROPEAN AIR CHARTER | C | A | 13 | 0 | 0 | 31 | 31 | 23 | 15 | 0 | 0 | 31 | 0 | 0 | 0 | |
| | GATWICK | EUROPEAN AIR CHARTER | C | D | 16 | 2 | 0 | 56 | 25 | 13 | 0 | 6 | 0 | 27 | 0 | 0 | 0 | |
| | GATWICK | EXCEL AIRWAYS LTD | C | A | 7 | 2 | 0 | 86 | 0 | 14 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | |
| | GATWICK | EXCEL AIRWAYS LTD | C | D | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | |
| | BIRMINGHAM | FIRST CHOICE AIRWAYS LTD | S | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 15 | 0 | 54 | 4 | |
| | BIRMINGHAM | FIRST CHOICE AIRWAYS LTD | S | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 50 | 25 | 4 | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | A | 5 | 0 | 0 | 40 | 40 | 0 | 20 | 0 | 0 | 44 | 29 | 20 | 7 | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | S | A | 15 | 0 | 0 | 47 | 27 | 20 | 7 | 0 | 0 | 24 | 0 | 39 | 9 | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | S | D | 15 | 0 | 0 | 87 | 7 | 7 | 0 | 0 | 0 | 9 | 67 | 8 | 9 | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | D | 6 | 0 | 0 | 50 | 33 | 0 | 17 | 0 | 0 | 39 | 50 | 17 | 8 | |
| | GLASGOW | FIRST CHOICE AIRWAYS LTD | S | A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 8 | 25 | 30 | 4 | |
| | GLASGOW | FIRST CHOICE AIRWAYS LTD | S | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 25 | 47 | 4 | |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | S | A | 15 | 0 | 0 | 40 | 33 | 20 | 7 | 0 | 0 | 24 | 0 | 30 | 9 | |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | A | 7 | 0 | 0 | 43 | 14 | 43 | 0 | 0 | 0 | 23 | 0 | 28 | 5 | |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | S | D | 15 | 0 | 0 | 80 | 7 | 7 | 7 | 0 | 0 | 10 | 67 | 17 | 9 | |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 67 | 13 | 6 | |
| | NEWCASTLE | FIRST CHOICE AIRWAYS LTD | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | |
| | NEWCASTLE | FIRST CHOICE AIRWAYS LTD | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | |
| | GATWICK | GB AIRWAYS LTD | S | A | 57 | 3 | 2 | 77 | 7 | 9 | 4 | 4 | 0 | 18 | 85 | 8 | 61 | |
| | GATWICK | GB AIRWAYS LTD | S | D | 62 | 0 | 0 | 63 | 24 | 5 | 8 | 0 | 0 | 20 | 69 | 19 | 62 | |
| | HEATHROW | GB AIRWAYS LTD | S | A | 32 | 2 | 0 | 75 | 16 | 3 | 6 | 0 | 0 | 13 | 71 | 13 | 31 | |
| | HEATHROW | GB AIRWAYS LTD | S | D | 31 | 0 | 0 | 48 | 13 | 23 | 6 | 6 | 3 | 47 | 41 | 28 | 32 | |
| | STANSTED | GO FLY LTD | S | A | 62 | 0 | 0 | 79 | 8 | 10 | 3 | 0 | 0 | 11 | 82 | 10 | 49 | |
| | STANSTED | GO FLY LTD | S | D | 62 | 0 | 0 | 69 | 21 | 5 | 5 | 0 | 0 | 14 | 80 | 13 | 49 | |
| | HEATHROW | IBERIA | S | A | 31 | 0 | 0 | 65 | 19 | 6 | 10 | 0 | 0 | 22 | 52 | 23 | 31 | |
| | HEATHROW | IBERIA | S | D | 31 | 0 | 0 | 61 | 13 | 16 | 10 | 0 | 0 | 25 | 42 | 30 | 31 | |
| | BIRMINGHAM | MONARCH AIRLINES | C | A | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 15 | 25 | 65 | 4 | |

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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 | MONARCH AIRLINES | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 60 | 37 | 5 |
| | GATWICK | MONARCH AIRLINES | C | A | 36 | 1 | 0 | 61 | 19 | 11 | 8 | 0 | 0 | 20 | 20 | 45 | 20 |
| | GATWICK | MONARCH AIRLINES | C | D | 38 | 1 | 0 | 66 | 24 | 8 | 3 | 0 | 0 | 13 | 54 | 36 | 24 |
| | LUTON | MONARCH AIRLINES | S | A | 36 | 0 | 0 | 44 | 50 | 0 | 6 | 0 | 0 | 18 | 17 | 40 | 35 |
| | LUTON | MONARCH AIRLINES | S | D | 36 | 0 | 0 | 83 | 3 | 11 | 3 | 0 | 0 | 9 | 66 | 26 | 35 |
| | MANCHESTER | MONARCH AIRLINES | S | A | 31 | 0 | 0 | 65 | 29 | 6 | 0 | 0 | 0 | 12 | 22 | 49 | 23 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 24 | 0 | 0 | 50 | 33 | 13 | 4 | 0 | 0 | 18 | 35 | 47 | 20 |
| | MANCHESTER | MONARCH AIRLINES | C | D | 24 | 0 | 0 | 92 | 4 | 0 | 4 | 0 | 0 | 5 | 75 | 23 | 20 |
| | MANCHESTER | MONARCH AIRLINES | S | D | 31 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 78 | 8 | 23 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 34 | 0 | 37 | 4 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 75 | 7 | 4 |
| | EDINBURGH | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | EDINBURGH | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 13 | 0 | 0 | 31 | 31 | 38 | 0 | 0 | 0 | 24 | 7 | 60 | 14 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 13 | 0 | 0 | 69 | 23 | 8 | 0 | 0 | 0 | 9 | 57 | 35 | 14 |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 29 | 50 | 106 | 4 |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 9 | 75 | 18 | 4 |
| | LUTON | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 40 | 60 | 0 | 0 | 0 | 0 | 16 | 50 | 13 | 4 |
| | LUTON | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 5 | 4 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 18 | 1 | 0 | 17 | 17 | 44 | 22 | 0 | 0 | 40 | 33 | 43 | 18 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 18 | 1 | 0 | 61 | 17 | 22 | 0 | 0 | 0 | 14 | 61 | 26 | 18 |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 20 | 92 | 5 |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 14 | 5 |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 16 | 75 | 14 | 4 |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 100 | 5 | 4 |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 17 | 0 | 0 | 59 | 18 | 12 | 6 | 6 | 0 | 26 | 18 | 58 | 22 |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 19 | 0 | 0 | 68 | 26 | 0 | 0 | 5 | 0 | 19 | 67 | 30 | 24 |
| | GLASGOW | THOMAS COOK AIRLINES LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 20 | 29 | 5 |
| | GLASGOW | THOMAS COOK AIRLINES LTD | C | D | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 40 | 19 | 5 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 17 | 2 | 0 | 71 | 18 | 6 | 6 | 0 | 0 | 16 | 52 | 46 | 23 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 21 | 0 | 0 | 95 | 0 | 0 | 5 | 0 | 0 | 6 | 83 | 9 | 23 |
| TOTAL MALAGA | | | | | 1398 | 17 | 2 | 69 | 16 | 9 | 5 | 1 | 0 | 17 | 51 | 30 | 30 |
| MALE INTERNATIONAL | | | | | | | | | | | | | | | | | |

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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 |
| MALE INTERNATIONAL | | | | | | | | | | | | | | | | | | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | A | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 26 | 25 | 38 | 4 | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 13 | 75 | 13 | 4 | |
| | GATWICK | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 25 | 18 | 4 | |
| | GATWICK | MONARCH AIRLINES | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 9 | 4 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 4 | 1 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 45 | 100 | 4 | 3 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 6 | 0 | 0 | 67 | 17 | 17 | 0 | 0 | 0 | 14 | 50 | 45 | 4 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 49 | 25 | 44 | 4 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 14 | 75 | 51 | 4 | |
| TOTAL MALE INTERNATIONAL | | | | | 37 | 1 | 0 | 73 | 8 | 11 | 8 | 0 | 0 | 19 | 58 | 29 | 29 | |
| MALMO | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 56 | 0 | 1 | 84 | 7 | 4 | 5 | 0 | 0 | 9 | 83 | 8 | 58 | |
| | STANSTED | RYANAIR | S | D | 57 | 0 | 0 | 47 | 21 | 25 | 7 | 0 | 0 | 23 | 53 | 20 | 58 | |
| TOTAL MALMO | | | | | 113 | 1 | 1 | 65 | 14 | 14 | 6 | 0 | 0 | 16 | 68 | 14 | 14 | |
| MALTA | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | AIR MALTA | S | A | 12 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 2 | 80 | 11 | 5 | |
| | BIRMINGHAM | AIR MALTA | S | D | 12 | 0 | 0 | 92 | 0 | 8 | 0 | 0 | 0 | 6 | 0 | 37 | 5 | |
| | GATWICK | AIR MALTA | S | A | 31 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 2 | 89 | 5 | 35 | |
| | GATWICK | AIR MALTA | S | D | 31 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 4 | 74 | 13 | 35 | |
| | GLASGOW | AIR MALTA | C | A | 3 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 0 | 27 | 100 | 0 | 4 | |
| | GLASGOW | AIR MALTA | S | A | 4 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 10 | 5 | |
| | GLASGOW | AIR MALTA | S | D | 4 | 0 | 1 | 75 | 25 | 0 | 0 | 0 | 0 | 10 | 20 | 20 | 5 | |
| | GLASGOW | AIR MALTA | C | D | 3 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 50 | 75 | 16 | 4 | |
| | HEATHROW | AIR MALTA | S | A | 62 | 1 | 1 | 97 | 3 | 0 | 0 | 0 | 0 | 2 | 87 | 10 | 62 | |
| | HEATHROW | AIR MALTA | S | D | 63 | 0 | 0 | 57 | 25 | 13 | 5 | 0 | 0 | 17 | 55 | 21 | 62 | |
| | MANCHESTER | AIR MALTA | C | A | 6 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 3 | 93 | 8 | 14 | |
| | MANCHESTER | AIR MALTA | S | A | 21 | 1 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 89 | 18 | 18 | |
| | MANCHESTER | AIR MALTA | S | D | 22 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 57 | 27 | 23 | |
| | MANCHESTER | AIR MALTA | C | D | 6 | 0 | 0 | 67 | 0 | 17 | 0 | 0 | 17 | 120 | 67 | 17 | 9 | |
| | NEWCASTLE | AIR MALTA | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 5 | 100 | 2 | 3 | |
| | NEWCASTLE | AIR MALTA | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 10 | 100 | 5 | 3 | |
| | STANSTED | AIR MALTA | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 5 | |
| | STANSTED | AIR MALTA | S | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 19 | 0 | 68 | 5 | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 60 | 0 | 20 | 20 | 0 | 0 | 26 | 80 | 10 | 5 | |

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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 | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 60 | 0 | 40 | 0 | 0 | 0 | 23 | 80 | 9 | 5 | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 60 | 0 | 0 | 40 | 0 | 0 | 45 | 78 | 14 | 9 | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 26 | 89 | 8 | 9 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 5 | 75 | 10 | 4 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 11 | 100 | 7 | 4 | |
| | GATWICK | EXCEL AIRWAYS LTD | S | A | 5 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 17 | 75 | 25 | 4 | |
| | GATWICK | EXCEL AIRWAYS LTD | S | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 5 | 75 | 41 | 4 | |
| | MANCHESTER | EXCEL AIRWAYS LTD | S | A | 4 | 0 | 0 | 75 | 0 | 0 | 0 | 25 | 0 | 49 | 40 | 24 | 5 | |
| | MANCHESTER | EXCEL AIRWAYS LTD | S | D | 4 | 0 | 0 | 75 | 0 | 0 | 0 | 25 | 0 | 57 | 20 | 42 | 5 | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 33 | 59 | 6 | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 60 | 48 | 5 | |
| | GATWICK | GB AIRWAYS LTD | S | A | 31 | 0 | 0 | 84 | 10 | 3 | 3 | 0 | 0 | 12 | 73 | 18 | 26 | |
| | GATWICK | GB AIRWAYS LTD | S | D | 30 | 1 | 0 | 67 | 30 | 0 | 3 | 0 | 0 | 14 | 78 | 25 | 27 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 100 | 9 | 4 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 100 | 5 | 4 | |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 33 | 39 | 3 | |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 67 | 34 | 3 | |
| | LUTON | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 67 | 23 | 3 | |
| | LUTON | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 33 | 27 | 3 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 16 | 75 | 56 | 4 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 21 | 75 | 55 | 4 | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 75 | 10 | 4 | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 2 | 4 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 75 | 18 | 4 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 75 | 12 | 4 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 50 | 25 | 4 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 11 | 4 | |
| TOTAL MALTA | | | | | 467 | 3 | 4 | 83 | 10 | 4 | 3 | 0 | 0 | 11 | 71 | 18 | 18 | |
| MANAUS-EDUARDO GOMES | | | | | | | | | | | | | | | | | | |
| TOTAL MANAUS-EDUARDO GOMES | | | | | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | |
| MANCHESTER | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 178 | 0 | 0 | 91 | 5 | 3 | 1 | 0 | 0 | 5 | 72 | 11 | 208 | |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 170 | 6 | 1 | 79 | 18 | 3 | 1 | 0 | 0 | 8 | 77 | 11 | 213 | |

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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 |
| MANCHESTER | EDINBURGH | BMI REGIONAL | S | A | 112 | 0 | 0 | 94 | 4 | 2 | 1 | 0 | 0 | 4 | 71 | 13 | 99 |
| | EDINBURGH | BMI REGIONAL | S | D | 110 | 0 | 0 | 93 | 5 | 1 | 1 | 0 | 0 | 4 | 85 | 8 | 99 |
| | GLASGOW | BMI REGIONAL | S | A | 85 | 0 | 0 | 96 | 2 | 1 | 0 | 0 | 0 | 3 | 93 | 5 | 97 |
| | GLASGOW | BMI REGIONAL | S | D | 86 | 0 | 0 | 95 | 3 | 1 | 0 | 0 | 0 | 2 | 88 | 7 | 97 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 15 | 12 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 83 | 20 | 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 | 75 | 25 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 191 | 0 | 0 | 90 | 6 | 2 | 2 | 1 | 0 | 8 | 73 | 20 | 196 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 191 | 0 | 0 | 91 | 5 | 3 | 1 | 1 | 0 | 7 | 72 | 17 | 196 |
| | EDINBURGH | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 32 | 0 | 0 | 50 | 22 | 19 | 9 | 0 | 0 | 23 | 0 | 0 | 0 |
| | EDINBURGH | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 52 | 0 | 0 | 81 | 4 | 8 | 8 | 0 | 0 | 17 | 0 | 0 | 0 |
| | GLASGOW | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 45 | 0 | 0 | 76 | 18 | 4 | 2 | 0 | 0 | 9 | 51 | 26 | 121 |
| | GLASGOW | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 46 | 0 | 0 | 85 | 9 | 4 | 2 | 0 | 0 | 7 | 72 | 15 | 110 |
| | EDINBURGH | BRITISH AIRWAYS PLC | S | A | 84 | 1 | 4 | 83 | 13 | 2 | 1 | 0 | 0 | 8 | 64 | 20 | 143 |
| | EDINBURGH | BRITISH AIRWAYS PLC | S | D | 63 | 0 | 4 | 65 | 29 | 3 | 3 | 0 | 0 | 15 | 68 | 21 | 129 |
| | GLASGOW | BRITISH AIRWAYS PLC | S | A | 67 | 2 | 4 | 67 | 15 | 7 | 7 | 3 | 0 | 21 | 0 | 0 | 0 |
| | GLASGOW | BRITISH AIRWAYS PLC | S | D | 53 | 0 | 0 | 72 | 19 | 6 | 4 | 0 | 0 | 13 | 0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 306 | 0 | 1 | 78 | 12 | 7 | 2 | 0 | 0 | 11 | 61 | 19 | 304 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 307 | 0 | 0 | 84 | 10 | 5 | 1 | 0 | 0 | 7 | 69 | 17 | 305 |
| | STANSTED | BRITISH REGIONAL AIRLINES LTD | S | A | 57 | 0 | 0 | 82 | 4 | 11 | 4 | 0 | 0 | 10 | 71 | 14 | 87 |
| | STANSTED | BRITISH REGIONAL AIRLINES LTD | S | D | 57 | 0 | 0 | 81 | 7 | 5 | 7 | 0 | 0 | 13 | 68 | 15 | 87 |
| | GATWICK | MONARCH AIRLINES | C | A | 7 | 4 | 0 | 86 | 0 | 14 | 0 | 0 | 0 | 11 | 60 | 25 | 5 |
| | GATWICK | MONARCH AIRLINES | C | D | 6 | 4 | 0 | 83 | 0 | 17 | 0 | 0 | 0 | 10 | 25 | 45 | 4 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 17 | 75 | 49 | 4 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 3 | 0 | 0 | 33 | 33 | 0 | 33 | 0 | 0 | 49 | 0 | 0 | 0 |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 11 | 2 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 50 | 156 | 2 |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 12 | 0 | 0 | 83 | 8 | 8 | 0 | 0 | 0 | 4 | 100 | 0 | 1 |

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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) | | | | | | | | | | | |
| MANCHESTER | | | | | | | | | | | | | | | | | |
| TOTAL MANCHESTER | | | | | 2358 | 55 | 14 | 84 | 9 | 4 | 2 | 0 | 0 | 8 | 71 | 16 | 16 |
| MANILA | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 9 | 78 | 60 | 18 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 19 | 41 | 118 | 17 |
| TOTAL MANILA | | | | | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 13 | 60 | 88 | 88 |
| MARRAKESH | | | | | | | | | | | | | | | | | |
| | GATWICK | GB AIRWAYS LTD | S | A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | HEATHROW | GB AIRWAYS LTD | S | A | 27 | 0 | 0 | 74 | 11 | 11 | 4 | 0 | 0 | 12 | 82 | 9 | 22 |
| | HEATHROW | GB AIRWAYS LTD | S | D | 26 | 0 | 0 | 50 | 15 | 15 | 19 | 0 | 0 | 26 | 35 | 40 | 23 |
| | HEATHROW | ROYAL AIR MAROC | S | D | 22 | 0 | 0 | 68 | 5 | 23 | 5 | 0 | 0 | 16 | 0 | 0 | 0 |
| | STANSTED | ROYAL AIR MAROC | S | A | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 6 | 46 | 24 | 13 |
| | STANSTED | ROYAL AIR MAROC | S | D | 8 | 0 | 0 | 50 | 38 | 13 | 0 | 0 | 0 | 15 | 31 | 30 | 13 |
| TOTAL MARRAKESH | | | | | 96 | 2 | 2 | 66 | 11 | 16 | 7 | 0 | 0 | 16 | 53 | 26 | 26 |
| MARSEILLE | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 112 | 0 | 0 | 88 | 4 | 4 | 1 | 2 | 0 | 8 | 78 | 13 | 93 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 112 | 0 | 0 | 88 | 5 | 4 | 3 | 0 | 0 | 7 | 64 | 21 | 92 |
| | STANSTED | KLM UK LTD | S | A | 33 | 0 | 0 | 94 | 0 | 3 | 3 | 0 | 0 | 7 | 86 | 14 | 50 |
| | STANSTED | KLM UK LTD | S | D | 33 | 0 | 0 | 91 | 3 | 0 | 6 | 0 | 0 | 8 | 68 | 16 | 50 |
| TOTAL MARSEILLE | | | | | 290 | 0 | 0 | 89 | 4 | 4 | 2 | 1 | 0 | 8 | 73 | 16 | 16 |
| MAURITIUS | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR MAURITIUS LTD | S | A | 14 | 0 | 0 | 7 | 14 | 57 | 21 | 0 | 0 | 46 | 21 | 53 | 14 |
| | HEATHROW | AIR MAURITIUS LTD | S | D | 14 | 0 | 0 | 64 | 14 | 0 | 21 | 0 | 0 | 33 | 50 | 30 | 14 |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 14 | 0 | 0 | 93 | 0 | 7 | 0 | 0 | 0 | 8 | 77 | 11 | 13 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 0 | 77 | 15 | 8 | 0 | 0 | 0 | 10 | 64 | 15 | 14 |
| TOTAL MAURITIUS | | | | | 55 | 1 | 1 | 60 | 11 | 18 | 11 | 0 | 0 | 24 | 51 | 27 | 27 |
| MELBOURNE | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 21 | 0 | 0 | 57 | 19 | 14 | 10 | 0 | 0 | 21 | 33 | 22 | 3 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 23 | 0 | 0 | 70 | 22 | 4 | 4 | 0 | 0 | 14 | 80 | 9 | 5 |
| | HEATHROW | QANTAS | S | A | 31 | 0 | 0 | 45 | 35 | 13 | 0 | 6 | 0 | 27 | 48 | 34 | 31 |
| | HEATHROW | QANTAS | S | D | 13 | 0 | 0 | 62 | 31 | 8 | 0 | 0 | 0 | 13 | 58 | 22 | 31 |
| TOTAL MELBOURNE | | | | | 88 | 0 | 0 | 57 | 27 | 10 | 3 | 2 | 0 | 20 | 54 | 26 | 26 |

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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) | | | | | | | | | | | | |
| MEXICO CITY | | HEATHROW | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 0 | 69 | 0 | 23 | 8 | 0 | 0 | 17 | 21 | 161 | 14 |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 0 | 85 | 8 | 8 | 0 | 0 | 0 | 12 | 15 | 143 | 13 |
| TOTAL MEXICO CITY | | | | | | 26 | 0 | 0 | 77 | 4 | 15 | 4 | 0 | 0 | 14 | 19 | 152 | 152 |
| MIAMI INTERNATIONAL | | HEATHROW | AMERICAN AIRLINES | S | A | 31 | 0 | 0 | 65 | 13 | 16 | 6 | 0 | 0 | 15 | 74 | 13 | 31 |
| | | HEATHROW | AMERICAN AIRLINES | S | D | 31 | 0 | 0 | 81 | 10 | 3 | 6 | 0 | 0 | 12 | 71 | 15 | 31 |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | A | 62 | 0 | 0 | 92 | 5 | 2 | 0 | 2 | 0 | 6 | 68 | 23 | 37 |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | D | 62 | 0 | 0 | 69 | 16 | 6 | 6 | 2 | 0 | 20 | 32 | 34 | 38 |
| | | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 31 | 0 | 0 | 58 | 19 | 19 | 3 | 0 | 0 | 16 | 55 | 25 | 31 |
| | | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 31 | 0 | 0 | 65 | 26 | 10 | 0 | 0 | 0 | 14 | 55 | 27 | 31 |
| TOTAL MIAMI INTERNATIONAL | | | | | | 248 | 0 | 0 | 74 | 14 | 8 | 4 | 1 | 0 | 14 | 59 | 24 | 24 |
| MILAN (LINATE) | | HEATHROW | ALITALIA | S | A | 83 | 1 | 0 | 89 | 5 | 5 | 1 | 0 | 0 | 7 | 70 | 11 | 92 |
| | | HEATHROW | ALITALIA | S | D | 83 | 0 | 0 | 66 | 11 | 16 | 7 | 0 | 0 | 19 | 75 | 11 | 91 |
| | | HEATHROW | BMI BRITISH MIDLAND | S | A | 88 | 0 | 0 | 88 | 8 | 3 | 1 | 0 | 0 | 5 | 0 | 0 | 0 |
| | | HEATHROW | BMI BRITISH MIDLAND | S | D | 88 | 0 | 0 | 86 | 11 | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 0 |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | A | 93 | 0 | 0 | 75 | 14 | 8 | 3 | 0 | 0 | 13 | 55 | 19 | 93 |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | D | 93 | 0 | 0 | 68 | 24 | 5 | 3 | 0 | 0 | 14 | 62 | 17 | 93 |
| | | STANSTED | GO FLY LTD | S | A | 31 | 0 | 0 | 77 | 10 | 6 | 6 | 0 | 0 | 13 | 84 | 10 | 32 |
| | | STANSTED | GO FLY LTD | S | D | 31 | 0 | 0 | 65 | 13 | 16 | 6 | 0 | 0 | 20 | 58 | 26 | 31 |
| | | STANSTED | KLM UK LTD | S | A | 76 | 0 | 0 | 74 | 13 | 5 | 7 | 1 | 0 | 18 | 76 | 9 | 82 |
| | | STANSTED | KLM UK LTD | S | D | 76 | 0 | 0 | 71 | 9 | 12 | 7 | 1 | 0 | 22 | 74 | 12 | 82 |
| TOTAL MILAN (LINATE) | | | | | | 742 | 5 | 0 | 77 | 12 | 7 | 4 | 0 | 0 | 13 | 69 | 14 | 14 |
| MILAN (MALPENSA) | | HEATHROW | ALITALIA | S | A | 151 | 0 | 2 | 38 | 32 | 20 | 10 | 0 | 0 | 26 | 40 | 25 | 151 |
| | | HEATHROW | ALITALIA | S | D | 154 | 0 | 0 | 75 | 12 | 10 | 4 | 0 | 0 | 13 | 66 | 16 | 152 |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | A | 93 | 0 | 0 | 59 | 22 | 13 | 6 | 0 | 0 | 18 | 45 | 22 | 67 |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | D | 93 | 0 | 0 | 83 | 11 | 5 | 1 | 0 | 0 | 9 | 81 | 11 | 68 |
| | | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 51 | 0 | 0 | 67 | 22 | 8 | 4 | 0 | 0 | 13 | 60 | 17 | 78 |
| | | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 51 | 0 | 0 | 75 | 18 | 4 | 4 | 0 | 0 | 11 | 71 | 13 | 77 |
| | | BIRMINGHAM | DUO AIRWAYS LTD | S | A | 76 | 0 | 0 | 80 | 9 | 7 | 4 | 0 | 0 | 12 | 49 | 23 | 80 |
| | | BIRMINGHAM | DUO AIRWAYS LTD | S | D | 76 | 0 | 0 | 80 | 7 | 5 | 7 | 1 | 0 | 13 | 78 | 13 | 79 |
| | | STANSTED | EUROPEAN AIR CHARTER | C | A | 3 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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 (MALPENSA) | | | | | | | | | | | | | | | | | | |
| TOTAL MILAN (MALPENSA) | | | | | 749 | 2 | 4 | 67 | 17 | 10 | 5 | 0 | 0 | 15 | 59 | 19 | 19 | |
| MINNEAPOLIS-ST PAUL | | | | | | | | | | | | | | | | | | |
| | GATWICK | NORTHWEST AIRLINES | S | A | 30 | 0 | 1 | 77 | 7 | 3 | 10 | 3 | 0 | 21 | 48 | 33 | 31 | |
| | GATWICK | NORTHWEST AIRLINES | S | D | 30 | 0 | 1 | 93 | 3 | 0 | 0 | 3 | 0 | 11 | 71 | 12 | 31 | |
| TOTAL MINNEAPOLIS-ST PAUL | | | | | 60 | 0 | 2 | 85 | 5 | 2 | 5 | 3 | 0 | 16 | 60 | 22 | 22 | |
| MINSK | | | | | | | | | | | | | | | | | | |
| | GATWICK | BELAVIA (BELARUSSIAN AIRLINES) | S | A | 9 | 0 | 0 | 56 | 22 | 11 | 11 | 0 | 0 | 19 | 50 | 14 | 8 | |
| | GATWICK | BELAVIA (BELARUSSIAN AIRLINES) | S | D | 9 | 0 | 0 | 67 | 11 | 22 | 0 | 0 | 0 | 15 | 100 | 4 | 8 | |
| TOTAL MINSK | | | | | 18 | 0 | 0 | 61 | 17 | 17 | 6 | 0 | 0 | 17 | 75 | 9 | 9 | |
| MOENCHENGLADBACH | | | | | | | | | | | | | | | | | | |
| | LONDON CITY | VLM (BELGIUM) | S | A | 82 | 0 | 5 | 71 | 24 | 4 | 1 | 0 | 0 | 11 | 72 | 12 | 86 | |
| | LONDON CITY | VLM (BELGIUM) | S | D | 82 | 0 | 5 | 70 | 26 | 4 | 1 | 0 | 0 | 11 | 80 | 9 | 87 | |
| TOTAL MOENCHENGLADBACH | | | | | 164 | 0 | 10 | 70 | 25 | 4 | 1 | 0 | 0 | 11 | 63 | 21 | 21 | |
| MOMBASA | | | | | | | | | | | | | | | | | | |
| | GATWICK | AFRICAN SAFARI AIRWAYS-ASA | C | A | 5 | 0 | 0 | 20 | 20 | 20 | 40 | 0 | 0 | 44 | 50 | 16 | 2 | |
| | GATWICK | AFRICAN SAFARI AIRWAYS-ASA | C | D | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 17 | 50 | 119 | 2 | |
| | GATWICK | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 0 | 53 | 4 | |
| | GATWICK | MONARCH AIRLINES | C | D | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 8 | 75 | 23 | 4 | |
| | MANCHESTER | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 0 | 53 | 4 | |
| | MANCHESTER | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 75 | 26 | 4 | |
| TOTAL MOMBASA | | | | | 27 | 0 | 0 | 63 | 22 | 7 | 7 | 0 | 0 | 16 | 61 | 27 | 27 | |
| MONASTIR | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 75 | 38 | 4 | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 75 | 29 | 4 | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 21 | 44 | 20 | 9 | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 89 | 12 | 9 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 3 | 44 | 42 | 9 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 15 | 44 | 47 | 9 | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | A | 5 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 30 | 50 | 24 | 8 | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | D | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 25 | 88 | 13 | 8 | |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | A | 4 | 1 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 22 | 14 | 50 | 7 | |

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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 |
| MONASTIR | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | D | 6 | 0 | 0 | 83 | 0 | 0 | 17 | 0 | 0 | 22 | 44 | 30 | 9 |
| | BIRMINGHAM | MONARCH AIRLINES | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 122 | 4 |
| | BIRMINGHAM | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 5 |
| | GATWICK | MONARCH AIRLINES | C | A | 7 | 0 | 0 | 43 | 14 | 29 | 14 | 0 | 0 | 23 | 0 | 83 | 4 |
| | GATWICK | MONARCH AIRLINES | C | D | 6 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 7 | 20 | 78 | 5 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 21 | 4 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 12 | 50 | 17 | 4 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 9 | 0 | 0 | 56 | 0 | 33 | 11 | 0 | 0 | 27 | 67 | 18 | 12 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 10 | 0 | 0 | 60 | 10 | 20 | 10 | 0 | 0 | 28 | 92 | 6 | 12 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 60 | 0 | 0 | 20 | 20 | 0 | 59 | 38 | 27 | 8 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 60 | 0 | 0 | 20 | 20 | 0 | 66 | 75 | 25 | 8 |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 67 | 4 |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 4 | 50 | 69 | 4 |
| | GLASGOW | NOUVELAIR TUNISIE | C | A | 6 | 0 | 0 | 33 | 0 | 17 | 50 | 0 | 0 | 42 | 20 | 39 | 5 |
| | GLASGOW | NOUVELAIR TUNISIE | C | D | 5 | 0 | 0 | 40 | 0 | 0 | 60 | 0 | 0 | 51 | 25 | 42 | 4 |
| | LUTON | NOUVELAIR TUNISIE | C | A | 5 | 0 | 0 | 60 | 0 | 20 | 20 | 0 | 0 | 22 | 50 | 97 | 2 |
| | LUTON | NOUVELAIR TUNISIE | C | D | 5 | 0 | 0 | 40 | 20 | 20 | 20 | 0 | 0 | 40 | 50 | 51 | 4 |
| | NEWCASTLE | NOUVELAIR TUNISIE | C | A | 5 | 0 | 0 | 20 | 0 | 40 | 40 | 0 | 0 | 64 | 20 | 67 | 5 |
| | NEWCASTLE | NOUVELAIR TUNISIE | C | D | 4 | 0 | 0 | 25 | 0 | 25 | 50 | 0 | 0 | 64 | 20 | 78 | 5 |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 5 | 0 | 0 | 60 | 0 | 20 | 20 | 0 | 0 | 38 | 0 | 0 | 0 |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 5 | 0 | 0 | 20 | 60 | 0 | 20 | 0 | 0 | 40 | 0 | 0 | 0 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 14 | 50 | 16 | 4 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 100 | 2 | 4 |
| TOTAL MONASTIR | | | | | 162 | 1 | 0 | 67 | 6 | 10 | 15 | 1 | 0 | 25 | 51 | 35 | 35 |
| MONTEGO BAY | GATWICK | BRITISH AIRWAYS PLC | S | A | 18 | 0 | 0 | 44 | 44 | 6 | 6 | 0 | 0 | 18 | 50 | 46 | 18 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 17 | 0 | 0 | 59 | 35 | 6 | 0 | 0 | 0 | 16 | 28 | 45 | 18 |
| | GATWICK | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 0 | 25 | 0 | 75 | 0 | 0 | 61 | 25 | 33 | 4 |
| | GATWICK | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 113 | 75 | 12 | 4 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 22 | 50 | 20 | 4 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 20 | 40 | 20 | 0 | 20 | 0 | 61 | 50 | 16 | 4 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 8 | 0 | 0 | 50 | 13 | 38 | 0 | 0 | 0 | 23 | 38 | 71 | 8 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 9 | 0 | 0 | 67 | 22 | 0 | 11 | 0 | 0 | 16 | 0 | 84 | 8 |

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | MAR 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) | | | | | | | | | | | |
| MONTEGO BAY | | | | | | | | | | | | | | | | | |
| TOTAL MONTEGO BAY | | | | | 69 | 0 | 0 | 45 | 30 | 10 | 13 | 1 | 0 | 29 | 37 | 47 | 47 |
| MONTPELLIER | | | | | | | | | | | | | | | | | |
| | GATWICK | GB AIRWAYS LTD | S | A | 12 | 5 | 1 | 92 | 0 | 0 | 0 | 8 | 0 | 22 | 0 | 0 | 0 |
| | GATWICK | GB AIRWAYS LTD | S | D | 16 | 1 | 0 | 69 | 13 | 13 | 0 | 6 | 0 | 30 | 0 | 0 | 0 |
| TOTAL MONTPELLIER | | | | | 30 | 6 | 1 | 73 | 13 | 7 | 0 | 7 | 0 | 26 | 80 | 11 | 11 |
| MONTREAL (DORVAL) | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR CANADA | S | A | 31 | 0 | 0 | 65 | 13 | 10 | 13 | 0 | 0 | 20 | 45 | 33 | 31 |
| | HEATHROW | AIR CANADA | S | D | 31 | 1 | 0 | 74 | 23 | 3 | 0 | 0 | 0 | 11 | 42 | 19 | 31 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 84 | 6 | 6 | 0 | 3 | 0 | 12 | 73 | 16 | 30 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 77 | 16 | 3 | 3 | 0 | 0 | 14 | 60 | 22 | 30 |
| TOTAL MONTREAL (DORVAL) | | | | | 124 | 1 | 0 | 75 | 15 | 6 | 4 | 1 | 0 | 14 | 55 | 23 | 23 |
| MOSCOW (DOMODEDOVO) | | | | | | | | | | | | | | | | | |
| | HEATHROW | TRANSAERO AIRLINES | S | A | 9 | 0 | 1 | 44 | 11 | 11 | 33 | 0 | 0 | 31 | 0 | 0 | 0 |
| | HEATHROW | TRANSAERO AIRLINES | S | D | 9 | 0 | 1 | 56 | 11 | 11 | 22 | 0 | 0 | 26 | 0 | 0 | 0 |
| TOTAL MOSCOW (DOMODEDOVO) | | | | | 18 | 0 | 2 | 50 | 11 | 11 | 28 | 0 | 0 | 29 | 0 | 0 | 0 |
| MOSCOW (SHEREMETYEVO) | | | | | | | | | | | | | | | | | |
| | HEATHROW | AEROFLOT | S | A | 62 | 0 | 1 | 53 | 18 | 21 | 6 | 0 | 2 | 30 | 33 | 27 | 48 |
| | HEATHROW | AEROFLOT | S | D | 60 | 0 | 2 | 52 | 17 | 17 | 13 | 0 | 2 | 35 | 43 | 22 | 47 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 58 | 1 | 1 | 95 | 2 | 3 | 0 | 0 | 0 | 2 | 92 | 5 | 62 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 59 | 0 | 0 | 83 | 12 | 5 | 0 | 0 | 0 | 6 | 82 | 9 | 62 |
| TOTAL MOSCOW (SHEREMETYEVO) | | | | | 239 | 5 | 4 | 70 | 12 | 12 | 5 | 0 | 1 | 19 | 69 | 14 | 14 |
| MOSCOW (VNUKOVO) | | | | | | | | | | | | | | | | | |
| MUMBAI | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR INDIA | S | A | 46 | 0 | 0 | 33 | 9 | 28 | 30 | 0 | 0 | 47 | 30 | 36 | 44 |
| | HEATHROW | AIR INDIA | S | D | 44 | 0 | 1 | 34 | 20 | 30 | 16 | 0 | 0 | 33 | 51 | 24 | 43 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 87 | 3 | 10 | 0 | 0 | 0 | 7 | 68 | 22 | 31 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 65 | 19 | 16 | 0 | 0 | 0 | 15 | 68 | 24 | 31 |
| TOTAL MUMBAI | | | | | 152 | 0 | 1 | 51 | 13 | 22 | 14 | 0 | 0 | 28 | 52 | 27 | 27 |
| MUNICH | | | | | | | | | | | | | | | | | |
| | LONDON CITY | AUGSBURG AIRWAYS GMBH | S | A | 49 | 0 | 0 | 43 | 35 | 18 | 2 | 2 | 0 | 25 | 0 | 0 | 0 |
| | LONDON CITY | AUGSBURG AIRWAYS GMBH | S | D | 49 | 0 | 0 | 29 | 31 | 29 | 10 | 2 | 0 | 33 | 0 | 0 | 0 |

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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) | | | | | | | | | | | |
| MUNICH | GLASGOW | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 30 | 0 | 0 | 90 | 3 | 7 | 0 | 0 | 0 | 5 | 0 | 34 | 2 |
| | GLASGOW | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 24 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 100 | 0 | 2 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | A | 51 | 0 | 1 | 71 | 20 | 2 | 8 | 0 | 0 | 13 | 56 | 28 | 50 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | D | 52 | 0 | 0 | 79 | 13 | 6 | 2 | 0 | 0 | 9 | 76 | 21 | 50 |
| | EDINBURGH | BRITISH AIRWAYS PLC | S | A | 26 | 0 | 0 | 92 | 0 | 0 | 8 | 0 | 0 | 6 | 0 | 0 | 0 |
| | EDINBURGH | BRITISH AIRWAYS PLC | S | D | 24 | 0 | 1 | 71 | 21 | 8 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 180 | 0 | 0 | 83 | 12 | 4 | 0 | 0 | 0 | 7 | 68 | 17 | 180 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 180 | 0 | 0 | 81 | 13 | 6 | 1 | 1 | 0 | 9 | 72 | 14 | 180 |
| | GATWICK | BRITISH REGIONAL AIRLINES LTD | S | A | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | GATWICK | BRITISH REGIONAL AIRLINES LTD | S | D | 3 | 0 | 0 | 33 | 0 | 67 | 0 | 0 | 0 | 30 | 0 | 0 | 0 |
| | GATWICK | DEUTSCHE BA | S | A | 85 | 0 | 0 | 91 | 7 | 1 | 1 | 0 | 0 | 6 | 53 | 18 | 88 |
| | GATWICK | DEUTSCHE BA | S | D | 85 | 0 | 0 | 89 | 7 | 2 | 1 | 0 | 0 | 7 | 62 | 18 | 87 |
| | STANSTED | GO FLY LTD | S | A | 62 | 0 | 0 | 69 | 19 | 10 | 2 | 0 | 0 | 13 | 87 | 8 | 61 |
| | STANSTED | GO FLY LTD | S | D | 61 | 1 | 0 | 52 | 16 | 26 | 5 | 0 | 0 | 19 | 59 | 17 | 61 |
| | BIRMINGHAM | LUFTHANSA | S | D | 2 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | HEATHROW | LUFTHANSA | S | A | 183 | 0 | 0 | 89 | 9 | 2 | 1 | 0 | 0 | 5 | 82 | 9 | 177 |
| | HEATHROW | LUFTHANSA | S | D | 183 | 0 | 0 | 95 | 3 | 2 | 1 | 0 | 0 | 5 | 84 | 9 | 177 |
| | MANCHESTER | LUFTHANSA | S | A | 60 | 0 | 0 | 27 | 42 | 25 | 7 | 0 | 0 | 28 | 76 | 11 | 62 |
| | MANCHESTER | LUFTHANSA | S | D | 61 | 0 | 0 | 84 | 15 | 2 | 0 | 0 | 0 | 5 | 84 | 16 | 62 |
| | BIRMINGHAM | LUFTHANSA CITY LINE | S | A | 104 | 2 | 0 | 77 | 13 | 6 | 5 | 0 | 0 | 12 | 87 | 9 | 61 |
| | BIRMINGHAM | LUFTHANSA CITY LINE | S | D | 104 | 0 | 0 | 71 | 17 | 8 | 4 | 0 | 0 | 13 | 70 | 16 | 86 |
| | MANCHESTER | LUFTHANSA CITY LINE | S | A | 27 | 1 | 0 | 74 | 15 | 7 | 4 | 0 | 0 | 13 | 92 | 5 | 25 |
| | MANCHESTER | LUFTHANSA CITY LINE | S | D | 26 | 0 | 0 | 77 | 15 | 4 | 4 | 0 | 0 | 9 | 80 | 10 | 25 |
| TOTAL MUNICH | | | | | 1718 | 6 | 6 | 78 | 13 | 7 | 2 | 0 | 0 | 10 | 72 | 16 | 16 |
| MUNSTER-OSNABRUCK | | | | | | | | | | | | | | | | | |
| MURCIA SAN JAVIER | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | C | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS PLC | C | A | 12 | 0 | 0 | 83 | 0 | 8 | 8 | 0 | 0 | 18 | 90 | 15 | 10 |
| | GATWICK | BRITISH AIRWAYS PLC | C | D | 13 | 0 | 0 | 69 | 15 | 8 | 8 | 0 | 0 | 14 | 60 | 27 | 10 |

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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) | | | | | | | | | | | |
| MURCIA SAN JAVIER | MANCHESTER | BRITISH AIRWAYS PLC | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 9 | 100 | 2 | 1 |
| | MANCHESTER | BRITISH AIRWAYS PLC | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 16 | 0 | 21 | 1 |
| | STANSTED | KLM UK LTD | S | A | 20 | 0 | 0 | 60 | 20 | 15 | 5 | 0 | 0 | 19 | 0 | 0 | 0 |
| | STANSTED | KLM UK LTD | S | D | 20 | 0 | 0 | 50 | 20 | 30 | 0 | 0 | 0 | 22 | 0 | 0 | 0 |
| TOTAL MURCIA SAN JAVIER | | | | | 73 | 0 | 0 | 63 | 18 | 15 | 4 | 0 | 0 | 18 | 71 | 19 | 19 |
| MUSCAT | HEATHROW | BRITISH AIRWAYS PLC | S | A | 27 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 87 | 12 | 31 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 27 | 0 | 0 | 81 | 11 | 7 | 0 | 0 | 0 | 9 | 74 | 17 | 31 |
| | HEATHROW | GULF AIR | S | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 15 | 47 | 29 | 38 |
| | HEATHROW | GULF AIR | S | D | 9 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 8 | 74 | 11 | 38 |
| TOTAL MUSCAT | | | | | 67 | 0 | 0 | 87 | 9 | 4 | 0 | 0 | 0 | 6 | 70 | 17 | 17 |

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

Origin / Destinations: N

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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) | | | | | | | | | | | | |
| NAGOYA (AFB) | | | | | | | | | | | | | | | | | | |
| NAIROBI | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 5 | 0 | 0 | 60 | 0 | 20 | 20 | 0 | 0 | 27 | 0 | 0 | 0 | |
| | HEATHROW | KENYA AIRWAYS | S | A | 31 | 0 | 0 | 71 | 13 | 6 | 3 | 3 | 34 | 52 | 22 | 29 | | |
| | HEATHROW | KENYA AIRWAYS | S | D | 31 | 0 | 0 | 84 | 10 | 6 | 0 | 0 | 7 | 86 | 9 | 29 | | |
| TOTAL NAIROBI | | | | | 72 | 0 | 0 | 78 | 10 | 7 | 3 | 1 | 1 | 20 | 68 | 15 | 15 | |
| NANTES | | | | | | | | | | | | | | | | | | |
| | GATWICK | GB AIRWAYS LTD | S | A | 23 | 0 | 0 | 78 | 9 | 4 | 9 | 0 | 0 | 15 | 83 | 11 | 41 | |
| | GATWICK | GB AIRWAYS LTD | S | D | 23 | 0 | 0 | 78 | 13 | 4 | 4 | 0 | 0 | 13 | 93 | 12 | 40 | |
| TOTAL NANTES | | | | | 46 | 0 | 0 | 78 | 11 | 4 | 7 | 0 | 0 | 14 | 88 | 12 | 12 | |
| NAPLES | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 60 | 0 | 20 | 20 | 0 | 0 | 36 | 25 | 28 | 4 | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 5 | 100 | 1 | 5 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 20 | 40 | 0 | 20 | 0 | 20 | 132 | 75 | 13 | 4 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 6 | 100 | 1 | 5 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 63 | 0 | 0 | 79 | 14 | 3 | 3 | 0 | 0 | 9 | 73 | 21 | 62 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 63 | 0 | 0 | 94 | 0 | 3 | 3 | 0 | 0 | 8 | 76 | 19 | 62 | |
| | STANSTED | GO FLY LTD | S | A | 31 | 0 | 0 | 74 | 3 | 0 | 19 | 3 | 0 | 32 | 79 | 10 | 38 | |
| | STANSTED | GO FLY LTD | S | D | 31 | 0 | 0 | 81 | 3 | 0 | 16 | 0 | 0 | 25 | 74 | 13 | 38 | |
| | GATWICK | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 75 | 5 | 4 | |
| | MANCHESTER | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 43 | 0 | 20 | 1 | |
| TOTAL NAPLES | | | | | 221 | 0 | 0 | 81 | 7 | 3 | 9 | 0 | 0 | 18 | 74 | 16 | 16 | |
| NASSAU | | | | | | | | | | | | | | | | | | |
| NEW YORK (JF KENNEDY) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR INDIA | S | A | 31 | 0 | 0 | 32 | 23 | 32 | 13 | 0 | 0 | 34 | 55 | 24 | 31 | |
| | HEATHROW | AIR INDIA | S | D | 31 | 0 | 0 | 13 | 13 | 23 | 48 | 3 | 0 | 65 | 16 | 47 | 31 | |
| | HEATHROW | AMERICAN AIRLINES | S | A | 124 | 0 | 0 | 60 | 16 | 21 | 2 | 1 | 0 | 18 | 43 | 41 | 162 | |
| | HEATHROW | AMERICAN AIRLINES | S | D | 124 | 1 | 0 | 75 | 18 | 6 | 1 | 0 | 0 | 11 | 74 | 16 | 167 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 193 | 0 | 0 | 93 | 4 | 2 | 1 | 1 | 0 | 5 | 76 | 18 | 183 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 195 | 0 | 0 | 79 | 12 | 6 | 3 | 1 | 0 | 11 | 63 | 19 | 182 | |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 29 | 1 | 0 | 72 | 17 | 3 | 3 | 3 | 0 | 21 | 45 | 30 | 29 | |

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

Origin / Destinations: N

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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) | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | BRITISH AIRWAYS PLC | | S D | 30 | 0 | 0 | 73 | 0 | 7 | 10 | 7 | 3 | 41 | 77 | 19 | 31 | |
| | HEATHROW | KUWAIT AIRWAYS | | S A | 14 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 85 | 9 | 13 | |
| | HEATHROW | KUWAIT AIRWAYS | | S D | 13 | 0 | 0 | 46 | 15 | 38 | 0 | 0 | 0 | 18 | 36 | 27 | 14 | |
| | MANCHESTER | PAKISTAN INTL AIRLINES | | S A | 18 | 0 | 0 | 67 | 17 | 11 | 0 | 0 | 6 | 91 | 38 | 186 | 13 | |
| | MANCHESTER | PAKISTAN INTL AIRLINES | | S D | 19 | 0 | 0 | 32 | 21 | 26 | 16 | 5 | 0 | 48 | 31 | 126 | 13 | |
| | HEATHROW | UNITED AIRLINES | | S A | 61 | 1 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 2 | 70 | 14 | 92 | |
| | HEATHROW | UNITED AIRLINES | | S D | 62 | 0 | 0 | 85 | 10 | 5 | 0 | 0 | 0 | 6 | 82 | 15 | 91 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | | S A | 62 | 0 | 0 | 56 | 16 | 16 | 10 | 2 | 0 | 28 | 46 | 34 | 91 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | | S D | 62 | 0 | 0 | 69 | 19 | 6 | 5 | 0 | 0 | 14 | 47 | 21 | 91 | |
| TOTAL NEW YORK (JF KENNEDY) | | | | | 1068 | 5 | 0 | 73 | 12 | 9 | 4 | 1 | 0 | 17 | 61 | 26 | 26 | |
| NEW YORK (LA GUARDIA) | | | | | | | | | | | | | | | | | | |
| NEW YORK (NEWARK) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AMERICAN AIRLINES | | S A | 31 | 0 | 0 | 94 | 3 | 3 | 0 | 0 | 0 | 5 | 45 | 36 | 29 | |
| | HEATHROW | AMERICAN AIRLINES | | S D | 31 | 0 | 0 | 87 | 13 | 0 | 0 | 0 | 0 | 6 | 69 | 21 | 29 | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S A | 62 | 0 | 0 | 92 | 2 | 2 | 3 | 2 | 0 | 10 | 74 | 13 | 58 | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S D | 62 | 0 | 0 | 85 | 11 | 3 | 0 | 0 | 0 | 7 | 64 | 16 | 58 | |
| | BIRMINGHAM | CONTINENTAL AIRLINES | | S A | 31 | 0 | 0 | 90 | 3 | 6 | 0 | 0 | 0 | 4 | 42 | 22 | 31 | |
| | BIRMINGHAM | CONTINENTAL AIRLINES | | S D | 31 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 97 | 4 | 31 | |
| | GATWICK | CONTINENTAL AIRLINES | | S A | 63 | 0 | 0 | 84 | 6 | 6 | 3 | 0 | 0 | 9 | 63 | 20 | 62 | |
| | GATWICK | CONTINENTAL AIRLINES | | S D | 64 | 0 | 0 | 86 | 8 | 3 | 3 | 0 | 0 | 9 | 85 | 10 | 61 | |
| | GLASGOW | CONTINENTAL AIRLINES | | S A | 27 | 0 | 0 | 96 | 0 | 4 | 0 | 0 | 0 | 2 | 74 | 28 | 31 | |
| | GLASGOW | CONTINENTAL AIRLINES | | S D | 27 | 0 | 0 | 89 | 4 | 0 | 7 | 0 | 0 | 11 | 80 | 27 | 30 | |
| | MANCHESTER | CONTINENTAL AIRLINES | | S A | 27 | 0 | 0 | 96 | 0 | 0 | 4 | 0 | 0 | 6 | 68 | 20 | 31 | |
| | MANCHESTER | CONTINENTAL AIRLINES | | S D | 27 | 0 | 0 | 96 | 0 | 0 | 4 | 0 | 0 | 4 | 71 | 10 | 31 | |
| | HEATHROW | UNITED AIRLINES | | S A | 31 | 0 | 0 | 90 | 6 | 0 | 3 | 0 | 0 | 9 | 39 | 26 | 31 | |
| | HEATHROW | UNITED AIRLINES | | S D | 31 | 0 | 0 | 94 | 3 | 3 | 0 | 0 | 0 | 3 | 97 | 4 | 31 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | | S A | 54 | 0 | 0 | 63 | 22 | 7 | 7 | 0 | 0 | 18 | 47 | 24 | 30 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | | S D | 54 | 0 | 0 | 61 | 28 | 0 | 9 | 2 | 0 | 19 | 53 | 23 | 30 | |
| TOTAL NEW YORK (NEWARK) | | | | | 653 | 0 | 0 | 86 | 8 | 3 | 3 | 0 | 0 | 9 | 68 | 18 | 18 | |
| NEWCASTLE | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S A | 176 | 0 | 1 | 84 | 11 | 3 | 2 | 0 | 0 | 8 | 71 | 17 | 168 | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S D | 176 | 0 | 0 | 88 | 6 | 3 | 3 | 0 | 0 | 8 | 76 | 13 | 168 | |

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

Origin / Destinations: N

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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 | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | BRITISH REGIONAL AIRLINES LTD | S | A | 62 | 0 | 0 | 92 | 5 | 3 | 0 | 0 | 0 | 5 | 82 | 14 | 87 | |
| | BIRMINGHAM | BRITISH REGIONAL AIRLINES LTD | S | D | 62 | 0 | 0 | 97 | 0 | 2 | 2 | 0 | 0 | 4 | 85 | 16 | 87 | |
| | GATWICK | CITY FLYER EXPRESS | S | A | 139 | 0 | 0 | 89 | 6 | 3 | 1 | 0 | 0 | 5 | 73 | 15 | 139 | |
| | GATWICK | CITY FLYER EXPRESS | S | D | 139 | 0 | 0 | 86 | 6 | 4 | 4 | 0 | 0 | 8 | 69 | 15 | 140 | |
| | STANSTED | GO FLY LTD | S | A | 78 | 0 | 0 | 81 | 5 | 10 | 4 | 0 | 0 | 12 | 0 | 0 | 0 | |
| | STANSTED | GO FLY LTD | S | D | 78 | 0 | 0 | 74 | 10 | 14 | 1 | 0 | 0 | 13 | 0 | 0 | 0 | |
| TOTAL NEWCASTLE | | | | | 912 | 5 | 3 | 86 | 7 | 5 | 2 | 0 | 0 | 8 | 77 | 15 | 15 | |
| NEWQUAY | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 52 | 0 | 0 | 62 | 17 | 12 | 10 | 0 | 0 | 19 | 52 | 21 | 50 | |
| | GATWICK | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 83 | 0 | 0 | 90 | 2 | 5 | 2 | 0 | 0 | 8 | 71 | 18 | 79 | |
| TOTAL NEWQUAY | | | | | 137 | 0 | 0 | 79 | 8 | 8 | 5 | 0 | 0 | 13 | 64 | 19 | 19 | |
| NICE | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 62 | 0 | 0 | 79 | 15 | 5 | 2 | 0 | 0 | 9 | 60 | 17 | 63 | |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 62 | 0 | 0 | 85 | 13 | 2 | 0 | 0 | 0 | 7 | 78 | 12 | 63 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 124 | 0 | 0 | 83 | 10 | 2 | 4 | 0 | 0 | 10 | 76 | 15 | 126 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 124 | 0 | 0 | 76 | 15 | 6 | 3 | 1 | 0 | 12 | 67 | 14 | 126 | |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | A | 31 | 0 | 0 | 81 | 16 | 3 | 0 | 0 | 0 | 6 | 71 | 11 | 31 | |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | D | 31 | 0 | 0 | 90 | 6 | 3 | 0 | 0 | 0 | 5 | 81 | 9 | 31 | |
| | GATWICK | CITY FLYER EXPRESS | S | A | 24 | 0 | 0 | 96 | 0 | 0 | 0 | 0 | 4 | 23 | 77 | 14 | 26 | |
| | GATWICK | CITY FLYER EXPRESS | S | D | 24 | 0 | 0 | 83 | 0 | 8 | 8 | 0 | 0 | 15 | 63 | 21 | 27 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 46 | 0 | 0 | 85 | 11 | 2 | 2 | 0 | 0 | 7 | 0 | 0 | 0 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 46 | 0 | 0 | 72 | 15 | 9 | 4 | 0 | 0 | 15 | 0 | 0 | 0 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 93 | 0 | 0 | 85 | 3 | 5 | 6 | 0 | 0 | 10 | 63 | 26 | 131 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 94 | 0 | 0 | 72 | 10 | 12 | 6 | 0 | 0 | 16 | 40 | 40 | 131 | |
| | STANSTED | GO FLY LTD | S | A | 41 | 0 | 0 | 83 | 7 | 10 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | |
| | STANSTED | GO FLY LTD | S | D | 41 | 0 | 0 | 76 | 12 | 10 | 2 | 0 | 0 | 12 | 0 | 0 | 0 | |
| TOTAL NICE | | | | | 849 | 5 | 0 | 81 | 10 | 6 | 3 | 0 | 0 | 11 | 65 | 21 | 21 | |
| NIMES | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 31 | 0 | 0 | 94 | 0 | 3 | 3 | 0 | 0 | 7 | 86 | 4 | 37 | |

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

Origin / Destinations: N

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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) | | | | | | | | | | | |
| NIMES | STANSTED | RYANAIR | | S D | 31 | 0 | 0 | 48 | 26 | 19 | 6 | 0 | 0 | 24 | 71 | 14 | 38 |
| TOTAL NIMES | | | | | 62 | 0 | 0 | 71 | 13 | 11 | 5 | 0 | 0 | 15 | 79 | 9 | 9 |
| NORTHOLT | | | | | | | | | | | | | | | | | |
| NORWICH | EDINBURGH | EASTERN AIRWAYS | | S A | 65 | 1 | 2 | 74 | 22 | 3 | 2 | 0 | 0 | 12 | 82 | 12 | 87 |
| | EDINBURGH | EASTERN AIRWAYS | | S D | 65 | 1 | 2 | 97 | 0 | 3 | 0 | 0 | 0 | 3 | 80 | 13 | 87 |
| | MANCHESTER | EASTERN AIRWAYS | | S A | 61 | 0 | 3 | 93 | 7 | 0 | 0 | 0 | 0 | 3 | 86 | 7 | 71 |
| | MANCHESTER | EASTERN AIRWAYS | | S D | 60 | 0 | 3 | 97 | 3 | 0 | 0 | 0 | 0 | 1 | 93 | 4 | 71 |
| TOTAL NORWICH | | | | | 251 | 4 | 10 | 90 | 8 | 2 | 0 | 0 | 0 | 5 | 85 | 9 | 9 |
| NOTTINGHAM EAST MIDLAN | EDINBURGH | BMI BRITISH MIDLAND | | S A | 67 | 0 | 0 | 91 | 6 | 0 | 3 | 0 | 0 | 5 | 88 | 10 | 75 |
| | EDINBURGH | BMI BRITISH MIDLAND | | S D | 67 | 1 | 0 | 90 | 3 | 4 | 3 | 0 | 0 | 7 | 85 | 11 | 75 |
| | GLASGOW | BMI BRITISH MIDLAND | | S A | 93 | 0 | 0 | 95 | 2 | 3 | 0 | 0 | 0 | 2 | 78 | 13 | 95 |
| | GLASGOW | BMI BRITISH MIDLAND | | S D | 93 | 0 | 0 | 88 | 9 | 3 | 0 | 0 | 0 | 5 | 79 | 13 | 94 |
| | EDINBURGH | GO FLY LTD | | S A | 17 | 0 | 0 | 71 | 6 | 18 | 6 | 0 | 0 | 17 | 0 | 0 | 0 |
| | EDINBURGH | GO FLY LTD | | S D | 17 | 0 | 0 | 71 | 6 | 12 | 12 | 0 | 0 | 19 | 0 | 0 | 0 |
| TOTAL NOTTINGHAM EAST MIDLANDS INT'L | | | | | 354 | 2 | 0 | 89 | 5 | 4 | 2 | 0 | 0 | 6 | 82 | 12 | 12 |
| NUREMBERG | | | | | | | | | | | | | | | | | |

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

Origin / Destinations: O

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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 | | |
| | | | | | | | | | | | | | | | | | | |
| OPORTO (PORTUGAL) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR PORTUGAL | S | A | 49 | 0 | 1 | 45 | 33 | 16 | 6 | 0 | 0 | 22 | 57 | 22 | 53 | |
| | HEATHROW | AIR PORTUGAL | S | D | 49 | 0 | 1 | 55 | 20 | 18 | 6 | 0 | 0 | 19 | 76 | 10 | 38 | |
| | GATWICK | GB AIRWAYS LTD | S | A | 20 | 0 | 0 | 85 | 5 | 10 | 0 | 0 | 0 | 8 | 61 | 26 | 31 | |
| | GATWICK | GB AIRWAYS LTD | S | D | 30 | 0 | 0 | 57 | 27 | 17 | 0 | 0 | 0 | 16 | 69 | 25 | 26 | |
| | MANCHESTER | MONARCH AIRLINES | C | A | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | |
| | MANCHESTER | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| TOTAL OPORTO (PORTUGAL) | | | | | 160 | 0 | 2 | 58 | 23 | 15 | 4 | 0 | 0 | 17 | 65 | 21 | 21 | |
| ORLANDO | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 90 | 3 | 6 | 0 | 0 | 0 | 4 | 55 | 33 | 31 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 74 | 16 | 10 | 0 | 0 | 0 | 12 | 55 | 33 | 31 | |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 65 | 0 | 0 | 71 | 11 | 12 | 6 | 0 | 0 | 17 | 47 | 35 | 55 | |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 65 | 0 | 0 | 60 | 25 | 12 | 3 | 0 | 0 | 17 | 55 | 41 | 55 | |
| TOTAL ORLANDO | | | | | 192 | 0 | 0 | 71 | 15 | 11 | 3 | 0 | 0 | 14 | 51 | 34 | 34 | |
| OSAKA (KANSAI) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | JAPAN AIRLINES | S | A | 31 | 0 | 0 | 65 | 29 | 6 | 0 | 0 | 0 | 11 | 97 | 3 | 31 | |
| | HEATHROW | JAPAN AIRLINES | S | D | 31 | 0 | 0 | 71 | 19 | 6 | 3 | 0 | 0 | 16 | 71 | 15 | 31 | |
| TOTAL OSAKA (KANSAI) | | | | | 62 | 0 | 0 | 68 | 24 | 6 | 2 | 0 | 0 | 13 | 84 | 9 | 9 | |
| OSLO (GARDERMOEN) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 121 | 0 | 0 | 84 | 7 | 6 | 2 | 1 | 0 | 9 | 71 | 22 | 131 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 121 | 0 | 0 | 77 | 14 | 7 | 2 | 0 | 0 | 10 | 76 | 13 | 131 | |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | A | 51 | 0 | 0 | 76 | 8 | 12 | 4 | 0 | 0 | 12 | 83 | 12 | 12 | |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | D | 51 | 0 | 0 | 76 | 10 | 8 | 6 | 0 | 0 | 12 | 92 | 11 | 12 | |
| | HEATHROW | SAS | S | A | 140 | 0 | 0 | 79 | 12 | 5 | 4 | 0 | 0 | 9 | 74 | 10 | 164 | |
| | HEATHROW | SAS | S | D | 141 | 0 | 0 | 85 | 9 | 5 | 1 | 0 | 0 | 8 | 81 | 11 | 163 | |
| TOTAL OSLO (GARDERMOEN) | | | | | 625 | 0 | 0 | 81 | 10 | 6 | 3 | 0 | 0 | 10 | 77 | 14 | 14 | |
| OTTAWA INTERNATIONAL | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR CANADA | S | A | 27 | 0 | 0 | 70 | 7 | 15 | 7 | 0 | 0 | 16 | 26 | 31 | 27 | |
| | HEATHROW | AIR CANADA | S | D | 27 | 0 | 0 | 78 | 15 | 4 | 0 | 0 | 4 | 32 | 78 | 15 | 27 | |
| TOTAL OTTAWA INTERNATIONAL | | | | | 54 | 0 | 0 | 74 | 11 | 9 | 4 | 0 | 2 | 24 | 52 | 23 | 23 | |

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

Origin / Destinations: O

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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) | | | | | | | | | | |
| OUARZAZATE | | | | | | | | | | | | | | | | | | |
| OULU | | | | | | | | | | | | | | | | | | |
| TOTAL OULU | | | | | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | |
| OVDA | | | | | | | | | | | | | | | | | | |
| | LUTON | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 15 | 25 | 23 | 4 | |
| | LUTON | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 25 | 21 | 4 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 75 | 20 | 4 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 5 | 4 | 4 | |
| | HEATHROW | EL AL | S | A | 7 | 0 | 0 | 43 | 14 | 43 | 0 | 0 | 0 | 20 | 89 | 5 | 9 | |
| | HEATHROW | EL AL | S | D | 7 | 0 | 0 | 43 | 14 | 43 | 0 | 0 | 0 | 22 | 78 | 12 | 9 | |
| TOTAL OVDA | | | | | 36 | 0 | 0 | 69 | 11 | 19 | 0 | 0 | 0 | 12 | 66 | 15 | 15 | |

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

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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 | | |
| | | | | | | | | | | | | | | | | | | |
| PADERBORN | | | | | | | | | | | | | | | | | | |
| | LONDON CITY | EUROWINGS LUFTVERKEHRS | S | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | LONDON CITY | EUROWINGS LUFTVERKEHRS | S | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| TOTAL PADERBORN | | | | | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 2 | 25 | 40 | 40 | |
| PALERMO | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BMI BRITISH MIDLAND | C | A | 3 | 0 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 41 | 33 | 20 | 3 | |
| | HEATHROW | BMI BRITISH MIDLAND | C | D | 3 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 0 | 16 | 67 | 15 | 3 | |
| TOTAL PALERMO | | | | | 8 | 0 | 0 | 25 | 50 | 13 | 13 | 0 | 0 | 26 | 50 | 18 | 18 | |
| PALMA DE MALLORCA | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR EUROPA | S | A | 18 | 0 | 0 | 61 | 22 | 17 | 0 | 0 | 0 | 16 | 29 | 38 | 14 | |
| | GATWICK | AIR EUROPA | S | D | 18 | 0 | 0 | 56 | 28 | 11 | 6 | 0 | 0 | 21 | 43 | 34 | 14 | |
| | EDINBURGH | BMI BRITISH MIDLAND | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | |
| | GLASGOW | BMI BRITISH MIDLAND | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 100 | 8 | 2 | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 31 | 0 | 0 | 68 | 19 | 13 | 0 | 0 | 0 | 12 | 19 | 32 | 32 | |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 30 | 1 | 0 | 67 | 30 | 3 | 0 | 0 | 0 | 10 | 72 | 16 | 32 | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 9 | 0 | 0 | 56 | 11 | 11 | 22 | 0 | 0 | 23 | 33 | 19 | 9 | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 9 | 0 | 0 | 89 | 0 | 0 | 11 | 0 | 0 | 9 | 100 | 6 | 9 | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 10 | 0 | 0 | 30 | 20 | 30 | 20 | 0 | 0 | 33 | 22 | 37 | 9 | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 10 | 0 | 0 | 80 | 10 | 0 | 10 | 0 | 0 | 14 | 80 | 10 | 10 | |
| | GLASGOW | BRITANNIA AIRWAYS | C | A | 9 | 0 | 0 | 33 | 22 | 22 | 22 | 0 | 0 | 34 | 22 | 28 | 9 | |
| | GLASGOW | BRITANNIA AIRWAYS | C | D | 9 | 0 | 0 | 78 | 11 | 0 | 11 | 0 | 0 | 13 | 100 | 6 | 9 | |
| | LUTON | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 18 | 60 | 21 | 5 | |
| | LUTON | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 100 | 2 | 5 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 13 | 0 | 0 | 54 | 8 | 23 | 15 | 0 | 0 | 28 | 67 | 24 | 9 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 13 | 1 | 0 | 85 | 8 | 0 | 8 | 0 | 0 | 9 | 100 | 7 | 10 | |
| | NEWCASTLE | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 40 | 0 | 40 | 20 | 0 | 0 | 49 | 60 | 18 | 5 | |
| | NEWCASTLE | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 23 | 100 | 2 | 5 | |
| | STANSTED | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 60 | 0 | 20 | 0 | 20 | 0 | 50 | 50 | 16 | 4 | |
| | STANSTED | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 80 | 0 | 0 | 0 | 20 | 0 | 42 | 50 | 13 | 4 | |
| | EDINBURGH | CHANNEL EXPRESS (AIR SVS) | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | |
| | EDINBURGH | CHANNEL EXPRESS (AIR SVS) | C | D | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | |
| | GLASGOW | CHANNEL EXPRESS (AIR SVS) | C | A | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | |
| | GLASGOW | CHANNEL EXPRESS (AIR SVS) | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 42 | 1 | 12 | 64 | 24 | 7 | 2 | 2 | 0 | 18 | 0 | 0 | 0 | |

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

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 2001 | | | | |
|----------------------|-------------------|-----------------------------|----------------|----------|-------------------|-----------|---|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | 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) | | | | | | | | | | | | |
| PALMA DE MALLORCA | | | | | | | | | | | | | | | | | | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 44 | 0 | 7 | 68 | 14 | 14 | 2 | 2 | 0 | 21 | 0 | 0 | 0 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 32 | 0 | 5 | 81 | 6 | 9 | 3 | 0 | 0 | 13 | 58 | 22 | 33 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 32 | 0 | 5 | 66 | 16 | 9 | 9 | 0 | 0 | 20 | 47 | 23 | 34 | |
| | GATWICK | EXCEL AIRWAYS LTD | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | BIRMINGHAM | FIRST CHOICE AIRWAYS LTD | S | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 1 | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | S | A | 6 | 0 | 1 | 83 | 17 | 0 | 0 | 0 | 0 | 4 | 80 | 15 | 5 | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | A | 5 | 1 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | D | 9 | 0 | 0 | 56 | 33 | 0 | 0 | 11 | 0 | 39 | 100 | 15 | 1 | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | S | D | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 60 | 16 | 5 | |
| | GLASGOW | FIRST CHOICE AIRWAYS LTD | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 1 | |
| | LUTON | FIRST CHOICE AIRWAYS LTD | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | |
| | LUTON | FIRST CHOICE AIRWAYS LTD | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | S | A | 5 | 1 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 16 | 60 | 21 | 5 | |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 3 | 100 | 3 | 1 | |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | S | D | 6 | 0 | 1 | 83 | 0 | 17 | 0 | 0 | 0 | 7 | 60 | 12 | 5 | |
| | STANSTED | FIRST CHOICE AIRWAYS LTD | C | D | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 77 | 0 | 0 | 0 | |
| | GATWICK | GB AIRWAYS LTD | S | A | 11 | 0 | 0 | 91 | 9 | 0 | 0 | 0 | 0 | 4 | 67 | 15 | 9 | |
| | GATWICK | GB AIRWAYS LTD | S | D | 11 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 64 | 21 | 11 | |
| | STANSTED | GO FLY LTD | S | A | 10 | 0 | 1 | 30 | 40 | 20 | 10 | 0 | 0 | 30 | 43 | 23 | 7 | |
| | STANSTED | GO FLY LTD | S | D | 11 | 0 | 0 | 36 | 27 | 27 | 9 | 0 | 0 | 31 | 14 | 28 | 7 | |
| | GATWICK | MONARCH AIRLINES | C | D | 3 | 0 | 0 | 0 | 0 | 33 | 33 | 33 | 0 | 137 | 0 | 0 | 0 | |
| | MANCHESTER | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | A | 6 | 0 | 0 | 50 | 33 | 0 | 17 | 0 | 0 | 21 | 20 | 48 | 5 | |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | D | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 6 | 60 | 37 | 5 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 14 | 0 | 0 | 57 | 7 | 7 | 29 | 0 | 0 | 37 | 80 | 18 | 15 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 15 | 0 | 0 | 80 | 0 | 0 | 13 | 7 | 0 | 22 | 88 | 17 | 17 | |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 20 | 40 | 20 | 20 | 0 | 0 | 31 | 40 | 40 | 5 | |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | D | 6 | 0 | 0 | 67 | 17 | 0 | 17 | 0 | 0 | 18 | 100 | 6 | 5 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 21 | 0 | 0 | 52 | 24 | 14 | 10 | 0 | 0 | 22 | 82 | 11 | 17 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 24 | 0 | 0 | 83 | 8 | 8 | 0 | 0 | 0 | 8 | 63 | 12 | 19 | |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | A | 6 | 0 | 0 | 67 | 0 | 17 | 17 | 0 | 0 | 19 | 40 | 16 | 5 | |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | D | 8 | 0 | 0 | 88 | 0 | 0 | 13 | 0 | 0 | 9 | 80 | 4 | 5 | |

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

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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 | | | | | | | | | | | | | | | | | | | |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 21 | 33 | 55 | 3 | | |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | D | 6 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 13 | 25 | 25 | 4 | | |
| | GLASGOW | SPANAIR | C | A | 5 | 0 | 0 | 60 | 0 | 40 | 0 | 0 | 0 | 17 | 80 | 15 | 5 | | |
| | GLASGOW | SPANAIR | C | D | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 16 | 60 | 23 | 5 | | |
| | MANCHESTER | SPANAIR | C | A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 9 | 60 | 28 | 5 | | |
| | MANCHESTER | SPANAIR | C | D | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 12 | 80 | 31 | 5 | | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 6 | 1 | 0 | 67 | 17 | 0 | 0 | 17 | 0 | 38 | 60 | 20 | 5 | | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 7 | 0 | 0 | 43 | 43 | 14 | 0 | 0 | 0 | 21 | 86 | 8 | 7 | | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 6 | 0 | 0 | 67 | 17 | 17 | 0 | 0 | 0 | 11 | 40 | 32 | 5 | | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 8 | 0 | 0 | 50 | 13 | 25 | 0 | 13 | 0 | 37 | 100 | 1 | 6 | | |
| TOTAL PALMA DE MALLORCA | | | | | 681 | 11 | 33 | 67 | 16 | 10 | 6 | 1 | 0 | 18 | 59 | 20 | 20 | | |
| PAPHOS | | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | AIR CORDIAL LTD | C | A | 4 | 1 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 11 | 100 | 4 | 4 | | |
| | MANCHESTER | AIR CORDIAL LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 75 | 10 | 4 | | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 10 | 50 | 387 | 4 | | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 50 | 384 | 4 | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 9 | 0 | 0 | 44 | 11 | 22 | 11 | 0 | 11 | 80 | 22 | 213 | 9 | | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 9 | 0 | 0 | 44 | 22 | 11 | 11 | 0 | 11 | 80 | 56 | 201 | 9 | | |
| | GLASGOW | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 80 | 4 | 5 | | |
| | GLASGOW | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 7 | 100 | 5 | 5 | | |
| | LUTON | BRITANNIA AIRWAYS | C | A | 9 | 0 | 0 | 67 | 11 | 22 | 0 | 0 | 0 | 12 | 50 | 412 | 4 | | |
| | LUTON | BRITANNIA AIRWAYS | C | D | 9 | 0 | 0 | 33 | 56 | 11 | 0 | 0 | 0 | 16 | 50 | 406 | 4 | | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 9 | 0 | 0 | 67 | 11 | 22 | 0 | 0 | 0 | 12 | 33 | 174 | 9 | | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 50 | 13 | 8 | | |
| | BIRMINGHAM | CYPRUS AIRWAYS | S | D | 4 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | | |
| | GATWICK | CYPRUS AIRWAYS | S | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | | |
| | HEATHROW | CYPRUS AIRWAYS | S | D | 4 | 0 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 58 | 0 | 68 | 4 | | |
| | GATWICK | EUROCYPRIA AIRLINES LTD | C | A | 4 | 0 | 0 | 50 | 0 | 25 | 0 | 25 | 0 | 63 | 100 | 5 | 4 | | |
| | GATWICK | EUROCYPRIA AIRLINES LTD | C | D | 4 | 0 | 0 | 25 | 25 | 25 | 0 | 25 | 0 | 65 | 50 | 14 | 4 | | |
| | GLASGOW | EUROCYPRIA AIRLINES LTD | C | A | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | | |
| | GLASGOW | EUROCYPRIA AIRLINES LTD | C | D | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | | |
| | MANCHESTER | EUROCYPRIA AIRLINES LTD | C | A | 14 | 0 | 0 | 71 | 7 | 21 | 0 | 0 | 0 | 14 | 75 | 14 | 8 | | |
| | MANCHESTER | EUROCYPRIA AIRLINES LTD | C | D | 13 | 0 | 0 | 62 | 15 | 15 | 8 | 0 | 0 | 21 | 38 | 30 | 8 | | |

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

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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) | | | | | | | | | | | |
| PAPHOS | NEWCASTLE | EUROCYPRIA AIRLINES LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 20 | 87 | 5 |
| | NEWCASTLE | EUROCYPRIA AIRLINES LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 40 | 80 | 5 |
| | GATWICK | EXCEL AIRWAYS LTD | C | A | 5 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 36 | 0 | 95 | 1 |
| | GATWICK | EXCEL AIRWAYS LTD | C | D | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 28 | 0 | 31 | 2 |
| | BIRMINGHAM | FIRST CHOICE AIRWAYS LTD | S | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 9 | 25 | 26 | 4 |
| | BIRMINGHAM | FIRST CHOICE AIRWAYS LTD | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 75 | 8 | 4 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | S | A | 11 | 0 | 0 | 82 | 18 | 0 | 0 | 0 | 0 | 7 | 38 | 21 | 8 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | S | D | 11 | 0 | 0 | 91 | 0 | 9 | 0 | 0 | 0 | 4 | 88 | 9 | 8 |
| | GLASGOW | FIRST CHOICE AIRWAYS LTD | S | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| | GLASGOW | FIRST CHOICE AIRWAYS LTD | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | S | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 12 | 50 | 28 | 4 |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 11 | 4 |
| | STANSTED | FIRST CHOICE AIRWAYS LTD | S | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | STANSTED | FIRST CHOICE AIRWAYS LTD | S | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| | GATWICK | HELIOS AIRWAYS LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 20 | 44 | 5 |
| | GATWICK | HELIOS AIRWAYS LTD | C | D | 5 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 26 | 20 | 42 | 5 |
| | MANCHESTER | HELIOS AIRWAYS LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 46 | 4 |
| | MANCHESTER | HELIOS AIRWAYS LTD | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 6 | 25 | 59 | 4 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 27 | 75 | 14 | 4 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 40 | 0 | 40 | 20 | 0 | 0 | 45 | 75 | 10 | 4 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 19 | 50 | 342 | 4 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 277 | 5 |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 10 | 2 | 0 | 80 | 10 | 10 | 0 | 0 | 0 | 9 | 57 | 146 | 7 |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 13 | 0 | 0 | 54 | 23 | 15 | 8 | 0 | 0 | 19 | 64 | 150 | 11 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 110 | 3 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 60 | 173 | 5 |
| TOTAL PAPHOS | | | | | 288 | 5 | 0 | 73 | 13 | 10 | 3 | 1 | 1 | 17 | 52 | 114 | 114 |
| PAPHOS | PARIS (CHARLES DE GAULLE) | | | | | | | | | | | | | | | | |
| | EDINBURGH | AIR FRANCE | S | A | 87 | 1 | 1 | 55 | 11 | 23 | 10 | 0 | 0 | 24 | 59 | 24 | 92 |
| | EDINBURGH | AIR FRANCE | S | D | 89 | 0 | 1 | 45 | 18 | 31 | 6 | 0 | 0 | 24 | 42 | 25 | 92 |
| | HEATHROW | AIR FRANCE | S | A | 399 | 2 | 1 | 59 | 23 | 15 | 4 | 0 | 0 | 18 | 54 | 23 | 387 |
| | HEATHROW | AIR FRANCE | S | D | 398 | 3 | 1 | 68 | 17 | 10 | 5 | 0 | 0 | 15 | 52 | 24 | 384 |

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

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | MAR 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) | MANCHESTER | AIR FRANCE | S | A | 154 | 0 | 0 | 71 | 16 | 10 | 3 | 0 | 0 | 15 | 64 | 18 | 153 |
| | MANCHESTER | AIR FRANCE | S | D | 154 | 0 | 0 | 71 | 11 | 16 | 1 | 1 | 0 | 13 | 56 | 20 | 153 |
| | EDINBURGH | AIR JET | C | A | 3 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 45 | 0 | 0 | 0 |
| | EDINBURGH | AIR JET | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 150 | 0 | 0 | 75 | 15 | 9 | 0 | 0 | 0 | 10 | 58 | 19 | 188 |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 148 | 2 | 0 | 74 | 18 | 8 | 0 | 0 | 0 | 11 | 65 | 16 | 189 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 141 | 0 | 0 | 89 | 4 | 5 | 2 | 0 | 0 | 6 | 62 | 22 | 144 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 141 | 0 | 0 | 81 | 11 | 7 | 1 | 0 | 0 | 10 | 53 | 24 | 144 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | A | 138 | 0 | 0 | 86 | 8 | 4 | 1 | 1 | 0 | 9 | 78 | 14 | 165 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | D | 138 | 0 | 0 | 91 | 4 | 4 | 1 | 0 | 0 | 5 | 85 | 10 | 165 |
| | GLASGOW | BRITISH AIRWAYS PLC | S | A | 81 | 0 | 0 | 91 | 5 | 0 | 4 | 0 | 0 | 7 | 80 | 9 | 89 |
| | GLASGOW | BRITISH AIRWAYS PLC | S | D | 80 | 0 | 1 | 95 | 3 | 0 | 3 | 0 | 0 | 4 | 97 | 3 | 75 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 340 | 0 | 0 | 87 | 6 | 5 | 2 | 0 | 0 | 7 | 75 | 15 | 349 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 338 | 0 | 0 | 77 | 14 | 6 | 3 | 0 | 0 | 10 | 76 | 14 | 338 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 121 | 0 | 0 | 72 | 15 | 9 | 4 | 0 | 0 | 13 | 68 | 15 | 141 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 121 | 0 | 0 | 67 | 15 | 15 | 3 | 0 | 0 | 14 | 57 | 19 | 140 |
| | EDINBURGH | BRITISH REGIONAL AIRLINES LTD | S | A | 83 | 0 | 0 | 81 | 10 | 7 | 2 | 0 | 0 | 11 | 68 | 23 | 82 |
| | EDINBURGH | BRITISH REGIONAL AIRLINES LTD | S | D | 83 | 0 | 0 | 53 | 27 | 18 | 2 | 0 | 0 | 19 | 61 | 28 | 82 |
| | LONDON CITY | CITY JET | S | A | 119 | 0 | 0 | 77 | 14 | 7 | 2 | 0 | 0 | 10 | 76 | 9 | 29 |
| | LONDON CITY | CITY JET | S | D | 119 | 0 | 0 | 64 | 24 | 10 | 2 | 0 | 0 | 16 | 57 | 18 | 30 |
| | BIRMINGHAM | FLYBE.BRITISH EUROPEAN | S | A | 190 | 0 | 0 | 68 | 18 | 7 | 4 | 2 | 0 | 18 | 70 | 19 | 189 |
| | BIRMINGHAM | FLYBE.BRITISH EUROPEAN | S | D | 191 | 0 | 0 | 70 | 14 | 9 | 6 | 1 | 0 | 18 | 66 | 21 | 190 |
| | NEWCASTLE | FLYBE.BRITISH EUROPEAN | S | A | 76 | 1 | 0 | 51 | 13 | 20 | 16 | 0 | 0 | 26 | 0 | 0 | 0 |
| | NEWCASTLE | FLYBE.BRITISH EUROPEAN | S | D | 78 | 0 | 0 | 50 | 15 | 23 | 9 | 1 | 1 | 31 | 0 | 0 | 0 |
| | STANSTED | KLM UK LTD | S | A | 110 | 0 | 0 | 86 | 4 | 5 | 4 | 1 | 0 | 10 | 89 | 7 | 94 |
| | STANSTED | KLM UK LTD | S | D | 110 | 0 | 0 | 67 | 20 | 7 | 5 | 0 | 0 | 15 | 83 | 12 | 94 |
| | EDINBURGH | MCS-MACEDONIAN AIRLINES GREECE | C | A | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 63 | 0 | 0 | 0 |
| | EDINBURGH | MCS-MACEDONIAN AIRLINES GREECE | C | D | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 55 | 0 | 0 | 0 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | | | 4402 | 15 | 5 | 72 | 14 | 10 | 4 | 0 | 0 | 14 | 66 | 18 | 18 |

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

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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 |
| PARIS (LE BOURGET) | | | | | | | | | | | | | | | | | | |
| PARIS (ORLY) | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | AERIS | C | A | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 |
| | EDINBURGH | AERIS | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| | EDINBURGH | AIR FRANCE | C | A | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 0 |
| | EDINBURGH | AOM FRENCH AIRLINES | C | A | 5 | 0 | 0 | 0 | 40 | 20 | 20 | 20 | 0 | 69 | 0 | 0 | 0 | 0 |
| | EDINBURGH | AOM FRENCH AIRLINES | C | D | 6 | 1 | 0 | 17 | 0 | 33 | 33 | 17 | 0 | 71 | 0 | 0 | 0 | 0 |
| | EDINBURGH | CORSAIR | C | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 |
| TOTAL PARIS (ORLY) | | | | | 23 | 2 | 0 | 30 | 22 | 22 | 17 | 9 | 0 | 45 | 65 | 17 | 17 | 17 |
| PERPIGNAN | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 31 | 0 | 0 | 74 | 16 | 6 | 3 | 0 | 0 | 12 | 73 | 14 | 30 | 0 |
| | STANSTED | RYANAIR | S | D | 31 | 0 | 0 | 48 | 29 | 19 | 3 | 0 | 0 | 19 | 74 | 16 | 31 | 0 |
| TOTAL PERPIGNAN | | | | | 62 | 0 | 0 | 61 | 23 | 13 | 3 | 0 | 0 | 16 | 74 | 15 | 15 | 15 |
| PESCARA | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 31 | 0 | 0 | 77 | 13 | 6 | 3 | 0 | 0 | 10 | 0 | 0 | 0 | 0 |
| | STANSTED | RYANAIR | S | D | 31 | 0 | 0 | 35 | 39 | 23 | 3 | 0 | 0 | 24 | 0 | 0 | 0 | 0 |
| TOTAL PESCARA | | | | | 62 | 0 | 0 | 56 | 26 | 15 | 3 | 0 | 0 | 17 | 0 | 22 | 22 | 22 |
| PHILADELPHIA INTERNATIONAL | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 62 | 0 | 0 | 94 | 2 | 2 | 3 | 0 | 0 | 6 | 51 | 23 | 61 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 62 | 0 | 0 | 77 | 11 | 5 | 6 | 0 | 0 | 15 | 70 | 21 | 61 | 0 |
| | GATWICK | US AIRWAYS | S | A | 31 | 0 | 0 | 77 | 10 | 13 | 0 | 0 | 0 | 9 | 35 | 26 | 31 | 0 |
| | GATWICK | US AIRWAYS | S | D | 31 | 1 | 0 | 84 | 10 | 6 | 0 | 0 | 0 | 8 | 87 | 7 | 31 | 0 |
| | MANCHESTER | US AIRWAYS | S | A | 31 | 1 | 0 | 90 | 3 | 0 | 3 | 3 | 0 | 14 | 84 | 8 | 31 | 0 |
| | MANCHESTER | US AIRWAYS | S | D | 31 | 0 | 0 | 90 | 0 | 6 | 0 | 3 | 0 | 11 | 68 | 19 | 31 | 0 |
| TOTAL PHILADELPHIA INTERNATIONAL | | | | | 248 | 3 | 0 | 85 | 6 | 5 | 3 | 1 | 0 | 10 | 65 | 18 | 18 | 18 |
| PHOENIX | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 2 | 67 | 10 | 6 | 0 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 94 | 3 | 3 | 0 | 0 | 0 | 5 | 100 | 5 | 7 | 0 |
| TOTAL PHOENIX | | | | | 62 | 0 | 0 | 94 | 5 | 2 | 0 | 0 | 0 | 3 | 85 | 7 | 7 | 7 |
| PHUKET | | | | | | | | | | | | | | | | | | |
| PISA | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 62 | 0 | 0 | 97 | 2 | 2 | 0 | 0 | 0 | 2 | 71 | 19 | 62 | 0 |

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

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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) | | | | | | | | | | | |
| PISA | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 62 | 0 | 0 | 89 | 5 | 3 | 3 | 0 | 0 | 9 | 69 | 22 | 62 |
| | STANSTED | RYANAIR | S | A | 62 | 0 | 0 | 69 | 21 | 6 | 3 | 0 | 0 | 12 | 84 | 10 | 69 |
| | STANSTED | RYANAIR | S | D | 62 | 0 | 0 | 39 | 37 | 18 | 6 | 0 | 0 | 24 | 42 | 20 | 69 |
| TOTAL PISA | | | | | 248 | 0 | 0 | 73 | 16 | 7 | 3 | 0 | 0 | 12 | 66 | 18 | 18 |
| PITTSBURGH | GATWICK | US AIRWAYS | S | A | 15 | 0 | 0 | 60 | 13 | 7 | 13 | 7 | 0 | 37 | 84 | 12 | 31 |
| | GATWICK | US AIRWAYS | S | D | 15 | 0 | 0 | 87 | 0 | 13 | 0 | 0 | 0 | 8 | 68 | 12 | 31 |
| TOTAL PITTSBURGH | | | | | 30 | 0 | 0 | 73 | 7 | 10 | 7 | 3 | 0 | 23 | 76 | 12 | 12 |
| PLOVDIV | GATWICK | HEMUS AIR | C | A | 5 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 24 | 0 | 47 | 5 |
| | GATWICK | HEMUS AIR | C | D | 5 | 0 | 0 | 20 | 60 | 0 | 20 | 0 | 0 | 32 | 0 | 56 | 4 |
| | MANCHESTER | HEMUS AIR | C | A | 5 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 23 | 67 | 22 | 3 |
| | MANCHESTER | HEMUS AIR | C | D | 5 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 21 | 33 | 41 | 3 |
| TOTAL PLOVDIV | | | | | 20 | 0 | 0 | 45 | 35 | 5 | 15 | 0 | 0 | 25 | 20 | 43 | 43 |
| PLYMOUTH | EDINBURGH | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 21 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 72 | 0 | 0 | 86 | 10 | 3 | 1 | 0 | 0 | 7 | 65 | 16 | 68 |
| | GATWICK | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 41 | 0 | 0 | 71 | 7 | 12 | 10 | 0 | 0 | 17 | 56 | 23 | 54 |
| | GLASGOW | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 33 | 50 | 3 |
| | GLASGOW | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 22 | 0 | 0 | 86 | 5 | 5 | 5 | 0 | 0 | 7 | 67 | 16 | 9 |
| TOTAL PLYMOUTH | | | | | 144 | 0 | 0 | 82 | 8 | 6 | 5 | 0 | 0 | 10 | 61 | 19 | 19 |
| POITIERS | STANSTED | KLM UK LTD | S | A | 18 | 0 | 0 | 67 | 17 | 11 | 6 | 0 | 0 | 17 | 0 | 0 | 0 |
| | STANSTED | KLM UK LTD | S | D | 18 | 0 | 0 | 78 | 6 | 6 | 11 | 0 | 0 | 15 | 0 | 0 | 0 |
| TOTAL POITIERS | | | | | 36 | 0 | 0 | 72 | 11 | 8 | 8 | 0 | 0 | 16 | 0 | 0 | 0 |
| PORLAMAR | GATWICK | FIRST CHOICE AIRWAYS LTD | C | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 19 | 100 | 0 | 1 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 6 | 2 |

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

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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) | | | | | | | | | | | | | |
| PORLAMAR | | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 8 | 67 | 10 | 3 | | |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 12 | 0 | 29 | 2 | | |
| TOTAL PORLAMAR | | | | | 8 | 0 | 0 | 63 | 38 | 0 | 0 | 0 | 0 | 10 | 63 | 13 | 13 | | |
| PORT OF SPAIN | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BWIA | S | A | 31 | 0 | 0 | 48 | 29 | 16 | 6 | 0 | 0 | 20 | 66 | 14 | 29 | | |
| | HEATHROW | BWIA | S | D | 31 | 0 | 0 | 16 | 48 | 23 | 13 | 0 | 0 | 32 | 43 | 23 | 30 | | |
| TOTAL PORT OF SPAIN | | | | | 62 | 1 | 0 | 32 | 39 | 19 | 10 | 0 | 0 | 26 | 54 | 19 | 19 | | |
| PRAGUE | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 92 | 0 | 1 | 80 | 7 | 9 | 4 | 0 | 0 | 10 | 73 | 21 | 93 | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 93 | 0 | 0 | 74 | 14 | 6 | 5 | 0 | 0 | 13 | 62 | 20 | 93 | | |
| | BIRMINGHAM | CSA | S | A | 22 | 0 | 0 | 95 | 5 | 0 | 0 | 0 | 0 | 2 | 50 | 14 | 4 | | |
| | BIRMINGHAM | CSA | S | D | 22 | 0 | 0 | 95 | 5 | 0 | 0 | 0 | 0 | 4 | 40 | 16 | 5 | | |
| | HEATHROW | CSA | S | A | 62 | 0 | 0 | 60 | 29 | 11 | 0 | 0 | 0 | 15 | 34 | 33 | 62 | | |
| | HEATHROW | CSA | S | D | 62 | 0 | 0 | 61 | 32 | 6 | 0 | 0 | 0 | 11 | 69 | 20 | 62 | | |
| | MANCHESTER | CSA | S | A | 25 | 0 | 0 | 76 | 12 | 4 | 8 | 0 | 0 | 15 | 78 | 12 | 23 | | |
| | MANCHESTER | CSA | S | D | 25 | 0 | 0 | 80 | 12 | 8 | 0 | 0 | 0 | 9 | 58 | 16 | 24 | | |
| | STANSTED | CSA | S | A | 44 | 0 | 0 | 82 | 16 | 2 | 0 | 0 | 0 | 8 | 63 | 14 | 30 | | |
| | STANSTED | CSA | S | D | 44 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 6 | 57 | 20 | 30 | | |
| | STANSTED | GO FLY LTD | S | A | 62 | 0 | 0 | 79 | 10 | 5 | 6 | 0 | 0 | 15 | 77 | 16 | 62 | | |
| | STANSTED | GO FLY LTD | S | D | 62 | 0 | 0 | 58 | 23 | 15 | 5 | 0 | 0 | 19 | 61 | 22 | 62 | | |
| TOTAL PRAGUE | | | | | 617 | 1 | 1 | 74 | 16 | 7 | 3 | 0 | 0 | 12 | 63 | 20 | 20 | | |
| PRESTWICK | | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 260 | 0 | 2 | 82 | 7 | 5 | 5 | 1 | 0 | 13 | 86 | 9 | 255 | | |
| | STANSTED | RYANAIR | S | D | 261 | 0 | 2 | 71 | 14 | 8 | 6 | 1 | 0 | 16 | 80 | 12 | 255 | | |
| TOTAL PRESTWICK | | | | | 521 | 0 | 4 | 76 | 11 | 7 | 5 | 1 | 0 | 15 | 83 | 10 | 10 | | |
| PRISTINA | | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 13 | 0 | 0 | 85 | 8 | 8 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 13 | 0 | 0 | 85 | 0 | 15 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | | |
| | STANSTED | EUROPEAN AIR CHARTER | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| TOTAL PRISTINA | | | | | 29 | 0 | 0 | 86 | 3 | 10 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | | |
| PROVIDENCE | | | | | | | | | | | | | | | | | | | |

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

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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) | | | | | | | | | | |
| PROVIDENCIALES | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | |
| TOTAL PROVIDENCIALES | | | | | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | |
| PUERTO PLATA | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | | C A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 33 | 32 | 6 | |
| | GATWICK | BRITANNIA AIRWAYS | | C D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 67 | 7 | 6 | |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | | C A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 11 | 50 | 13 | 2 | |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | | C D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 9 | 2 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | | C A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 17 | 20 | 60 | 5 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | | C D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 100 | 5 | 5 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | | C A | 8 | 0 | 0 | 38 | 38 | 13 | 0 | 0 | 13 | 70 | 0 | 137 | 2 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | | C D | 7 | 0 | 0 | 86 | 0 | 14 | 0 | 0 | 0 | 5 | 50 | 29 | 4 | |
| TOTAL PUERTO PLATA | | | | | 40 | 9 | 0 | 78 | 10 | 10 | 0 | 0 | 3 | 19 | 54 | 29 | 29 | |
| PUERTO VALLARTA | | | | | | | | | | | | | | | | | | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | | C A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 83 | 12 | 6 | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | | C D | 5 | 0 | 0 | 20 | 0 | 60 | 20 | 0 | 0 | 46 | 50 | 20 | 2 | |
| TOTAL PUERTO VALLARTA | | | | | 9 | 0 | 0 | 56 | 0 | 33 | 11 | 0 | 0 | 27 | 67 | 14 | 14 | |
| PUNTA CANA | | | | | | | | | | | | | | | | | | |

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

Origin / Destinations: R

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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 |
| RALEIGH | GATWICK | AMERICAN AIRLINES | S | A | 31 | 0 | 0 | 94 | 3 | 3 | 0 | 0 | 0 | 3 | 81 | 30 | 31 |
| | GATWICK | AMERICAN AIRLINES | S | D | 31 | 0 | 0 | 74 | 16 | 10 | 0 | 0 | 0 | 10 | 81 | 15 | 31 |
| TOTAL RALEIGH | | | | | 62 | 0 | 0 | 84 | 10 | 6 | 0 | 0 | 0 | 7 | 81 | 23 | 23 |
| RENNES | LONDON CITY | BRIT AIR | S | A | 50 | 0 | 0 | 88 | 2 | 4 | 6 | 0 | 0 | 13 | 86 | 7 | 49 |
| | LONDON CITY | BRIT AIR | S | D | 50 | 0 | 0 | 84 | 8 | 2 | 6 | 0 | 0 | 15 | 74 | 12 | 50 |
| TOTAL RENNES | | | | | 100 | 0 | 0 | 86 | 5 | 3 | 6 | 0 | 0 | 14 | 80 | 10 | 10 |
| REUS | | | | | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| TOTAL REUS | | | | | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| RHODES | | | | | 6 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| TOTAL RHODES | | | | | 6 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| RIGA | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 22 | 0 | 0 | 95 | 5 | 0 | 0 | 0 | 0 | 2 | 79 | 6 | 19 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 21 | 0 | 0 | 86 | 10 | 5 | 0 | 0 | 0 | 8 | 72 | 15 | 18 |
| TOTAL RIGA | | | | | 44 | 0 | 0 | 89 | 7 | 5 | 0 | 0 | 0 | 6 | 76 | 11 | 11 |
| RIMINI | | | | | | | | | | | | | | | | | |
| RIO DE JANEIRO (GALEAO) | HEATHROW | BRITISH AIRWAYS PLC | S | A | 27 | 0 | 0 | 78 | 7 | 7 | 4 | 4 | 0 | 17 | 100 | 3 | 5 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 27 | 0 | 0 | 93 | 0 | 4 | 4 | 0 | 0 | 5 | 29 | 23 | 7 |
| | HEATHROW | VARIG | S | A | 30 | 1 | 1 | 67 | 13 | 13 | 3 | 0 | 3 | 55 | 39 | 30 | 31 |
| | HEATHROW | VARIG | S | D | 30 | 1 | 1 | 70 | 10 | 13 | 3 | 0 | 3 | 40 | 65 | 16 | 31 |
| TOTAL RIO DE JANEIRO (GALEAO) | | | | | 114 | 2 | 2 | 76 | 8 | 10 | 4 | 1 | 2 | 30 | 62 | 18 | 18 |
| RIYADH | HEATHROW | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 86 | 7 | 14 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 0 | 92 | 0 | 8 | 0 | 0 | 0 | 6 | 79 | 11 | 14 |
| | HEATHROW | SAUDI ARABIAN AIRLINES | S | A | 11 | 0 | 1 | 91 | 9 | 0 | 0 | 0 | 0 | 4 | 44 | 33 | 18 |
| | HEATHROW | SAUDI ARABIAN AIRLINES | S | D | 12 | 1 | 2 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 78 | 10 | 18 |
| TOTAL RIYADH | | | | | 49 | 1 | 3 | 96 | 2 | 2 | 0 | 0 | 0 | 4 | 70 | 16 | 16 |
| ROME (CIAMPINO) | STANSTED | GO FLY LTD | S | A | 57 | 0 | 5 | 84 | 5 | 7 | 4 | 0 | 0 | 9 | 82 | 10 | 61 |

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

Origin / Destinations: R

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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) | | | | | | | | | | | |
| ROME (CIAMPINO) | STANSTED | GO FLY LTD | | S D | 57 | 0 | 0 | 63 | 23 | 11 | 4 | 0 | 0 | 16 | 77 | 15 | 61 |
| TOTAL ROME (CIAMPINO) | | | | | 120 | 0 | 5 | 72 | 14 | 10 | 4 | 0 | 0 | 14 | 80 | 12 | 12 |
| ROME (FIUMICINO) | GATWICK | ALITALIA | | S A | 30 | 0 | 0 | 67 | 23 | 10 | 0 | 0 | 0 | 11 | 57 | 17 | 54 |
| | GATWICK | ALITALIA | | S D | 30 | 0 | 1 | 77 | 20 | 3 | 0 | 0 | 0 | 9 | 73 | 10 | 52 |
| | HEATHROW | ALITALIA | | S A | 153 | 0 | 0 | 54 | 26 | 16 | 4 | 0 | 0 | 18 | 52 | 19 | 153 |
| | HEATHROW | ALITALIA | | S D | 154 | 0 | 0 | 57 | 19 | 18 | 5 | 1 | 0 | 20 | 63 | 20 | 153 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | | S A | 31 | 0 | 0 | 68 | 26 | 0 | 0 | 6 | 0 | 25 | 64 | 24 | 92 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | | S D | 31 | 0 | 0 | 90 | 6 | 3 | 0 | 0 | 0 | 5 | 62 | 22 | 92 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | | S A | 18 | 0 | 0 | 61 | 17 | 22 | 0 | 0 | 0 | 16 | 100 | 6 | 6 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | | S D | 18 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 3 | 100 | 1 | 6 |
| | EDINBURGH | BRITISH AIRWAYS PLC | | S A | 12 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | EDINBURGH | BRITISH AIRWAYS PLC | | S D | 12 | 1 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 69 | 13 | 16 |
| | HEATHROW | BRITISH AIRWAYS PLC | | S A | 155 | 0 | 0 | 83 | 10 | 5 | 2 | 1 | 0 | 10 | 64 | 20 | 152 |
| | HEATHROW | BRITISH AIRWAYS PLC | | S D | 155 | 0 | 0 | 82 | 8 | 7 | 3 | 0 | 0 | 10 | 78 | 12 | 152 |
| | MANCHESTER | BRITISH AIRWAYS PLC | | S A | 18 | 0 | 0 | 78 | 11 | 0 | 11 | 0 | 0 | 17 | 60 | 19 | 20 |
| | MANCHESTER | BRITISH AIRWAYS PLC | | S D | 18 | 0 | 0 | 89 | 0 | 6 | 6 | 0 | 0 | 13 | 70 | 15 | 20 |
| TOTAL ROME (FIUMICINO) | | | | | 835 | 2 | 2 | 72 | 15 | 10 | 3 | 0 | 0 | 14 | 64 | 18 | 18 |
| ROTTERDAM | HEATHROW | KLM | | S A | 103 | 0 | 1 | 87 | 6 | 6 | 1 | 0 | 0 | 7 | 87 | 9 | 108 |
| | HEATHROW | KLM | | S D | 103 | 0 | 1 | 85 | 6 | 8 | 1 | 0 | 0 | 8 | 83 | 9 | 107 |
| | GATWICK | TTA - TRANS TRAVEL AIRLINES BV | | S A | 73 | 0 | 0 | 49 | 23 | 25 | 3 | 0 | 0 | 21 | 0 | 0 | 0 |
| | GATWICK | TTA - TRANS TRAVEL AIRLINES BV | | S D | 72 | 1 | 1 | 96 | 3 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 |
| | LONDON CITY | VLM (BELGIUM) | | S A | 139 | 1 | 14 | 86 | 9 | 4 | 1 | 0 | 0 | 7 | 89 | 7 | 118 |
| | LONDON CITY | VLM (BELGIUM) | | S D | 139 | 1 | 14 | 83 | 12 | 4 | 1 | 0 | 0 | 7 | 87 | 7 | 118 |
| | MANCHESTER | VLM (BELGIUM) | | S A | 42 | 0 | 0 | 67 | 19 | 12 | 2 | 0 | 0 | 15 | 80 | 9 | 46 |
| | MANCHESTER | VLM (BELGIUM) | | S D | 42 | 0 | 0 | 86 | 5 | 7 | 2 | 0 | 0 | 7 | 85 | 6 | 46 |
| TOTAL ROTTERDAM | | | | | 715 | 5 | 31 | 82 | 10 | 7 | 1 | 0 | 0 | 9 | 83 | 9 | 9 |
| ROVANIEMI | | | | | | | | | | | | | | | | | |
| RZESZOW | | | | | | | | | | | | | | | | | |

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

Origin / Destinations: R

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 2001 | | | | |
|----------------------|-------------------|---------|-------------------|----------|------------|----------------------------|------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|----|
| | | | CHARTER/ SCHED | ARR/ DEP | MATCHED | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| RZESZOW | | | | | | | | | | | | | | | | | |
| TOTAL RZESZOW | | | | | 5 | 0 | 0 | 20 | 20 | 60 | 0 | 0 | 0 | 35 | 0 | 45 | 45 |

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

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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 |
| SAARBRUCKEN | | | | | | | | | | | | | | | | | | |
| SALONIKA | | | | | | | | | | | | | | | | | | |
| | GATWICK | OLYMPIC AIRWAYS | | S A | 19 | 0 | 0 | 63 | 16 | 16 | 5 | 0 | 0 | 17 | 0 | 0 | 0 | 0 |
| | GATWICK | OLYMPIC AIRWAYS | | S D | 19 | 0 | 0 | 84 | 0 | 5 | 11 | 0 | 0 | 15 | 0 | 0 | 0 | 0 |
| TOTAL SALONIKA | | | | | 38 | 0 | 0 | 74 | 8 | 11 | 8 | 0 | 0 | 16 | 0 | 0 | 0 | 0 |
| SALZBURG | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | | C A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 7 | 33 | 21 | 3 | 3 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | | C D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 67 | 17 | 3 | 3 |
| | GATWICK | BRITANNIA AIRWAYS | | C A | 5 | 0 | 0 | 80 | 0 | 0 | 0 | 0 | 20 | 87 | 0 | 33 | 4 | 4 |
| | GATWICK | BRITANNIA AIRWAYS | | C D | 5 | 0 | 0 | 80 | 0 | 0 | 0 | 0 | 20 | 83 | 50 | 15 | 6 | 6 |
| | GLASGOW | BRITANNIA AIRWAYS | | C A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 20 | 3 | 3 |
| | GLASGOW | BRITANNIA AIRWAYS | | C D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 5 | 2 | 2 |
| | LUTON | BRITANNIA AIRWAYS | | C A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 11 | 3 | 3 |
| | LUTON | BRITANNIA AIRWAYS | | C D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 100 | 7 | 2 | 2 |
| | MANCHESTER | BRITANNIA AIRWAYS | | C A | 5 | 0 | 0 | 60 | 0 | 20 | 20 | 0 | 0 | 35 | 40 | 18 | 5 | 5 |
| | MANCHESTER | BRITANNIA AIRWAYS | | C D | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 30 | 83 | 16 | 6 | 6 |
| | BIRMINGHAM | FIRST CHOICE AIRWAYS LTD | | C A | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 14 | 80 | 12 | 5 | 5 |
| | BIRMINGHAM | FIRST CHOICE AIRWAYS LTD | | C D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 14 | 75 | 9 | 4 | 4 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | | C A | 5 | 0 | 0 | 20 | 40 | 40 | 0 | 0 | 0 | 26 | 20 | 40 | 5 | 5 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | | C D | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 16 | 60 | 10 | 5 | 5 |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | | C A | 5 | 0 | 0 | 20 | 0 | 60 | 20 | 0 | 0 | 56 | 40 | 31 | 5 | 5 |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | | C D | 5 | 0 | 0 | 20 | 0 | 60 | 20 | 0 | 0 | 60 | 0 | 59 | 5 | 5 |
| | NEWCASTLE | FIRST CHOICE AIRWAYS LTD | | C A | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 16 | 50 | 57 | 4 | 4 |
| | NEWCASTLE | FIRST CHOICE AIRWAYS LTD | | C D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 14 | 33 | 18 | 3 | 3 |
| | STANSTED | FIRST CHOICE AIRWAYS LTD | | C A | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 31 | 75 | 10 | 4 | 4 |
| | STANSTED | FIRST CHOICE AIRWAYS LTD | | C D | 5 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 39 | 67 | 14 | 3 | 3 |
| | GATWICK | MONARCH AIRLINES | | C A | 17 | 0 | 0 | 71 | 18 | 12 | 0 | 0 | 0 | 9 | 60 | 75 | 20 | 20 |
| | GATWICK | MONARCH AIRLINES | | C D | 17 | 0 | 0 | 76 | 18 | 6 | 0 | 0 | 0 | 9 | 70 | 20 | 20 | 20 |
| | GATWICK | MY TRAVEL AIRWAYS UK | | C A | 10 | 0 | 0 | 50 | 10 | 40 | 0 | 0 | 0 | 22 | 40 | 31 | 5 | 5 |
| | GATWICK | MY TRAVEL AIRWAYS UK | | C D | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 9 | 80 | 18 | 5 | 5 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | | C A | 5 | 0 | 0 | 0 | 20 | 80 | 0 | 0 | 0 | 40 | 57 | 13 | 7 | 7 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | | C D | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 17 | 80 | 15 | 5 | 5 |
| | STANSTED | RYANAIR | | S A | 66 | 0 | 0 | 74 | 20 | 6 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 |
| | STANSTED | RYANAIR | | S D | 65 | 1 | 0 | 37 | 38 | 22 | 3 | 0 | 0 | 22 | 0 | 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 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| SALZBURG | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 6 | 40 | 28 | 5 | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 75 | 11 | 4 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 5 | 0 | 0 | 40 | 0 | 40 | 20 | 0 | 0 | 35 | 80 | 10 | 5 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 15 | 75 | 18 | 4 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 5 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 22 | 100 | 5 | 5 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 19 | 100 | 3 | 5 | |
| TOTAL SALZBURG | | | | | 319 | 1 | 0 | 63 | 18 | 15 | 3 | 0 | 1 | 19 | 60 | 26 | 26 | |
| SAMARKAND | | | | | | | | | | | | | | | | | | |
| SAMEDAN/ST MORITZ | | | | | | | | | | | | | | | | | | |
| SAN DIEGO | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 23 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 30 | 31 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 23 | 0 | 0 | 87 | 4 | 9 | 0 | 0 | 0 | 7 | 52 | 34 | 31 | |
| TOTAL SAN DIEGO | | | | | 46 | 0 | 0 | 93 | 2 | 4 | 0 | 0 | 0 | 3 | 50 | 32 | 32 | |
| SAN FRANCISCO | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 62 | 0 | 0 | 85 | 11 | 2 | 2 | 0 | 0 | 6 | 61 | 29 | 54 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 62 | 0 | 0 | 77 | 13 | 10 | 0 | 0 | 0 | 11 | 64 | 17 | 56 | |
| | HEATHROW | UNITED AIRLINES | S | A | 62 | 0 | 0 | 90 | 6 | 2 | 0 | 2 | 0 | 6 | 53 | 24 | 62 | |
| | HEATHROW | UNITED AIRLINES | S | D | 62 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 5 | 70 | 15 | 61 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 31 | 0 | 0 | 35 | 39 | 23 | 3 | 0 | 0 | 22 | 6 | 41 | 31 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 31 | 0 | 0 | 61 | 39 | 0 | 0 | 0 | 0 | 13 | 48 | 22 | 31 | |
| TOTAL SAN FRANCISCO | | | | | 310 | 0 | 0 | 78 | 16 | 5 | 1 | 0 | 0 | 9 | 55 | 23 | 23 | |
| SAN JUAN (PUERTO RICO) | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 40 | 0 | 60 | 0 | 0 | 0 | 28 | 25 | 56 | 4 | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 23 | 100 | 8 | 5 | |
| TOTAL SAN JUAN (PUERTO RICO) | | | | | 10 | 0 | 0 | 60 | 0 | 30 | 10 | 0 | 0 | 25 | 67 | 29 | 29 | |
| SANAA | | | | | | | | | | | | | | | | | | |
| | HEATHROW | YEMENIA | S | A | 9 | 0 | 0 | 22 | 0 | 33 | 44 | 0 | 0 | 68 | 0 | 73 | 1 | |
| | HEATHROW | YEMENIA | S | D | 9 | 0 | 0 | 44 | 22 | 11 | 22 | 0 | 0 | 35 | 50 | 23 | 2 | |
| TOTAL SANAA | | | | | 18 | 2 | 0 | 33 | 11 | 22 | 33 | 0 | 0 | 51 | 18 | 59 | 59 | |
| SANDEFJORD(TORP) | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 54 | 2 | 3 | 83 | 6 | 9 | 2 | 0 | 0 | 9 | 75 | 16 | 55 | |
| | STANSTED | RYANAIR | S | D | 57 | 0 | 0 | 65 | 23 | 11 | 2 | 0 | 0 | 12 | 51 | 28 | 57 | |

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

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | MAR 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) | | | | | | | | | | | |
| TOTAL SANDEFJORD(TORP) | | | | | 111 | 3 | 3 | 74 | 14 | 10 | 2 | 0 | 0 | 11 | 63 | 22 | 22 |
| SANFORD | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 2 | 1 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 3 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 16 | 0 | 0 | 0 |
| | NEWCASTLE | BRITANNIA AIRWAYS | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| | BIRMINGHAM | FIRST CHOICE AIRWAYS LTD | C | A | 5 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 23 | 100 | 3 | 5 |
| | BIRMINGHAM | FIRST CHOICE AIRWAYS LTD | C | D | 5 | 0 | 0 | 40 | 40 | 0 | 20 | 0 | 0 | 21 | 80 | 8 | 5 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | A | 5 | 0 | 0 | 40 | 20 | 20 | 20 | 0 | 0 | 29 | 70 | 17 | 10 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | D | 5 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 18 | 77 | 13 | 13 |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | A | 6 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 13 | 85 | 5 | 13 |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 69 | 11 | 16 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 10 | 0 | 0 | 50 | 10 | 10 | 30 | 0 | 0 | 36 | 27 | 51 | 15 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 11 | 0 | 0 | 55 | 9 | 9 | 18 | 9 | 0 | 53 | 67 | 38 | 18 |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 60 | 0 | 20 | 20 | 0 | 0 | 21 | 40 | 50 | 5 |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | D | 5 | 1 | 0 | 40 | 40 | 0 | 20 | 0 | 0 | 25 | 33 | 47 | 6 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 8 | 1 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 35 | 179 | 17 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 14 | 0 | 0 | 71 | 7 | 7 | 0 | 0 | 14 | 92 | 45 | 56 | 20 |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | D | 3 | 0 | 0 | 33 | 33 | 0 | 0 | 0 | 33 | 160 | 60 | 15 | 5 |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 3 | 0 | 0 | 33 | 0 | 0 | 33 | 33 | 0 | 140 | 0 | 0 | 0 |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 5 | 0 | 0 | 60 | 0 | 0 | 20 | 0 | 20 | 107 | 0 | 0 | 0 |
| | GLASGOW | THOMAS COOK AIRLINES LTD | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 6 | 0 | 0 | 83 | 0 | 0 | 17 | 0 | 0 | 21 | 0 | 0 | 0 |
| TOTAL SANFORD | | | | | 129 | 4 | 0 | 62 | 16 | 8 | 10 | 2 | 3 | 38 | 58 | 51 | 51 |
| SANTA CRUZ DE LA PALMA | | | | | | | | | | | | | | | | | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 40 | 93 | 5 | 5 |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 60 | 46 | 5 | 5 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL SANTA CRUZ DE LA PALMA | | | | | 20 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 70 | 70 |

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

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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) | | | | | | | | | | | | |
| SANTIAGO DE COMPOSTELA | | | | | | | | | | | | | | | | | | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | A | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 31 | 0 | 0 | 0 | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | |
| | HEATHROW | IBERIA | S | A | 31 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 3 | 90 | 7 | 31 | | |
| | HEATHROW | IBERIA | S | D | 31 | 0 | 0 | 84 | 16 | 0 | 0 | 0 | 5 | 94 | 13 | 31 | | |
| TOTAL SANTIAGO DE COMPOSTELA (SPAIN) | | | | | 68 | 1 | 0 | 85 | 10 | 4 | 0 | 0 | 0 | 6 | 92 | 10 | 10 | |
| SANTO DOMINGO | | | | | | | | | | | | | | | | | | |
| SEATTLE (TACOMA) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 90 | 3 | 6 | 0 | 0 | 4 | 61 | 30 | 31 | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 68 | 29 | 0 | 3 | 0 | 12 | 52 | 29 | 31 | | |
| TOTAL SEATTLE (TACOMA) | | | | | 62 | 0 | 0 | 79 | 16 | 3 | 2 | 0 | 0 | 8 | 56 | 30 | 30 | |
| SEOUL (INCHEON) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | KOREAN AIR | S | A | 23 | 0 | 0 | 39 | 30 | 30 | 0 | 0 | 21 | 0 | 0 | 0 | | |
| | HEATHROW | KOREAN AIR | S | D | 23 | 0 | 0 | 78 | 13 | 9 | 0 | 0 | 12 | 0 | 0 | 0 | | |
| TOTAL SEOUL (INCHEON) | | | | | 46 | 0 | 0 | 59 | 22 | 20 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | |
| SEOUL (KIMPO) | | | | | | | | | | | | | | | | | | |
| SEVILLE | | | | | | | | | | | | | | | | | | |
| | GATWICK | GB AIRWAYS LTD | S | A | 22 | 0 | 0 | 73 | 14 | 0 | 14 | 0 | 18 | 79 | 12 | 19 | | |
| | GATWICK | GB AIRWAYS LTD | S | D | 22 | 0 | 0 | 77 | 5 | 9 | 9 | 0 | 19 | 47 | 25 | 19 | | |
| | HEATHROW | IBERIA | S | A | 31 | 0 | 0 | 84 | 6 | 10 | 0 | 0 | 8 | 68 | 19 | 31 | | |
| | HEATHROW | IBERIA | S | D | 31 | 0 | 0 | 84 | 10 | 6 | 0 | 0 | 9 | 61 | 22 | 31 | | |
| TOTAL SEVILLE | | | | | 106 | 2 | 0 | 80 | 8 | 7 | 5 | 0 | 0 | 12 | 63 | 24 | 24 | |
| SEYCHELLES | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR SEYCHELLES | S | A | 10 | 0 | 0 | 30 | 30 | 40 | 0 | 0 | 25 | 50 | 32 | 8 | | |
| | GATWICK | AIR SEYCHELLES | S | D | 10 | 0 | 1 | 30 | 0 | 40 | 20 | 10 | 55 | 50 | 34 | 8 | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | | |
| TOTAL SEYCHELLES | | | | | 38 | 0 | 1 | 55 | 16 | 21 | 5 | 3 | 0 | 24 | 58 | 29 | 29 | |
| SFAX | | | | | | | | | | | | | | | | | | |
| SHANGHAI (PU DONG) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 14 | 0 | 0 | 43 | 29 | 29 | 0 | 0 | 20 | 38 | 32 | 13 | | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 13 | 0 | 0 | 62 | 8 | 8 | 23 | 0 | 27 | 71 | 31 | 14 | | |
| TOTAL SHANGHAI (PU DONG) | | | | | 27 | 0 | 0 | 52 | 19 | 19 | 11 | 0 | 0 | 23 | 56 | 31 | 31 | |

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

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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) | | | | | | | | | | | | |
| SHANNON | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AER LINGUS | S | A | 94 | 0 | 0 | 91 | 6 | 1 | 1 | 0 | 0 | 4 | 78 | 12 | 95 | |
| | HEATHROW | AER LINGUS | S | D | 93 | 0 | 0 | 87 | 9 | 1 | 3 | 0 | 0 | 8 | 78 | 13 | 95 | |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | A | 28 | 1 | 1 | 86 | 11 | 0 | 4 | 0 | 0 | 6 | 83 | 9 | 53 | |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | D | 29 | 0 | 1 | 97 | 0 | 0 | 3 | 0 | 0 | 3 | 86 | 10 | 51 | |
| | BIRMINGHAM | FLYBE.BRITISH EUROPEAN | S | A | 27 | 0 | 1 | 52 | 30 | 19 | 0 | 0 | 0 | 16 | 63 | 16 | 27 | |
| | BIRMINGHAM | FLYBE.BRITISH EUROPEAN | S | D | 28 | 0 | 0 | 68 | 11 | 21 | 0 | 0 | 0 | 16 | 74 | 19 | 27 | |
| | STANSTED | RYANAIR | S | A | 107 | 0 | 0 | 92 | 3 | 2 | 4 | 0 | 0 | 6 | 74 | 12 | 100 | |
| | STANSTED | RYANAIR | S | D | 107 | 0 | 0 | 83 | 9 | 4 | 4 | 0 | 0 | 12 | 72 | 15 | 101 | |
| TOTAL SHANNON | | | | | 513 | 3 | 3 | 86 | 8 | 4 | 3 | 0 | 0 | 8 | 77 | 13 | 13 | |
| SHARJAH | | | | | | | | | | | | | | | | | | |
| SHARM EL SHEIKH (OPHIRA) | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | |
| | GATWICK | EXCEL AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 38 | 4 | |
| | GATWICK | EXCEL AIRWAYS LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 7 | 4 | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | A | 5 | 0 | 0 | 60 | 0 | 40 | 0 | 0 | 0 | 22 | 25 | 39 | 4 | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | D | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 16 | 50 | 25 | 4 | |
| | GATWICK | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 12 | 50 | 21 | 8 | |
| | GATWICK | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 33 | 23 | 6 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 8 | 0 | 0 | 75 | 0 | 0 | 13 | 0 | 13 | 75 | 0 | 61 | 5 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 8 | 0 | 0 | 75 | 0 | 13 | 0 | 0 | 13 | 75 | 100 | 5 | 5 | |
| TOTAL SHARM EL SHEIKH (OPHIRA) | | | | | 52 | 0 | 0 | 77 | 8 | 10 | 2 | 0 | 4 | 31 | 45 | 27 | 27 | |
| SHERCHENKO | | | | | | | | | | | | | | | | | | |
| | GATWICK | EUROPEAN AIR CHARTER | C | A | 4 | 0 | 0 | 25 | 25 | 0 | 25 | 25 | 0 | 76 | 0 | 0 | 0 | |
| | GATWICK | EUROPEAN AIR CHARTER | C | D | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | |
| TOTAL SHERCHENKO | | | | | 7 | 0 | 0 | 43 | 29 | 0 | 14 | 14 | 0 | 49 | 0 | 0 | 0 | |
| SINGAPORE | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 0 | 77 | 8 | 15 | 0 | 0 | 0 | 10 | 81 | 10 | 26 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 12 | 0 | 0 | 58 | 33 | 0 | 8 | 0 | 0 | 19 | 69 | 14 | 26 | |
| | HEATHROW | SINGAPORE AIRLINES | S | A | 93 | 0 | 0 | 68 | 14 | 15 | 2 | 1 | 0 | 16 | 62 | 21 | 93 | |
| | HEATHROW | SINGAPORE AIRLINES | S | D | 93 | 0 | 0 | 73 | 20 | 5 | 1 | 0 | 0 | 11 | 74 | 12 | 92 | |

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

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | MAR 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) | | | | | | | | | | | | | |
| SINGAPORE | | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | SINGAPORE AIRLINES | S | A | 31 | 0 | 0 | 45 | 6 | 26 | 23 | 0 | 0 | 35 | 52 | 25 | 31 | | |
| | MANCHESTER | SINGAPORE AIRLINES | S | D | 31 | 0 | 0 | 52 | 6 | 23 | 19 | 0 | 0 | 33 | 35 | 32 | 31 | | |
| TOTAL SINGAPORE | | | | | 273 | 0 | 0 | 65 | 15 | 13 | 6 | 0 | 0 | 18 | 64 | 18 | 18 | | |
| SION | | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | C | A | 9 | 0 | 0 | 0 | 33 | 44 | 11 | 11 | 0 | 57 | 0 | 0 | 0 | | |
| | GATWICK | BRITISH AIRWAYS PLC | C | D | 10 | 0 | 0 | 50 | 10 | 20 | 20 | 0 | 0 | 38 | 0 | 0 | 0 | | |
| | HEATHROW | SWISS AIRLINES | S | A | 5 | 0 | 0 | 0 | 0 | 40 | 40 | 20 | 0 | 82 | 20 | 68 | 5 | | |
| | HEATHROW | SWISS AIRLINES | S | D | 5 | 0 | 0 | 20 | 0 | 40 | 20 | 20 | 0 | 72 | 60 | 13 | 5 | | |
| TOTAL SION | | | | | 31 | 0 | 0 | 23 | 16 | 32 | 19 | 10 | 0 | 54 | 43 | 41 | 41 | | |
| SKOPJE | | | | | | | | | | | | | | | | | | | |
| SOFIA | | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 33 | 123 | 3 | | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 33 | 126 | 3 | | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 7 | 67 | 11 | 3 | | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 15 | 3 | | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 26 | 1 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 16 | 26 | | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 27 | 0 | 0 | 89 | 7 | 4 | 0 | 0 | 0 | 6 | 38 | 28 | 26 | | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | C | A | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 8 | 3 | | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 2 | | |
| | GATWICK | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 13 | 0 | 47 | 4 | | |
| | GATWICK | MONARCH AIRLINES | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 33 | 43 | 3 | | |
| TOTAL SOFIA | | | | | 74 | 1 | 0 | 93 | 4 | 3 | 0 | 0 | 0 | 3 | 50 | 30 | 30 | | |
| SOUTHAMPTON | | | | | | | | | | | | | | | | | | | |
| | NEWCASTLE | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 51 | 0 | 0 | 96 | 2 | 0 | 0 | 2 | 0 | 9 | 67 | 22 | 55 | | |
| | NEWCASTLE | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 51 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 79 | 16 | 56 | | |
| | EDINBURGH | BRITISH REGIONAL AIRLINES LTD | S | A | 95 | 0 | 0 | 84 | 9 | 5 | 1 | 0 | 0 | 8 | 89 | 8 | 98 | | |
| | EDINBURGH | BRITISH REGIONAL AIRLINES LTD | S | D | 95 | 0 | 0 | 89 | 4 | 2 | 4 | 0 | 0 | 8 | 73 | 14 | 98 | | |
| | GLASGOW | BRITISH REGIONAL AIRLINES LTD | S | A | 94 | 1 | 0 | 82 | 11 | 4 | 3 | 0 | 0 | 10 | 85 | 9 | 99 | | |

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

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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) | | | | | | | | | | | | |
| SOUTHAMPTON | | | | | | | | | | | | | | | | | | |
| | GLASGOW | BRITISH REGIONAL AIRLINES LTD | S | D | 73 | 2 | 0 | 89 | 4 | 5 | 1 | 0 | 0 | 5 | 85 | 7 | 80 | |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | A | 64 | 0 | 2 | 94 | 2 | 2 | 3 | 0 | 0 | 7 | 83 | 6 | 69 | |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | D | 65 | 0 | 1 | 91 | 2 | 3 | 5 | 0 | 0 | 9 | 83 | 7 | 70 | |
| TOTAL SOUTHAMPTON | | | | | 589 | 3 | 3 | 89 | 5 | 3 | 2 | 0 | 0 | 7 | 81 | 11 | 11 | |
| SPLIT | | | | | | | | | | | | | | | | | | |
| ST ETIENNE | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 36 | 0 | 0 | 86 | 6 | 6 | 0 | 3 | 0 | 12 | 77 | 12 | 31 | |
| | STANSTED | RYANAIR | S | D | 36 | 0 | 0 | 69 | 11 | 17 | 3 | 0 | 0 | 18 | 45 | 20 | 31 | |
| TOTAL ST ETIENNE | | | | | 72 | 0 | 0 | 78 | 8 | 11 | 1 | 1 | 0 | 15 | 61 | 16 | 16 | |
| ST JOHNS | | | | | | | | | | | | | | | | | | |
| ST KITTS | | | | | | | | | | | | | | | | | | |
| ST LOUIS (LAMBERT) | | | | | | | | | | | | | | | | | | |
| | GATWICK | AMERICAN AIRLINES | S | A | 31 | 0 | 0 | 84 | 6 | 3 | 6 | 0 | 0 | 9 | 0 | 0 | 0 | |
| | GATWICK | AMERICAN AIRLINES | S | D | 31 | 0 | 0 | 65 | 16 | 16 | 3 | 0 | 0 | 16 | 0 | 0 | 0 | |
| TOTAL ST LOUIS (LAMBERT) | | | | | 62 | 0 | 0 | 74 | 11 | 10 | 5 | 0 | 0 | 13 | 65 | 12 | 12 | |
| ST LUCIA (HEWANORRA) | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 17 | 0 | 0 | 71 | 6 | 0 | 18 | 6 | 0 | 30 | 54 | 43 | 13 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 17 | 0 | 0 | 53 | 18 | 12 | 18 | 0 | 0 | 33 | 62 | 50 | 13 | |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 7 | 50 | 30 | 4 | |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 9 | 0 | 0 | 56 | 44 | 0 | 0 | 0 | 0 | 17 | 100 | 5 | 4 | |
| TOTAL ST LUCIA (HEWANORRA) | | | | | 51 | 0 | 0 | 65 | 16 | 6 | 12 | 2 | 0 | 25 | 56 | 36 | 36 | |
| ST PETERSBURG | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AEROFLOT | S | A | 5 | 0 | 0 | 20 | 40 | 40 | 0 | 0 | 0 | 25 | 40 | 22 | 5 | |
| | HEATHROW | AEROFLOT | S | D | 5 | 0 | 0 | 0 | 40 | 20 | 40 | 0 | 0 | 49 | 20 | 22 | 5 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 23 | 0 | 0 | 74 | 13 | 13 | 0 | 0 | 0 | 9 | 81 | 12 | 21 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 23 | 0 | 0 | 91 | 4 | 0 | 4 | 0 | 0 | 9 | 86 | 15 | 21 | |
| TOTAL ST PETERSBURG | | | | | 56 | 0 | 0 | 70 | 14 | 11 | 5 | 0 | 0 | 14 | 72 | 15 | 15 | |
| ST THOMAS ISLANDS | | | | | | | | | | | | | | | | | | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | A | 4 | 0 | 0 | 25 | 50 | 0 | 25 | 0 | 0 | 31 | 60 | 44 | 5 | |

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

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | MAR 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 THOMAS ISLANDS | | | | | | | | | | | | | | | | | |
| TOTAL ST THOMAS ISLANDS | | | | | 4 | 0 | 0 | 25 | 50 | 0 | 25 | 0 | 0 | 31 | 60 | 44 | 44 |
| STANSTED | | | | | | | | | | | | | | | | | |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | A | 57 | 0 | 1 | 81 | 7 | 5 | 7 | 0 | 0 | 12 | 74 | 14 | 87 |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | D | 57 | 0 | 1 | 84 | 4 | 9 | 4 | 0 | 0 | 7 | 77 | 10 | 87 |
| | EDINBURGH | GO FLY LTD | S | A | 192 | 0 | 0 | 87 | 5 | 5 | 3 | 0 | 0 | 7 | 80 | 12 | 192 |
| | EDINBURGH | GO FLY LTD | S | D | 192 | 0 | 0 | 86 | 5 | 6 | 3 | 0 | 0 | 9 | 81 | 11 | 192 |
| | GLASGOW | GO FLY LTD | S | A | 135 | 0 | 0 | 89 | 4 | 4 | 2 | 0 | 0 | 6 | 81 | 10 | 118 |
| | GLASGOW | GO FLY LTD | S | D | 135 | 0 | 0 | 90 | 5 | 1 | 3 | 0 | 0 | 6 | 86 | 7 | 118 |
| | NEWCASTLE | GO FLY LTD | S | A | 78 | 0 | 0 | 73 | 13 | 12 | 3 | 0 | 0 | 12 | 0 | 0 | 0 |
| | NEWCASTLE | GO FLY LTD | S | D | 78 | 0 | 0 | 77 | 9 | 12 | 3 | 0 | 0 | 11 | 0 | 0 | 0 |
| TOTAL STANSTED | | | | | 931 | 1 | 2 | 85 | 6 | 6 | 3 | 0 | 0 | 8 | 82 | 11 | 11 |
| STAVANGER | | | | | | | | | | | | | | | | | |
| | HEATHROW | SAS | S | A | 26 | 0 | 0 | 69 | 23 | 8 | 0 | 0 | 0 | 9 | 100 | 1 | 23 |
| | HEATHROW | SAS | S | D | 26 | 0 | 0 | 85 | 8 | 8 | 0 | 0 | 0 | 8 | 83 | 10 | 24 |
| | NEWCASTLE | WIDEROE FLYVESELSKAP A/S | S | A | 22 | 0 | 3 | 68 | 18 | 14 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| | NEWCASTLE | WIDEROE FLYVESELSKAP A/S | S | D | 21 | 0 | 4 | 86 | 10 | 5 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| TOTAL STAVANGER | | | | | 95 | 0 | 7 | 77 | 15 | 8 | 0 | 0 | 0 | 9 | 87 | 10 | 10 |
| STOCKHOLM (ARLANDA) | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 165 | 0 | 0 | 78 | 13 | 7 | 2 | 0 | 0 | 11 | 70 | 15 | 152 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 165 | 0 | 1 | 76 | 17 | 7 | 1 | 0 | 0 | 9 | 76 | 12 | 152 |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | A | 46 | 0 | 0 | 67 | 28 | 0 | 4 | 0 | 0 | 15 | 83 | 8 | 47 |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | D | 46 | 0 | 0 | 87 | 7 | 4 | 2 | 0 | 0 | 8 | 89 | 7 | 47 |
| | HEATHROW | SAS | S | A | 202 | 0 | 0 | 72 | 19 | 8 | 1 | 0 | 0 | 11 | 77 | 14 | 189 |
| | HEATHROW | SAS | S | D | 201 | 0 | 0 | 85 | 6 | 6 | 2 | 0 | 0 | 8 | 84 | 9 | 188 |
| | MANCHESTER | SKYWAYS EXPRESS | S | A | 45 | 0 | 0 | 87 | 9 | 2 | 2 | 0 | 0 | 7 | 94 | 5 | 52 |
| | MANCHESTER | SKYWAYS EXPRESS | S | D | 45 | 0 | 0 | 91 | 2 | 2 | 4 | 0 | 0 | 6 | 83 | 9 | 52 |
| TOTAL STOCKHOLM (ARLANDA) | | | | | 916 | 1 | 1 | 79 | 13 | 6 | 2 | 0 | 0 | 10 | 79 | 11 | 11 |
| STOCKHOLM (SKAVSTA) | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 81 | 0 | 1 | 60 | 26 | 12 | 1 | 0 | 0 | 15 | 83 | 9 | 83 |
| | STANSTED | RYANAIR | S | D | 82 | 0 | 0 | 44 | 34 | 21 | 1 | 0 | 0 | 20 | 65 | 14 | 84 |
| TOTAL STOCKHOLM (SKAVSTA) | | | | | 163 | 1 | 1 | 52 | 30 | 17 | 1 | 0 | 0 | 17 | 74 | 12 | 12 |

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

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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) | | | | | | | | | | |
| STORNOWAY | | | | | | | | | | | | | | | | | | |
| | GLASGOW | BRITISH REGIONAL AIRLINES LTD | S | A | 46 | 0 | 0 | 87 | 4 | 4 | 2 | 2 | 0 | 12 | 76 | 16 | 49 | |
| | GLASGOW | BRITISH REGIONAL AIRLINES LTD | S | D | 46 | 0 | 0 | 87 | 4 | 4 | 4 | 0 | 0 | 8 | 73 | 18 | 49 | |
| | EDINBURGH | LOGANAIR | S | A | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 19 | 67 | 22 | 24 | |
| | EDINBURGH | LOGANAIR | S | D | 24 | 0 | 0 | 92 | 4 | 4 | 0 | 0 | 0 | 7 | 78 | 15 | 27 | |
| TOTAL STORNOWAY | | | | | 121 | 0 | 0 | 88 | 4 | 4 | 3 | 1 | 0 | 10 | 74 | 17 | 17 | |
| STRASBOURG | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRIT AIR | S | A | 70 | 0 | 2 | 61 | 24 | 11 | 3 | 0 | 0 | 17 | 61 | 14 | 75 | |
| | GATWICK | BRIT AIR | S | D | 70 | 0 | 2 | 89 | 4 | 4 | 3 | 0 | 0 | 8 | 83 | 7 | 75 | |
| TOTAL STRASBOURG | | | | | 142 | 0 | 4 | 75 | 14 | 8 | 3 | 0 | 0 | 13 | 72 | 11 | 11 | |
| STUTTART | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 75 | 0 | 0 | 89 | 5 | 4 | 1 | 0 | 0 | 5 | 77 | 11 | 91 | |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 75 | 0 | 0 | 83 | 13 | 1 | 3 | 0 | 0 | 9 | 80 | 9 | 91 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 121 | 0 | 0 | 83 | 7 | 7 | 3 | 0 | 0 | 9 | 78 | 11 | 116 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 121 | 0 | 0 | 83 | 12 | 4 | 2 | 0 | 0 | 10 | 77 | 11 | 116 | |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | A | 69 | 0 | 0 | 75 | 13 | 6 | 6 | 0 | 0 | 14 | 83 | 11 | 75 | |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | D | 68 | 0 | 0 | 75 | 12 | 7 | 6 | 0 | 0 | 14 | 80 | 15 | 74 | |
| | MANCHESTER | LUFTHANSA CITY LINE | S | A | 23 | 0 | 0 | 87 | 13 | 0 | 0 | 0 | 0 | 4 | 88 | 9 | 25 | |
| | MANCHESTER | LUFTHANSA CITY LINE | S | D | 23 | 0 | 0 | 96 | 4 | 0 | 0 | 0 | 0 | 2 | 80 | 12 | 25 | |
| TOTAL STUTTART | | | | | 575 | 0 | 0 | 83 | 10 | 5 | 3 | 0 | 0 | 9 | 80 | 11 | 11 | |
| SUMBURGH | | | | | | | | | | | | | | | | | | |
| | GLASGOW | BRITISH REGIONAL AIRLINES LTD | S | A | 25 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 77 | 24 | 26 | |
| | GLASGOW | BRITISH REGIONAL AIRLINES LTD | S | D | 26 | 0 | 0 | 81 | 12 | 4 | 4 | 0 | 0 | 9 | 81 | 7 | 26 | |
| | EDINBURGH | LOGANAIR | S | A | 31 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 2 | 77 | 15 | 26 | |
| | EDINBURGH | LOGANAIR | S | D | 31 | 0 | 0 | 87 | 10 | 0 | 3 | 0 | 0 | 9 | 56 | 32 | 36 | |
| | GLASGOW | LOGANAIR | S | A | 31 | 0 | 0 | 81 | 10 | 10 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | |
| | GLASGOW | LOGANAIR | S | D | 31 | 0 | 0 | 65 | 16 | 13 | 6 | 0 | 0 | 19 | 70 | 16 | 27 | |
| TOTAL SUMBURGH | | | | | 175 | 1 | 0 | 85 | 9 | 5 | 2 | 0 | 0 | 8 | 71 | 20 | 20 | |
| SYDNEY | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 81 | 1 | 1 | 67 | 11 | 14 | 7 | 0 | 1 | 34 | 55 | 23 | 62 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 80 | 0 | 0 | 70 | 16 | 11 | 3 | 0 | 0 | 14 | 65 | 22 | 62 | |

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

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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) | | | | | | | | | | | |
| SYDNEY | HEATHROW | QANTAS | S | A | 32 | 0 | 0 | 16 | 19 | 22 | 38 | 6 | 0 | 59 | 43 | 27 | 46 |
| | HEATHROW | QANTAS | S | D | 49 | 0 | 0 | 80 | 8 | 6 | 6 | 0 | 0 | 15 | 50 | 20 | 46 |
| TOTAL SYDNEY | | | | | 242 | 1 | 1 | 64 | 13 | 12 | 10 | 1 | 0 | 27 | 54 | 26 | 26 |
| SYLHET | HEATHROW | BIMAN BANGLADESH AIRLINES | S | D | 13 | 0 | 0 | 15 | 31 | 8 | 38 | 8 | 0 | 65 | 0 | 0 | 0 |
| TOTAL SYLHET | | | | | 13 | 0 | 0 | 15 | 31 | 8 | 38 | 8 | 0 | 65 | 0 | 0 | 0 |

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

Origin / Destinations: T

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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 |
| TAIPEI | HEATHROW | BRITISH AIRWAYS PLC | S | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 5 | 13 |
| | HEATHROW | EVA AIR | S | A | 12 | 1 | 1 | 58 | 25 | 17 | 0 | 0 | 0 | 16 | 71 | 16 | 14 |
| | HEATHROW | EVA AIR | S | D | 13 | 0 | 0 | 85 | 8 | 8 | 0 | 0 | 0 | 9 | 79 | 13 | 14 |
| TOTAL TAIPEI | | | | | 28 | 1 | 1 | 75 | 14 | 11 | 0 | 0 | 0 | 11 | 73 | 18 | 18 |
| TALLIN | GATWICK | ESTONIAN AIR | S | A | 22 | 0 | 0 | 73 | 9 | 14 | 5 | 0 | 0 | 15 | 85 | 14 | 26 |
| | GATWICK | ESTONIAN AIR | S | D | 22 | 0 | 0 | 86 | 5 | 0 | 9 | 0 | 0 | 14 | 85 | 12 | 26 |
| TOTAL TALLIN | | | | | 44 | 0 | 0 | 80 | 7 | 7 | 7 | 0 | 0 | 14 | 85 | 13 | 13 |
| TAMPA | GATWICK | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 0 | 69 | 0 | 23 | 8 | 0 | 0 | 17 | 46 | 38 | 13 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 14 | 0 | 0 | 50 | 14 | 0 | 29 | 7 | 0 | 42 | 38 | 38 | 13 |
| TOTAL TAMPA | | | | | 27 | 0 | 0 | 59 | 7 | 11 | 19 | 4 | 0 | 30 | 42 | 38 | 38 |
| TARBES-LOURDES INTERNA | | | | | | | | | | | | | | | | | |
| TOTAL TARBES-LOURDES INTERNATIONAL | | | | | 7 | 0 | 0 | 29 | 29 | 14 | 29 | 0 | 0 | 38 | 0 | 0 | 0 |
| TASHKENT | BIRMINGHAM | UZBEKISTAN AIRLINES | S | A | 13 | 0 | 0 | 69 | 8 | 23 | 0 | 0 | 0 | 13 | 88 | 9 | 8 |
| | BIRMINGHAM | UZBEKISTAN AIRLINES | S | D | 13 | 0 | 0 | 54 | 0 | 15 | 23 | 0 | 8 | 70 | 50 | 14 | 8 |
| | HEATHROW | UZBEKISTAN AIRLINES | S | A | 18 | 1 | 0 | 56 | 17 | 17 | 11 | 0 | 0 | 23 | 100 | 2 | 19 |
| | HEATHROW | UZBEKISTAN AIRLINES | S | D | 18 | 1 | 0 | 67 | 11 | 17 | 6 | 0 | 0 | 19 | 74 | 15 | 19 |
| TOTAL TASHKENT | | | | | 62 | 2 | 0 | 61 | 10 | 18 | 10 | 0 | 2 | 30 | 81 | 9 | 9 |
| TBILISI | | | | | | | | | | | | | | | | | |
| TOTAL TBILISI | | | | | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 36 | 0 | 0 | 0 |
| TEESSIDE | HEATHROW | BMI BRITISH MIDLAND | S | A | 92 | 0 | 0 | 88 | 9 | 1 | 2 | 0 | 0 | 7 | 86 | 9 | 92 |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 92 | 0 | 0 | 88 | 3 | 5 | 3 | 0 | 0 | 9 | 85 | 7 | 92 |
| TOTAL TEESSIDE | | | | | 184 | 2 | 0 | 88 | 6 | 3 | 3 | 0 | 0 | 8 | 85 | 8 | 8 |
| TEHRAN | HEATHROW | BRITISH MEDITERRANEAN AIRWAYS | S | A | 12 | 2 | 0 | 25 | 33 | 25 | 17 | 0 | 0 | 35 | 41 | 35 | 17 |
| | HEATHROW | BRITISH MEDITERRANEAN AIRWAYS | S | D | 13 | 0 | 0 | 85 | 8 | 0 | 8 | 0 | 0 | 19 | 28 | 55 | 18 |
| | HEATHROW | IRAN AIR | S | A | 14 | 0 | 0 | 64 | 14 | 21 | 0 | 0 | 0 | 15 | 23 | 38 | 13 |

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

Origin / Destinations: T

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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) | | | | | | | | | | | |
| TEHRAN | HEATHROW | IRAN AIR | | S D | 14 | 0 | 0 | 57 | 7 | 29 | 0 | 7 | 0 | 44 | 38 | 44 | 13 |
| TOTAL TEHRAN | | | | | 53 | 2 | 0 | 58 | 15 | 19 | 6 | 2 | 0 | 28 | 33 | 43 | 43 |
| TEL AVIV | HEATHROW | BRITISH AIRWAYS PLC | | S A | 62 | 0 | 0 | 61 | 16 | 15 | 8 | 0 | 0 | 19 | 76 | 12 | 74 |
| | HEATHROW | BRITISH AIRWAYS PLC | | S D | 61 | 0 | 1 | 85 | 8 | 2 | 5 | 0 | 0 | 9 | 82 | 16 | 77 |
| | HEATHROW | EL AL | | S A | 41 | 0 | 0 | 85 | 7 | 5 | 2 | 0 | 0 | 8 | 30 | 41 | 40 |
| | HEATHROW | EL AL | | S D | 44 | 2 | 2 | 55 | 27 | 16 | 2 | 0 | 0 | 17 | 49 | 27 | 41 |
| | STANSTED | EL AL | | S A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 50 | 15 | 4 |
| | STANSTED | EL AL | | S D | 7 | 1 | 1 | 57 | 14 | 14 | 14 | 0 | 0 | 31 | 50 | 26 | 2 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | | C A | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 44 | 0 | 0 | 0 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | | C D | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | | C A | 12 | 0 | 0 | 8 | 17 | 58 | 17 | 0 | 0 | 43 | 0 | 24 | 1 |
| | GATWICK | MONARCH AIRLINES | | C D | 12 | 0 | 0 | 83 | 8 | 8 | 0 | 0 | 0 | 8 | 50 | 8 | 2 |
| | GATWICK | THOMAS COOK AIRLINES LTD | | C A | 3 | 0 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 43 | 0 | 0 | 0 |
| TOTAL TEL AVIV | | | | | 257 | 3 | 4 | 68 | 15 | 11 | 6 | 0 | 0 | 16 | 62 | 22 | 22 |
| TENERIFE (SURREINA SOFIA) | MANCHESTER | AIR CORDIAL LTD | | C A | 9 | 1 | 0 | 11 | 11 | 44 | 33 | 0 | 0 | 53 | 0 | 0 | 0 |
| | MANCHESTER | AIR CORDIAL LTD | | C D | 10 | 0 | 0 | 50 | 10 | 30 | 10 | 0 | 0 | 25 | 0 | 0 | 0 |
| | EDINBURGH | AIR EUROPA | | C A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 7 | 100 | 0 | 9 |
| | EDINBURGH | AIR EUROPA | | C D | 5 | 0 | 0 | 40 | 20 | 40 | 0 | 0 | 0 | 21 | 67 | 10 | 9 |
| | NEWCASTLE | AIR EUROPA | | C A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 5 | 100 | 2 | 5 |
| | NEWCASTLE | AIR EUROPA | | C D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 100 | 1 | 5 |
| | BIRMINGHAM | AZZURRA AIR | | C A | 4 | 0 | 0 | 25 | 0 | 75 | 0 | 0 | 0 | 30 | 0 | 0 | 0 |
| | BIRMINGHAM | AZZURRA AIR | | C D | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 32 | 0 | 0 | 0 |
| | MANCHESTER | AZZURRA AIR | | C A | 6 | 0 | 0 | 17 | 0 | 17 | 50 | 17 | 0 | 93 | 0 | 0 | 0 |
| | MANCHESTER | AZZURRA AIR | | C D | 6 | 0 | 0 | 67 | 17 | 0 | 0 | 17 | 0 | 39 | 0 | 0 | 0 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | | C A | 9 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 12 | 33 | 29 | 9 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | | C D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 5 | 78 | 8 | 9 |
| | GATWICK | BRITANNIA AIRWAYS | | C A | 29 | 0 | 0 | 48 | 24 | 21 | 7 | 0 | 0 | 25 | 4 | 45 | 25 |
| | GATWICK | BRITANNIA AIRWAYS | | C D | 30 | 0 | 0 | 90 | 0 | 3 | 7 | 0 | 0 | 11 | 72 | 11 | 25 |
| | GLASGOW | BRITANNIA AIRWAYS | | C A | 9 | 0 | 0 | 56 | 33 | 11 | 0 | 0 | 0 | 12 | 56 | 13 | 9 |
| | GLASGOW | BRITANNIA AIRWAYS | | C D | 9 | 0 | 0 | 78 | 0 | 22 | 0 | 0 | 0 | 9 | 56 | 14 | 9 |
| | LUTON | BRITANNIA AIRWAYS | | C A | 9 | 0 | 0 | 44 | 22 | 33 | 0 | 0 | 0 | 19 | 33 | 39 | 9 |

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

Origin / Destinations: T

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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 |
| TENERIFE (SURREINA SOFIA) | LUTON | BRITANNIA AIRWAYS | C | D | 9 | 0 | 0 | 67 | 11 | 22 | 0 | 0 | 0 | 20 | 78 | 25 | 9 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 23 | 0 | 0 | 39 | 30 | 13 | 17 | 0 | 0 | 26 | 35 | 33 | 23 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 23 | 0 | 0 | 83 | 0 | 9 | 9 | 0 | 0 | 12 | 74 | 15 | 23 |
| | NEWCASTLE | BRITANNIA AIRWAYS | C | A | 10 | 0 | 0 | 50 | 10 | 30 | 10 | 0 | 0 | 25 | 33 | 39 | 9 |
| | NEWCASTLE | BRITANNIA AIRWAYS | C | D | 10 | 0 | 0 | 80 | 10 | 0 | 10 | 0 | 0 | 15 | 78 | 21 | 9 |
| | STANSTED | BRITANNIA AIRWAYS | C | A | 9 | 0 | 0 | 67 | 11 | 0 | 22 | 0 | 0 | 23 | 38 | 30 | 8 |
| | STANSTED | BRITANNIA AIRWAYS | C | D | 10 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 25 | 75 | 20 | 8 |
| | GATWICK | EXCEL AIRWAYS LTD | C | A | 22 | 2 | 0 | 91 | 9 | 0 | 0 | 0 | 0 | 3 | 71 | 14 | 7 |
| | GATWICK | EXCEL AIRWAYS LTD | C | D | 24 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 5 | 7 |
| | MANCHESTER | EXCEL AIRWAYS LTD | C | A | 13 | 0 | 0 | 69 | 23 | 8 | 0 | 0 | 0 | 12 | 50 | 23 | 10 |
| | MANCHESTER | EXCEL AIRWAYS LTD | C | D | 13 | 0 | 0 | 85 | 15 | 0 | 0 | 0 | 0 | 5 | 60 | 12 | 10 |
| | BIRMINGHAM | FIRST CHOICE AIRWAYS LTD | S | A | 14 | 0 | 0 | 79 | 14 | 7 | 0 | 0 | 0 | 7 | 71 | 10 | 14 |
| | BIRMINGHAM | FIRST CHOICE AIRWAYS LTD | S | D | 14 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 6 | 71 | 11 | 14 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | S | A | 13 | 1 | 0 | 46 | 23 | 15 | 8 | 0 | 8 | 59 | 0 | 44 | 5 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | A | 20 | 0 | 0 | 65 | 10 | 15 | 10 | 0 | 0 | 19 | 40 | 34 | 30 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | D | 20 | 0 | 0 | 90 | 5 | 0 | 5 | 0 | 0 | 11 | 70 | 18 | 30 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | S | D | 13 | 0 | 0 | 62 | 23 | 8 | 0 | 0 | 8 | 44 | 60 | 10 | 5 |
| | GLASGOW | FIRST CHOICE AIRWAYS LTD | S | A | 9 | 0 | 0 | 56 | 22 | 22 | 0 | 0 | 0 | 15 | 78 | 9 | 9 |
| | GLASGOW | FIRST CHOICE AIRWAYS LTD | S | D | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 7 | 89 | 5 | 9 |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | A | 15 | 0 | 0 | 93 | 0 | 0 | 7 | 0 | 0 | 5 | 80 | 7 | 15 |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | S | A | 17 | 1 | 1 | 88 | 6 | 0 | 6 | 0 | 0 | 8 | 67 | 13 | 18 |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | S | D | 18 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 4 | 56 | 18 | 18 |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | D | 16 | 0 | 0 | 88 | 6 | 0 | 6 | 0 | 0 | 8 | 80 | 10 | 15 |
| | NEWCASTLE | FIRST CHOICE AIRWAYS LTD | S | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 100 | 1 | 5 |
| | NEWCASTLE | FIRST CHOICE AIRWAYS LTD | S | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 1 | 5 |
| | STANSTED | FIRST CHOICE AIRWAYS LTD | S | A | 13 | 0 | 0 | 54 | 8 | 38 | 0 | 0 | 0 | 21 | 46 | 29 | 13 |
| | STANSTED | FIRST CHOICE AIRWAYS LTD | S | D | 14 | 0 | 0 | 71 | 14 | 14 | 0 | 0 | 0 | 11 | 50 | 19 | 14 |
| | GATWICK | FUTURA AIRLINES | C | A | 15 | 0 | 0 | 40 | 27 | 0 | 33 | 0 | 0 | 40 | 22 | 38 | 9 |
| | GATWICK | FUTURA AIRLINES | C | D | 15 | 0 | 0 | 27 | 33 | 7 | 33 | 0 | 0 | 39 | 25 | 38 | 8 |
| | GLASGOW | FUTURA AIRLINES | C | A | 18 | 0 | 0 | 72 | 11 | 17 | 0 | 0 | 0 | 14 | 71 | 14 | 7 |
| | GLASGOW | FUTURA AIRLINES | C | D | 18 | 0 | 0 | 61 | 17 | 11 | 11 | 0 | 0 | 19 | 57 | 20 | 7 |
| | GATWICK | GB AIRWAYS LTD | S | A | 23 | 0 | 0 | 52 | 22 | 17 | 9 | 0 | 0 | 28 | 14 | 42 | 14 |
| | GATWICK | GB AIRWAYS LTD | S | D | 30 | 0 | 0 | 73 | 17 | 7 | 3 | 0 | 0 | 14 | 43 | 26 | 14 |

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

Origin / Destinations: T

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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 |
| TENERIFE (SURREINA SOFIA) | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | IBERWORLD | C | A | 12 | 0 | 0 | 58 | 25 | 0 | 17 | 0 | 0 | 23 | 20 | 57 | 10 | |
| | MANCHESTER | IBERWORLD | C | D | 12 | 0 | 0 | 67 | 17 | 0 | 17 | 0 | 0 | 22 | 22 | 60 | 9 | |
| | BIRMINGHAM | MONARCH AIRLINES | C | A | 14 | 0 | 0 | 71 | 0 | 21 | 7 | 0 | 0 | 16 | 9 | 45 | 11 | |
| | BIRMINGHAM | MONARCH AIRLINES | C | D | 14 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 6 | 73 | 13 | 11 | |
| | GATWICK | MONARCH AIRLINES | C | A | 22 | 0 | 0 | 64 | 27 | 0 | 9 | 0 | 0 | 19 | 31 | 66 | 16 | |
| | GATWICK | MONARCH AIRLINES | C | D | 23 | 0 | 0 | 70 | 17 | 4 | 9 | 0 | 0 | 18 | 56 | 51 | 16 | |
| | LUTON | MONARCH AIRLINES | C | A | 6 | 0 | 0 | 83 | 0 | 17 | 0 | 0 | 0 | 6 | 60 | 19 | 5 | |
| | LUTON | MONARCH AIRLINES | S | A | 14 | 0 | 1 | 50 | 29 | 14 | 7 | 0 | 0 | 23 | 38 | 24 | 13 | |
| | LUTON | MONARCH AIRLINES | S | D | 14 | 0 | 0 | 57 | 29 | 0 | 14 | 0 | 0 | 16 | 85 | 8 | 13 | |
| | LUTON | MONARCH AIRLINES | C | D | 7 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 60 | 14 | 5 | |
| | MANCHESTER | MONARCH AIRLINES | C | A | 23 | 1 | 0 | 96 | 0 | 4 | 0 | 0 | 0 | 4 | 68 | 17 | 19 | |
| | MANCHESTER | MONARCH AIRLINES | C | D | 24 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 68 | 22 | 19 | |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | A | 9 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 8 | 44 | 19 | 9 | |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | D | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 78 | 13 | 9 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 23 | 0 | 0 | 57 | 17 | 17 | 9 | 0 | 0 | 21 | 57 | 25 | 23 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 23 | 0 | 0 | 83 | 4 | 13 | 0 | 0 | 0 | 11 | 65 | 13 | 23 | |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | A | 9 | 0 | 0 | 33 | 22 | 44 | 0 | 0 | 0 | 24 | 67 | 17 | 9 | |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | D | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 8 | 67 | 18 | 9 | |
| | LUTON | MY TRAVEL AIRWAYS UK | C | A | 9 | 0 | 0 | 78 | 0 | 0 | 11 | 0 | 11 | 53 | 100 | 2 | 9 | |
| | LUTON | MY TRAVEL AIRWAYS UK | C | D | 10 | 0 | 0 | 80 | 0 | 0 | 10 | 0 | 10 | 55 | 78 | 6 | 9 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 29 | 0 | 0 | 69 | 17 | 7 | 3 | 3 | 0 | 15 | 50 | 34 | 26 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 30 | 0 | 0 | 90 | 3 | 3 | 0 | 3 | 0 | 11 | 58 | 30 | 26 | |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | A | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 9 | 44 | 48 | 9 | |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 7 | 56 | 23 | 9 | |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | A | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 3 | 67 | 13 | 9 | |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 7 | 67 | 14 | 9 | |
| | GLASGOW | SPANAIR | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 100 | 3 | 5 | |
| | GLASGOW | SPANAIR | C | D | 5 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 19 | 100 | 7 | 5 | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | C | A | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 3 | 90 | 3 | 10 | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | C | D | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 4 | 100 | 2 | 10 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 43 | 0 | 0 | 72 | 16 | 7 | 5 | 0 | 0 | 12 | 42 | 33 | 38 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 43 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 4 | 74 | 15 | 38 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD | C | A | 10 | 0 | 0 | 90 | 0 | 0 | 0 | 10 | 0 | 22 | 89 | 3 | 9 | |

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

Origin / Destinations: T

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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) | | | | | | | | | | | |
| TENERIFE (SURREINA SOFIA) | GLASGOW | THOMAS COOK AIRLINES LTD | C | D | 11 | 0 | 0 | 91 | 0 | 0 | 0 | 9 | 0 | 23 | 100 | 3 | 9 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 42 | 0 | 0 | 83 | 5 | 7 | 2 | 0 | 2 | 25 | 67 | 12 | 33 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 42 | 0 | 0 | 95 | 2 | 2 | 0 | 0 | 0 | 2 | 88 | 8 | 33 |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD | C | A | 9 | 0 | 0 | 56 | 44 | 0 | 0 | 0 | 0 | 9 | 60 | 117 | 5 |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD | C | D | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 6 | 60 | 91 | 5 |
| | MANCHESTER | VOLAR AIRLINES | C | A | 11 | 0 | 0 | 45 | 9 | 9 | 18 | 18 | 0 | 68 | 0 | 0 | 0 |
| | MANCHESTER | VOLAR AIRLINES | C | D | 11 | 0 | 0 | 55 | 9 | 18 | 18 | 0 | 0 | 39 | 0 | 0 | 0 |
| TOTAL TENERIFE (SURREINA SOFIA) | | | | | 1314 | 6 | 2 | 74 | 12 | 8 | 5 | 1 | 0 | 16 | 60 | 22 | 22 |
| TETERBORO | | | | | | | | | | | | | | | | | |
| TIRANA | STANSTED | EUROPEAN AIR CHARTER | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 1 |
| TOTAL TIRANA | | | | | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 18 | 18 |
| TIREE | GLASGOW | LOGANAIR | S | A | 26 | 0 | 0 | 92 | 4 | 0 | 4 | 0 | 0 | 4 | 82 | 13 | 22 |
| | GLASGOW | LOGANAIR | S | D | 25 | 0 | 0 | 92 | 4 | 0 | 4 | 0 | 0 | 6 | 87 | 10 | 23 |
| TOTAL TIREE | | | | | 51 | 0 | 0 | 92 | 4 | 0 | 4 | 0 | 0 | 5 | 84 | 11 | 11 |
| TOBAGO | GATWICK | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| TOTAL TOBAGO | | | | | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 17 | 71 | 12 | 12 |
| TOKYO (NARITA) | HEATHROW | AEROFLOT | S | A | 9 | 0 | 0 | 56 | 0 | 33 | 11 | 0 | 0 | 28 | 50 | 37 | 8 |
| | HEATHROW | AEROFLOT | S | D | 10 | 0 | 0 | 20 | 30 | 30 | 10 | 0 | 10 | 200 | 22 | 41 | 9 |
| | HEATHROW | ALL NIPPON AIRWAYS | S | A | 31 | 0 | 0 | 81 | 16 | 3 | 0 | 0 | 0 | 8 | 84 | 7 | 31 |
| | HEATHROW | ALL NIPPON AIRWAYS | S | D | 31 | 0 | 0 | 68 | 23 | 3 | 3 | 3 | 0 | 21 | 74 | 15 | 31 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 60 | 1 | 1 | 93 | 3 | 0 | 2 | 0 | 2 | 11 | 82 | 9 | 60 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 62 | 0 | 0 | 63 | 23 | 13 | 2 | 0 | 0 | 16 | 53 | 25 | 60 |
| | HEATHROW | JAPAN AIRLINES | S | A | 29 | 3 | 3 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 95 | 1 | 39 |
| | HEATHROW | JAPAN AIRLINES | S | D | 32 | 0 | 0 | 75 | 19 | 3 | 3 | 0 | 0 | 13 | 66 | 13 | 35 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 30 | 1 | 1 | 70 | 17 | 10 | 3 | 0 | 0 | 13 | 74 | 10 | 31 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 31 | 0 | 0 | 77 | 13 | 6 | 3 | 0 | 0 | 12 | 65 | 16 | 31 |
| TOTAL TOKYO (NARITA) | | | | | 325 | 5 | 5 | 76 | 14 | 7 | 2 | 0 | 1 | 18 | 71 | 14 | 14 |
| TORONTO | | | | | | | | | | | | | | | | | |

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

Origin / Destinations: T

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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 | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR CANADA | S | A | 120 | 0 | 0 | 74 | 10 | 6 | 8 | 2 | 0 | 19 | 48 | 27 | 120 |
| | HEATHROW | AIR CANADA | S | D | 120 | 1 | 0 | 84 | 9 | 4 | 2 | 1 | 0 | 11 | 69 | 13 | 121 |
| | GATWICK | AIR TRANSAT | S | A | 5 | 0 | 0 | 40 | 20 | 0 | 40 | 0 | 0 | 37 | 60 | 23 | 5 |
| | GATWICK | AIR TRANSAT | S | D | 5 | 0 | 0 | 40 | 0 | 40 | 20 | 0 | 0 | 33 | 60 | 136 | 5 |
| | GLASGOW | AIR TRANSAT | S | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 4 | 40 | 26 | 5 |
| | GLASGOW | AIR TRANSAT | S | D | 4 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 0 | 16 | 40 | 29 | 5 |
| | MANCHESTER | AIR TRANSAT | S | A | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 18 | 20 | 31 | 5 |
| | MANCHESTER | AIR TRANSAT | S | D | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 27 | 0 | 56 | 5 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 62 | 0 | 0 | 90 | 3 | 2 | 5 | 0 | 0 | 7 | 60 | 25 | 62 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 62 | 0 | 0 | 69 | 18 | 8 | 5 | 0 | 0 | 18 | 58 | 20 | 62 |
| | MANCHESTER | PAKISTAN INTL AIRLINES | S | A | 2 | 0 | 1 | 0 | 50 | 0 | 50 | 0 | 0 | 70 | 11 | 80 | 9 |
| TOTAL TORONTO | | | | | 392 | 1 | 1 | 76 | 12 | 6 | 6 | 1 | 0 | 15 | 50 | 31 | 31 |
| TORREJON DE ARDOZ | | | | | | | | | | | | | | | | | |
| TOULON / HYERES | | | | | | | | | | | | | | | | | |
| | STANSTED | KLM UK LTD | S | A | 5 | 0 | 0 | 40 | 20 | 20 | 20 | 0 | 0 | 30 | 0 | 0 | 0 |
| | STANSTED | KLM UK LTD | S | D | 5 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| TOTAL TOULON / HYERES | | | | | 10 | 0 | 0 | 40 | 30 | 20 | 10 | 0 | 0 | 24 | 0 | 0 | 0 |
| TOULOUSE (BLAGNAC) | | | | | | | | | | | | | | | | | |
| | EDINBURGH | AERIS | C | A | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 29 | 0 | 0 | 0 |
| | EDINBURGH | AERIS | C | D | 3 | 0 | 0 | 0 | 33 | 0 | 67 | 0 | 0 | 63 | 0 | 0 | 0 |
| | EDINBURGH | AIR MEDITERRANEE | C | D | 2 | 0 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 131 | 0 | 0 | 0 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 5 | 63 | 21 | 8 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 7 | 78 | 12 | 9 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 12 | 100 | 6 | 4 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 13 | 100 | 4 | 3 |
| | GATWICK | BRITISH AIRWAYS PLC | C | A | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 27 | 0 | 0 | 0 |
| | MANCHESTER | BRITISH AIRWAYS PLC | C | A | 5 | 0 | 0 | 40 | 60 | 0 | 0 | 0 | 0 | 11 | 25 | 17 | 4 |
| | MANCHESTER | BRITISH AIRWAYS PLC | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 4 | 4 |
| | GATWICK | CITY FLYER EXPRESS | S | A | 92 | 0 | 0 | 90 | 5 | 1 | 3 | 0 | 0 | 8 | 57 | 16 | 21 |
| | GATWICK | CITY FLYER EXPRESS | S | D | 92 | 0 | 0 | 82 | 11 | 4 | 3 | 0 | 0 | 13 | 81 | 8 | 21 |
| | STANSTED | EUROPEAN AIR CHARTER | C | A | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| | STANSTED | EUROPEAN AIR CHARTER | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | BIRMINGHAM | FIRST CHOICE AIRWAYS LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 67 | 14 | 3 | |

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

Origin / Destinations: T

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | MAR 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) | BIRMINGHAM | FIRST CHOICE AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 0 | 3 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | A | 10 | 0 | 0 | 70 | 30 | 0 | 0 | 0 | 0 | 9 | 57 | 25 | 7 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | D | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 6 | 100 | 2 | 6 |
| | GLASGOW | FIRST CHOICE AIRWAYS LTD | C | A | 4 | 1 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 22 | 50 | 50 | 4 |
| | GLASGOW | FIRST CHOICE AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 67 | 14 | 3 |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | A | 5 | 0 | 0 | 40 | 60 | 0 | 0 | 0 | 0 | 15 | 25 | 50 | 4 |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 1 | 4 |
| | BIRMINGHAM | FLYBE.BRITISH EUROPEAN | S | A | 5 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 19 | 53 | 24 | 19 |
| | BIRMINGHAM | FLYBE.BRITISH EUROPEAN | S | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 58 | 20 | 19 |
| | HEATHROW | FLYBE.BRITISH EUROPEAN | S | A | 84 | 0 | 0 | 82 | 12 | 2 | 4 | 0 | 0 | 8 | 72 | 10 | 79 |
| | HEATHROW | FLYBE.BRITISH EUROPEAN | S | D | 84 | 0 | 0 | 88 | 7 | 0 | 5 | 0 | 0 | 7 | 73 | 10 | 79 |
| | STANSTED | KLM UK LTD | S | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| | STANSTED | KLM UK LTD | S | D | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 24 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | A | 10 | 0 | 0 | 40 | 30 | 20 | 10 | 0 | 0 | 35 | 58 | 29 | 12 |
| | GATWICK | MONARCH AIRLINES | C | D | 9 | 0 | 0 | 89 | 0 | 0 | 11 | 0 | 0 | 19 | 92 | 6 | 12 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 5 | 1 | 0 | 40 | 0 | 0 | 60 | 0 | 0 | 62 | 50 | 94 | 4 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 5 | 1 | 0 | 20 | 20 | 0 | 60 | 0 | 0 | 65 | 25 | 114 | 4 |
| | STANSTED | RYANAIR | C | A | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 69 | 3 |
| | STANSTED | RYANAIR | C | D | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 19 | 50 | 15 | 2 |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 25 | 45 | 4 |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 10 | 100 | 2 | 4 |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 7 | 0 | 141 | 3 |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 13 | 33 | 86 | 3 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 25 | 36 | 4 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 4 | 4 |
| TOTAL TOULOUSE (BLAGNAC) | | | | | 550 | 5 | 0 | 79 | 11 | 4 | 5 | 0 | 0 | 12 | 66 | 19 | 19 |
| TOURS | | | | | | | | | | | | | | | | | |
| TOTAL TOURS | | | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TREVISO | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 84 | 1 | 3 | 74 | 11 | 10 | 6 | 0 | 0 | 13 | 85 | 11 | 60 |
| | STANSTED | RYANAIR | S | D | 88 | 0 | 0 | 45 | 38 | 13 | 5 | 0 | 0 | 21 | 68 | 14 | 60 |

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

Origin / Destinations: T

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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) | | | | | | | | | | | |
| TREVISO | | | | | | | | | | | | | | | | | |
| TOTAL TREVISO | | | | | 172 | 2 | 3 | 59 | 24 | 11 | 5 | 0 | 0 | 17 | 77 | 13 | 13 |
| TRIESTE (RONCHI DEI LEGIO) | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 31 | 0 | 0 | 81 | 10 | 3 | 3 | 3 | 0 | 17 | 0 | 0 | 0 |
| | STANSTED | RYANAIR | S | D | 31 | 0 | 0 | 65 | 26 | 6 | 3 | 0 | 0 | 16 | 0 | 0 | 0 |
| TOTAL TRIESTE (RONCHI DEI LEGIONARI) | | | | | 62 | 0 | 0 | 73 | 18 | 5 | 3 | 2 | 0 | 16 | 0 | 0 | 0 |
| TRIPOLI | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 79 | 17 | 14 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 13 | 0 | 0 | 85 | 15 | 0 | 0 | 0 | 0 | 7 | 57 | 29 | 14 |
| | HEATHROW | LIBYAN ARAB AIRLINES | S | A | 9 | 0 | 0 | 78 | 11 | 0 | 11 | 0 | 0 | 13 | 20 | 56 | 5 |
| | HEATHROW | LIBYAN ARAB AIRLINES | S | D | 9 | 0 | 0 | 78 | 0 | 22 | 0 | 0 | 0 | 10 | 80 | 28 | 5 |
| TOTAL TRIPOLI | | | | | 44 | 0 | 0 | 86 | 7 | 5 | 2 | 0 | 0 | 7 | 63 | 28 | 28 |
| TRIVANDRUM | | | | | | | | | | | | | | | | | |
| | GATWICK | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 25 | 378 | 4 |
| | GATWICK | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 33 | 31 | | 3 |
| TOTAL TRIVANDRUM | | | | | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 29 | 229 | | 229 |
| TROLLHATTAN | | | | | | | | | | | | | | | | | |
| TUNIS | | | | | | | | | | | | | | | | | |
| | GATWICK | GB AIRWAYS LTD | S | A | 22 | 0 | 0 | 82 | 14 | 5 | 0 | 0 | 0 | 7 | 76 | 8 | 17 |
| | GATWICK | GB AIRWAYS LTD | S | D | 22 | 0 | 0 | 91 | 9 | 0 | 0 | 0 | 0 | 12 | 47 | 17 | 17 |
| | HEATHROW | TUNISAIR | S | A | 19 | 0 | 0 | 37 | 47 | 11 | 5 | 0 | 0 | 23 | 11 | 42 | 18 |
| | HEATHROW | TUNISAIR | S | D | 19 | 0 | 0 | 16 | 47 | 26 | 5 | 5 | 0 | 41 | 22 | 44 | 18 |
| TOTAL TUNIS | | | | | 82 | 1 | 0 | 59 | 28 | 10 | 2 | 1 | 0 | 20 | 39 | 28 | 28 |
| TURIN | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 25 | 22 | 4 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 75 | 12 | 4 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 10 | 0 | 0 | 60 | 20 | 0 | 10 | 10 | 0 | 45 | 17 | 34 | 12 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 10 | 0 | 0 | 70 | 0 | 10 | 10 | 10 | 0 | 47 | 58 | 28 | 12 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 20 | 40 | 40 | 0 | 0 | 0 | 25 | 25 | 22 | 4 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 50 | 13 | 4 |
| | MANCHESTER | BRITISH AIRWAYS PLC | C | A | 4 | 1 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 27 | 0 | 45 | 6 |
| | MANCHESTER | BRITISH AIRWAYS PLC | C | D | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 23 | 50 | 18 | 6 |

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

Origin / Destinations: T

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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 | STANSTED | EXCEL AIRWAYS LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | STANSTED | EXCEL AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | A | 15 | 0 | 0 | 53 | 20 | 20 | 7 | 0 | 0 | 23 | 25 | 50 | 8 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | D | 13 | 0 | 0 | 69 | 8 | 23 | 0 | 0 | 0 | 12 | 88 | 29 | 8 |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | A | 10 | 0 | 0 | 40 | 20 | 30 | 10 | 0 | 0 | 26 | 25 | 63 | 8 |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | D | 9 | 0 | 0 | 44 | 33 | 11 | 11 | 0 | 0 | 22 | 50 | 62 | 8 |
| | STANSTED | FIRST CHOICE AIRWAYS LTD | C | A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 12 | 25 | 31 | 4 |
| | STANSTED | FIRST CHOICE AIRWAYS LTD | C | D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 9 | 50 | 24 | 4 |
| | BIRMINGHAM | FLYBE.BRITISH EUROPEAN | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | BIRMINGHAM | FLYBE.BRITISH EUROPEAN | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | GATWICK | FLYBE.BRITISH EUROPEAN | C | A | 5 | 0 | 0 | 20 | 20 | 40 | 20 | 0 | 0 | 37 | 0 | 18 | 1 |
| | GATWICK | FLYBE.BRITISH EUROPEAN | C | D | 5 | 0 | 0 | 40 | 60 | 0 | 0 | 0 | 0 | 15 | 100 | 5 | 1 |
| | NEWCASTLE | FLYBE.BRITISH EUROPEAN | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| | NEWCASTLE | FLYBE.BRITISH EUROPEAN | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | A | 7 | 0 | 0 | 57 | 0 | 29 | 14 | 0 | 0 | 27 | 0 | 132 | 5 |
| | GATWICK | MONARCH AIRLINES | C | D | 7 | 0 | 0 | 71 | 14 | 0 | 14 | 0 | 0 | 16 | 20 | 122 | 5 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 10 | 0 | 0 | 70 | 20 | 10 | 0 | 0 | 0 | 15 | 25 | 43 | 4 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 5 | 100 | 6 | 4 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 20 | 20 | 60 | 0 | 0 | 0 | 32 | 0 | 0 | 0 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | STANSTED | RYANAIR | S | A | 62 | 0 | 1 | 79 | 16 | 3 | 2 | 0 | 0 | 7 | 82 | 10 | 62 |
| | STANSTED | RYANAIR | S | D | 62 | 0 | 0 | 50 | 21 | 23 | 6 | 0 | 0 | 23 | 66 | 17 | 62 |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 0 | 19 | 100 | 2 | 4 |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 100 | 2 | 4 |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 9 | 0 | 0 | 56 | 11 | 22 | 11 | 0 | 0 | 23 | 0 | 113 | 4 |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 7 | 0 | 0 | 71 | 14 | 14 | 0 | 0 | 0 | 12 | 50 | 80 | 4 |
| | GLASGOW | THOMAS COOK AIRLINES LTD | C | A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 11 | 50 | 32 | 4 |
| | GLASGOW | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 9 | 50 | 13 | 4 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 7 | 100 | 4 | 4 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 1 | 4 |
| TOTAL TURIN | | | | | 359 | 1 | 1 | 67 | 15 | 13 | 4 | 1 | 0 | 17 | 57 | 28 | 28 |

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

Origin / Destinations: U

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 2001 | | | | | |
|----------------------|-------------------|----------------------|-------------------|----------|----------------------------|----------|------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|-----------|
| | | | CHARTER/ SCHED | ARR/ DEP | MATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| URALSK | STANSTED | EUROPEAN AIR CHARTER | C | A | 7 | 0 | 0 | 14 | 14 | 43 | 29 | 0 | 0 | 54 | 0 | 0 | 0 |
| | STANSTED | EUROPEAN AIR CHARTER | C | D | 8 | 0 | 0 | 25 | 38 | 25 | 13 | 0 | 0 | 35 | 0 | 0 | 0 |
| TOTAL URALSK | | | | | 15 | 0 | 0 | 20 | 27 | 33 | 20 | 0 | 0 | 44 | 56 | 18 | 18 |

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

Origin / Destinations: V

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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 | | |
| | | | | | | | | | | | | | | | | | | |
| VALENCIA | | | | | | | | | | | | | | | | | | |
| | GATWICK | GB AIRWAYS LTD | S | A | 26 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 74 | 23 | 23 | |
| | GATWICK | GB AIRWAYS LTD | S | D | 26 | 0 | 0 | 77 | 12 | 8 | 4 | 0 | 0 | 12 | 75 | 25 | 20 | |
| | HEATHROW | IBERIA | S | A | 31 | 0 | 0 | 84 | 13 | 0 | 3 | 0 | 0 | 11 | 53 | 27 | 30 | |
| | HEATHROW | IBERIA | S | D | 31 | 0 | 0 | 90 | 3 | 3 | 3 | 0 | 0 | 8 | 63 | 17 | 30 | |
| TOTAL VALENCIA | | | | | 117 | 0 | 0 | 87 | 7 | 3 | 3 | 0 | 0 | 9 | 65 | 23 | 23 | |
| VANCOUVER | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR CANADA | S | A | 31 | 0 | 0 | 65 | 13 | 10 | 3 | 6 | 3 | 46 | 68 | 14 | 31 | |
| | HEATHROW | AIR CANADA | S | D | 31 | 0 | 0 | 68 | 16 | 3 | 10 | 3 | 0 | 27 | 61 | 35 | 31 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 71 | 10 | 6 | 10 | 0 | 3 | 31 | 50 | 36 | 30 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 74 | 16 | 3 | 6 | 0 | 0 | 14 | 47 | 36 | 30 | |
| TOTAL VANCOUVER | | | | | 124 | 1 | 0 | 69 | 14 | 6 | 7 | 2 | 2 | 29 | 54 | 32 | 32 | |
| VARADERO | | | | | | | | | | | | | | | | | | |
| VASTERAS | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 31 | 0 | 0 | 42 | 32 | 16 | 10 | 0 | 0 | 26 | 0 | 0 | 0 | |
| | STANSTED | RYANAIR | S | D | 31 | 0 | 4 | 52 | 19 | 19 | 10 | 0 | 0 | 24 | 0 | 0 | 0 | |
| TOTAL VASTERAS | | | | | 62 | 0 | 4 | 47 | 26 | 18 | 10 | 0 | 0 | 25 | 0 | 0 | 0 | |
| VENICE | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 89 | 0 | 0 | 91 | 4 | 3 | 1 | 0 | 0 | 6 | 25 | 34 | 92 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 88 | 0 | 0 | 85 | 9 | 3 | 2 | 0 | 0 | 9 | 64 | 22 | 92 | |
| | STANSTED | GO FLY LTD | S | A | 41 | 0 | 0 | 76 | 15 | 5 | 5 | 0 | 0 | 13 | 80 | 11 | 35 | |
| | STANSTED | GO FLY LTD | S | D | 41 | 0 | 0 | 66 | 15 | 20 | 0 | 0 | 0 | 16 | 66 | 15 | 35 | |
| TOTAL VENICE | | | | | 263 | 0 | 6 | 83 | 9 | 6 | 2 | 0 | 0 | 9 | 55 | 21 | 21 | |
| VERONA | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 0 | 20 | 60 | 0 | 20 | 0 | 90 | 0 | 49 | 4 | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 60 | 20 | 0 | 0 | 20 | 0 | 75 | 50 | 42 | 4 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 31 | 0 | 0 | 84 | 13 | 0 | 3 | 0 | 0 | 7 | 55 | 21 | 58 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 31 | 0 | 0 | 97 | 0 | 0 | 3 | 0 | 0 | 5 | 69 | 21 | 58 | |
| | STANSTED | EUROPEAN AIR CHARTER | C | A | 5 | 0 | 0 | 60 | 0 | 40 | 0 | 0 | 0 | 18 | 100 | 14 | 2 | |
| | STANSTED | EUROPEAN AIR CHARTER | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 100 | 1 | 2 | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | A | 5 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 39 | 25 | 108 | 4 | |

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

Origin / Destinations: V

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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) | | | | | | | | | | | | | |
| VERONA | | | | | | | | | | | | | | | | | | | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | D | 7 | 0 | 0 | 86 | 0 | 14 | 0 | 0 | 0 | 6 | 67 | 115 | 3 | | |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | A | 6 | 0 | 0 | 33 | 0 | 50 | 17 | 0 | 0 | 48 | 50 | 50 | 4 | | |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | D | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 50 | 43 | 4 | | |
| TOTAL VERONA | | | | | 106 | 0 | 0 | 76 | 6 | 13 | 3 | 2 | 0 | 17 | 59 | 28 | 28 | | |
| VIENNA | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AUSTRIAN AIRLINES | S | A | 124 | 0 | 0 | 77 | 15 | 6 | 1 | 0 | 0 | 10 | 78 | 10 | 121 | | |
| | HEATHROW | AUSTRIAN AIRLINES | S | D | 124 | 0 | 0 | 85 | 8 | 6 | 1 | 0 | 0 | 8 | 83 | 10 | 120 | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 124 | 0 | 0 | 88 | 8 | 3 | 1 | 0 | 0 | 7 | 81 | 10 | 124 | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 123 | 0 | 0 | 88 | 9 | 3 | 0 | 0 | 0 | 6 | 77 | 11 | 124 | | |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | A | 26 | 0 | 0 | 58 | 27 | 8 | 8 | 0 | 0 | 15 | 75 | 14 | 53 | | |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | D | 26 | 0 | 0 | 81 | 12 | 8 | 0 | 0 | 0 | 11 | 81 | 11 | 53 | | |
| | MANCHESTER | LAUDA-AIR | S | A | 47 | 0 | 0 | 70 | 21 | 4 | 4 | 0 | 0 | 14 | 50 | 20 | 48 | | |
| | MANCHESTER | LAUDA-AIR | S | D | 47 | 0 | 0 | 83 | 11 | 2 | 2 | 2 | 0 | 13 | 54 | 20 | 48 | | |
| TOTAL VIENNA | | | | | 641 | 0 | 0 | 82 | 12 | 5 | 1 | 0 | 0 | 9 | 76 | 12 | 12 | | |
| VILNIUS | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | LITHUANIA AIRLINES | S | A | 30 | 0 | 0 | 80 | 13 | 7 | 0 | 0 | 0 | 8 | 71 | 12 | 31 | | |
| | HEATHROW | LITHUANIA AIRLINES | S | D | 30 | 0 | 0 | 70 | 23 | 7 | 0 | 0 | 0 | 11 | 77 | 11 | 31 | | |
| TOTAL VILNIUS | | | | | 60 | 2 | 2 | 75 | 18 | 7 | 0 | 0 | 0 | 10 | 74 | 11 | 11 | | |

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

Origin / Destinations: W

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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) | | | | | | | | | | | |
| WARSAW | HEATHROW | BRITISH AIRWAYS PLC | S | A | 90 | 0 | 0 | 83 | 10 | 3 | 3 | 0 | 0 | 10 | 78 | 11 | 68 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 90 | 0 | 0 | 80 | 8 | 11 | 1 | 0 | 0 | 9 | 69 | 17 | 68 |
| | HEATHROW | LOT-POLISH AIRLINES | S | A | 91 | 0 | 0 | 74 | 19 | 8 | 0 | 0 | 0 | 10 | 71 | 13 | 93 |
| | HEATHROW | LOT-POLISH AIRLINES | S | D | 92 | 0 | 0 | 88 | 4 | 4 | 3 | 0 | 0 | 9 | 80 | 12 | 93 |
| | MANCHESTER | LOT-POLISH AIRLINES | S | A | 26 | 0 | 0 | 54 | 31 | 8 | 8 | 0 | 0 | 21 | 0 | 0 | 0 |
| | MANCHESTER | LOT-POLISH AIRLINES | S | D | 26 | 0 | 0 | 88 | 8 | 0 | 4 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL WARSAW | | | | | 415 | 0 | 0 | 80 | 11 | 6 | 2 | 0 | 0 | 10 | 78 | 11 | 11 |
| WASHINGTON (DULLES) | MANCHESTER | BMI BRITISH MIDLAND | S | A | 27 | 0 | 0 | 89 | 4 | 4 | 4 | 0 | 0 | 5 | 0 | 0 | 0 |
| | MANCHESTER | BMI BRITISH MIDLAND | S | D | 27 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 62 | 0 | 0 | 87 | 11 | 0 | 2 | 0 | 0 | 6 | 76 | 18 | 62 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 63 | 0 | 0 | 78 | 17 | 3 | 2 | 0 | 0 | 11 | 50 | 32 | 62 |
| | HEATHROW | UNITED AIRLINES | S | A | 62 | 0 | 0 | 82 | 8 | 6 | 2 | 2 | 0 | 12 | 55 | 29 | 62 |
| | HEATHROW | UNITED AIRLINES | S | D | 62 | 1 | 0 | 81 | 8 | 10 | 2 | 0 | 0 | 10 | 81 | 15 | 62 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 31 | 0 | 0 | 71 | 13 | 10 | 6 | 0 | 0 | 14 | 65 | 14 | 31 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 31 | 0 | 0 | 77 | 13 | 3 | 3 | 3 | 0 | 19 | 48 | 18 | 31 |
| TOTAL WASHINGTON (DULLES) | | | | | 365 | 2 | 0 | 82 | 10 | 5 | 2 | 1 | 0 | 10 | 64 | 22 | 22 |
| WATERFORD | LUTON | EUROCELTIC AIRWAYS LTD | S | A | 24 | 21 | 12 | 54 | 8 | 29 | 4 | 4 | 0 | 29 | 96 | 2 | 24 |
| | LUTON | EUROCELTIC AIRWAYS LTD | S | D | 33 | 11 | 10 | 33 | 33 | 15 | 12 | 6 | 0 | 43 | 88 | 6 | 24 |
| TOTAL WATERFORD | | | | | 57 | 32 | 22 | 42 | 23 | 21 | 9 | 5 | 0 | 37 | 92 | 4 | 4 |
| WICK | | | | | | | | | | | | | | | | | |
| WINDHOEK | HEATHROW | AIR NAMIBIA | S | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 12 | 20 | 33 | 5 |
| | HEATHROW | AIR NAMIBIA | S | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 40 | 28 | 5 |
| TOTAL WINDHOEK | | | | | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 7 | 30 | 30 | 30 |

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

Origin / Destinations: Y

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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 | 11 | 0 | 0 | 64 | 18 | 9 | 0 | 9 | 0 | 36 | 54 | 17 | 13 | |
| | HEATHROW | BRITISH MEDITERRANEAN AIRWAYS | S | D | 10 | 1 | 0 | 60 | 0 | 0 | 30 | 10 | 0 | 57 | 67 | 45 | 12 | |
| TOTAL YEREVAN | | | | | 21 | 1 | 0 | 62 | 10 | 5 | 14 | 10 | 0 | 46 | 60 | 31 | 31 | |

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

Origin / Destinations: Z

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | MAR 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 | 21 | 0 | 0 | 95 | 0 | 5 | 0 | 0 | 0 | 2 | 78 | 12 | 18 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 21 | 0 | 0 | 81 | 10 | 10 | 0 | 0 | 0 | 9 | 67 | 22 | 18 | |
| | HEATHROW | CROATIA AIRLINES | S | A | 30 | 0 | 0 | 60 | 27 | 7 | 7 | 0 | 0 | 16 | 87 | 7 | 31 | |
| | HEATHROW | CROATIA AIRLINES | S | D | 30 | 0 | 0 | 73 | 13 | 7 | 7 | 0 | 0 | 17 | 77 | 10 | 31 | |
| TOTAL ZAGREB | | | | | 104 | 2 | 1 | 75 | 14 | 7 | 4 | 0 | 0 | 12 | 79 | 12 | 12 | |
| ZARAGOZA | | | | | | | | | | | | | | | | | | |
| TOTAL ZARAGOZA | | | | | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 80 | 0 | 0 | 0 | |
| ZURICH | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 177 | 1 | 1 | 80 | 13 | 6 | 2 | 0 | 0 | 9 | 66 | 18 | 178 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 179 | 0 | 0 | 88 | 8 | 1 | 3 | 0 | 0 | 9 | 75 | 13 | 178 | |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 51 | 0 | 0 | 53 | 20 | 25 | 2 | 0 | 0 | 20 | 0 | 0 | 0 | |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 51 | 0 | 0 | 94 | 2 | 2 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 62 | 0 | 0 | 52 | 19 | 19 | 10 | 0 | 0 | 25 | 0 | 0 | 0 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 62 | 0 | 0 | 66 | 18 | 11 | 5 | 0 | 0 | 18 | 0 | 0 | 0 | |
| | LUTON | EASYJET SWITZERLAND | S | A | 92 | 0 | 0 | 84 | 9 | 2 | 3 | 1 | 1 | 18 | 16 | 47 | 69 | |
| | LUTON | EASYJET SWITZERLAND | S | D | 92 | 0 | 0 | 77 | 16 | 3 | 3 | 0 | 0 | 11 | 38 | 38 | 69 | |
| | BIRMINGHAM | SWISS AIRLINES | S | A | 77 | 0 | 0 | 65 | 17 | 16 | 1 | 1 | 0 | 17 | 62 | 14 | 79 | |
| | BIRMINGHAM | SWISS AIRLINES | S | D | 77 | 0 | 0 | 68 | 19 | 6 | 6 | 0 | 0 | 16 | 59 | 20 | 80 | |
| | HEATHROW | SWISS AIRLINES | S | A | 217 | 0 | 1 | 76 | 16 | 7 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | |
| | HEATHROW | SWISS AIRLINES | S | D | 217 | 0 | 1 | 78 | 11 | 8 | 3 | 0 | 0 | 11 | 0 | 0 | 0 | |
| | LONDON CITY | SWISS AIRLINES | S | A | 154 | 0 | 1 | 76 | 16 | 8 | 1 | 0 | 0 | 10 | 49 | 21 | 153 | |
| | LONDON CITY | SWISS AIRLINES | S | D | 156 | 0 | 1 | 59 | 25 | 13 | 3 | 0 | 0 | 18 | 36 | 27 | 152 | |
| | MANCHESTER | SWISS AIRLINES | S | A | 62 | 0 | 0 | 68 | 18 | 13 | 2 | 0 | 0 | 14 | 0 | 0 | 0 | |
| | MANCHESTER | SWISS AIRLINES | S | D | 61 | 0 | 0 | 85 | 10 | 5 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | |
| TOTAL ZURICH | | | | | 1789 | 1 | 5 | 75 | 15 | 8 | 2 | 0 | 0 | 12 | 50 | 23 | 23 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2002

Reporting Airport: BIRMINGHAM (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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) | 685 | 1 | 0 | 76 | 11 | 9 | 4 | 0 | 0 | 12 | 60 | 35 | 643 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 7798 | 26 | 85 | 83 | 9 | 5 | 3 | 0 | 0 | 10 | 77 | 14 | 8146 |
| AIRPORT TOTAL | 8483 | 27 | 85 | 82 | 9 | 5 | 3 | 0 | 0 | 10 | 76 | 15 | 8789 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2002

Reporting Airport: EDINBURGH (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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) | 195 | 38 | 0 | 51 | 14 | 18 | 14 | 2 | 1 | 35 | 65 | 17 | 110 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 7714 | 52 | 109 | 80 | 11 | 6 | 3 | 0 | 0 | 11 | 74 | 15 | 7175 |
| AIRPORT TOTAL | 7909 | 90 | 109 | 80 | 11 | 6 | 3 | 0 | 0 | 11 | 74 | 15 | 7285 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2002

Reporting Airport: GATWICK (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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) | 3351 | 96 | 0 | 66 | 14 | 11 | 7 | 1 | 0 | 21 | 56 | 34 | 3127 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 14462 | 72 | 363 | 81 | 10 | 6 | 3 | 0 | 0 | 12 | 70 | 18 | 16162 |
| AIRPORT TOTAL | 17813 | 168 | 363 | 78 | 11 | 7 | 4 | 1 | 0 | 14 | 67 | 21 | 19289 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2002

Reporting Airport: GLASGOW (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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) | 533 | 14 | 0 | 71 | 13 | 11 | 5 | 1 | 0 | 15 | 61 | 34 | 477 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 5912 | 103 | 37 | 85 | 8 | 5 | 3 | 0 | 0 | 9 | 77 | 14 | 6724 |
| AIRPORT TOTAL | 6445 | 117 | 37 | 84 | 8 | 5 | 3 | 0 | 0 | 9 | 76 | 15 | 7201 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2002

Reporting Airport: HEATHROW (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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) | 42 | 6 | 0 | 33 | 21 | 36 | 10 | 0 | 0 | 32 | 44 | 25 | 32 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 37779 | 112 | 112 | 77 | 12 | 7 | 3 | 0 | 0 | 12 | 67 | 18 | 38520 |
| AIRPORT TOTAL | 37821 | 118 | 112 | 77 | 12 | 7 | 3 | 0 | 0 | 12 | 67 | 18 | 38552 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2002

Reporting Airport: LONDON CITY (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 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) | | | | | | | | | | |
| SCHEDULED FLIGHTS(ALL ROUTES) | 4450 | 5 | 268 | 75 | 17 | 6 | 2 | 0 | 0 | 11 | 69 | 15 | 4369 |
| AIRPORT TOTAL | 4450 | 19 | 268 | 75 | 17 | 6 | 2 | 0 | 0 | 11 | 69 | 15 | 4369 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2002

Reporting Airport: LUTON (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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) | 299 | 60 | 0 | 76 | 9 | 10 | 3 | 1 | 1 | 16 | 59 | 51 | 339 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 3443 | 84 | 113 | 74 | 12 | 8 | 5 | 0 | 0 | 14 | 56 | 28 | 3820 |
| AIRPORT TOTAL | 3742 | 144 | 113 | 75 | 12 | 8 | 5 | 0 | 0 | 14 | 56 | 30 | 4159 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2002

Reporting Airport: MANCHESTER (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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) | 2399 | 62 | 0 | 73 | 11 | 9 | 6 | 1 | 1 | 19 | 59 | 32 | 2307 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 10674 | 27 | 118 | 82 | 9 | 5 | 3 | 0 | 0 | 10 | 74 | 15 | 11298 |
| AIRPORT TOTAL | 13073 | 89 | 118 | 80 | 10 | 6 | 3 | 0 | 0 | 12 | 71 | 18 | 13605 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2002

Reporting Airport: NEWCASTLE (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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) | 355 | 8 | 0 | 78 | 12 | 6 | 3 | 0 | 0 | 13 | 61 | 31 | 365 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 2779 | 7 | 35 | 86 | 7 | 5 | 2 | 0 | 0 | 8 | 77 | 14 | 3175 |
| AIRPORT TOTAL | 3134 | 15 | 35 | 85 | 7 | 5 | 2 | 0 | 0 | 9 | 76 | 16 | 3540 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2002

Reporting Airport: STANSTED (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 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) | 399 | 18 | 0 | 67 | 15 | 11 | 7 | 1 | 0 | 21 | 55 | 27 | 335 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 9668 | 35 | 76 | 71 | 14 | 10 | 5 | 0 | 0 | 15 | 74 | 13 | 10527 |
| AIRPORT TOTAL | 10067 | 53 | 76 | 71 | 14 | 10 | 5 | 0 | 0 | 15 | 74 | 14 | 10862 |