

# Punctuality Statistics

Economic Regulation Group  
Aviation Data Unit



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

**Full and Summary Analysis**

**September 2002**

**Disclaimer**

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

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## FOREWORD

### 1 CONTENT

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

### 2 ENQUIRIES

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

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

Tel: 020-7453-6258  
or 020-7453-6252

or email [aduoutput@caaerg.org.uk](mailto: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](http://www.caaerg.co.uk)

#### 2.4 Coverage

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

## INTRODUCTORY NOTES

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

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

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

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

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



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

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2002

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2001		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
INNSBRUCK	TYROLEAN AIRWAYS	C	3	3	0	33	33	33	0	0	0	29	71	9	7
<b>TOTAL INNSBRUCK</b>			<b>4</b>	<b>3</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>71</b>	<b>9</b>	<b>7</b>
<b>SALZBURG</b>															
	AERO LLOYD	C	7	0	0	100	0	0	0	0	0	4	57	25	7
	FIRST CHOICE AIRWAYS LTD	C	7	0	0	86	14	0	0	0	0	3	56	57	9
	FLYBE.BRITISH EUROPEAN	C	6	0	0	67	17	0	17	0	0	27	33	66	9
<b>TOTAL SALZBURG</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>48</b>	<b>51</b>	<b>25</b>
<b>VIENNA</b>															
	DUO AIRWAYS LTD	S	52	0	0	96	2	2	0	0	0	3	85	7	100
<b>TOTAL VIENNA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>85</b>	<b>7</b>	<b>100</b>
<b>TOTAL AUSTRIA</b>			<b>76</b>	<b>3</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>16</b>	<b>132</b>
<b>BELGIUM</b>															
<b>BRUSSELS</b>															
	BRITISH AIRWAYS PLC	S	178	0	18	86	5	4	5	0	0	10	76	12	132
	FLYBE.BRITISH EUROPEAN	S	225	2	4	72	8	13	6	0	0	17	0	0	0
	SN BRUSSELS AIRLINES	S	197	1	8	93	4	3	0	0	0	4	0	0	0
<b>TOTAL BRUSSELS</b>			<b>600</b>	<b>3</b>	<b>30</b>	<b>83</b>	<b>6</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>62</b>	<b>17</b>	<b>343</b>
<b>TOTAL BELGIUM</b>			<b>600</b>	<b>3</b>	<b>30</b>	<b>83</b>	<b>6</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>62</b>	<b>17</b>	<b>343</b>
<b>BULGARIA</b>															
<b>BURGAS</b>															
	HEMUS AIR	C	10	0	0	80	0	20	0	0	0	9	0	0	0
<b>TOTAL BURGAS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>VARNA</b>															
	HEMUS AIR	C	8	0	0	63	13	25	0	0	0	20	0	0	0
<b>TOTAL VARNA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL BULGARIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>6</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CANADA</b>															
<b>TORONTO</b>															
	AIR TRANSAT	S	16	0	0	50	31	19	0	0	0	18	35	33	17
	MY TRAVEL AIRWAYS UK	C	16	2	0	81	13	0	6	0	0	10	0	0	0
	PAKISTAN INTL AIRLINES	S	17	0	1	88	6	0	6	0	0	8	0	0	0
<b>TOTAL TORONTO</b>			<b>49</b>	<b>2</b>	<b>1</b>	<b>73</b>	<b>16</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>43</b>	<b>67</b>	<b>30</b>
<b>TOTAL CANADA</b>			<b>49</b>	<b>2</b>	<b>1</b>	<b>73</b>	<b>16</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>43</b>	<b>67</b>	<b>30</b>
<b>CROATIA</b>															
<b>DUBROVNIK</b>															
	DUO AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	6	0	0	0
<b>TOTAL DUBROVNIK</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>11</b>	<b>106</b>	<b>9</b>
<b>SPLIT</b>															
	CROATIA AIRLINES	C	2	0	0	100	0	0	0	0	0	5	0	57	2
<b>TOTAL SPLIT</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>57</b>	<b>2</b>
<b>TOTAL CROATIA</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>8</b>	<b>88</b>	<b>13</b>
<b>CYPRUS</b>															
<b>LARNACA</b>															
	BRITANNIA AIRWAYS	C	8	0	0	50	0	25	0	25	0	73	44	44	18
	CYPRUS AIRWAYS	S	8	0	0	25	0	50	25	0	0	51	31	47	16
	EUROCYPRIA AIRLINES LTD	C	18	0	0	61	17	0	22	0	0	24	38	31	24
	FIRST CHOICE AIRWAYS LTD	S	8	0	0	75	25	0	0	0	0	11	25	35	8

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2002

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)										
LARNACA	HELIOS AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	6	88	19	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	0	13	0	0	0	9	75	19	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	3	63	33	8
<b>TOTAL LARNACA</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>11</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>47</b>	<b>35</b>	<b>90</b>
PAPHOS	BRITANNIA AIRWAYS	C	8	0	0	75	13	13	0	0	0	11	50	87	18
	EUROCYPRIA AIRLINES LTD	C	16	0	0	75	19	0	6	0	0	11	0	0	0
	MONARCH AIRLINES	C	8	0	0	75	13	13	0	0	0	11	63	15	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	80	10	10	0	0	0	9	22	111	9
	THOMAS COOK AIRLINES LTD	C	16	0	0	100	0	0	0	0	0	2	100	4	8
<b>TOTAL PAPHOS</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>43</b>	<b>67</b>	<b>60</b>
<b>TOTAL CYPRUS</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>10</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>45</b>	<b>48</b>	<b>150</b>
CZECH REPUBLIC															
PRAGUE	CSA	S	51	0	0	84	16	0	0	0	0	6	60	19	42
<b>TOTAL PRAGUE</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>60</b>	<b>19</b>	<b>42</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>60</b>	<b>19</b>	<b>42</b>
DENMARK															
COPENHAGEN	DUO AIRWAYS LTD	S	186	0	0	80	11	8	1	0	0	9	78	10	138
	SAS	S	171	0	0	70	21	5	2	1	0	13	72	15	169
<b>TOTAL COPENHAGEN</b>			<b>357</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>16</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>13</b>	<b>307</b>
<b>TOTAL DENMARK</b>			<b>357</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>16</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>13</b>	<b>307</b>
DOMINICAN REPUBLIC															
PUERTO PLATA	MY TRAVEL AIRWAYS UK	C	4	0	0	100	0	0	0	0	0	4	57	55	7
<b>TOTAL PUERTO PLATA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>57</b>	<b>55</b>	<b>7</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>4</b>	<b>1</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>57</b>	<b>55</b>	<b>7</b>
FRANCE															
BASTIA	FLYBE.BRITISH EUROPEAN	C	10	1	0	80	10	10	0	0	0	10	40	34	10
<b>TOTAL BASTIA</b>			<b>10</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>40</b>	<b>34</b>	<b>10</b>
BORDEAUX	DUO AIRWAYS LTD	S	34	0	0	94	0	0	3	3	0	10	0	0	0
<b>TOTAL BORDEAUX</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
LYON	DUO AIRWAYS LTD	S	102	0	0	88	7	2	3	0	0	6	91	6	100
<b>TOTAL LYON</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>91</b>	<b>6</b>	<b>100</b>
NICE	DUO AIRWAYS LTD	S	44	0	0	86	7	7	0	0	0	6	0	0	0
<b>TOTAL NICE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS PLC	S	274	0	0	86	8	4	1	0	0	7	73	13	313
	FLYBE.BRITISH EUROPEAN	S	370	0	0	58	22	16	5	0	0	18	57	29	356
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>644</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>16</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>65</b>	<b>22</b>	<b>669</b>
TARBES-LOURDES INTERNATIONAL	EUROPEAN AIR CHARTER	C	8	0	0	25	25	25	25	0	0	40	0	0	0
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOULOUSE (BLAGNAC)	DUO AIRWAYS LTD	S	8	0	0	100	0	0	0	0	0	1	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2002

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2001		
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				Actual (7)	Plan (8)										
TOULOUSE (BLAGNAC)	FLYBE.BRITISH EUROPEAN	S	44	0	0	68	14	14	5	0	0	15	60	41	48
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>60</b>	<b>41</b>	<b>48</b>
<b>TOTAL FRANCE</b>			<b>894</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>21</b>	<b>847</b>
<b>GERMANY</b>															
BERLIN (TEGEL)	DUO AIRWAYS LTD	S	98	0	0	87	10	3	0	0	0	6	84	7	100
<b>TOTAL BERLIN (TEGEL)</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>7</b>	<b>100</b>
DUSSELDORF	BRITISH AIRWAYS PLC	S	212	0	1	84	8	5	3	1	0	10	87	7	210
	EUROWINGS LUFTVERKEHRS	S	102	0	0	82	16	0	2	0	0	9	0	0	0
	LUFTHANSA CITY LINE	S	40	0	0	95	5	0	0	0	0	4	81	11	138
<b>TOTAL DUSSELDORF</b>			<b>354</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>8</b>	<b>348</b>
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	203	0	2	84	9	5	2	0	0	8	78	11	198
	LUFTHANSA	S	180	0	0	79	16	6	0	0	0	9	65	17	180
<b>TOTAL FRANKFURT MAIN</b>			<b>383</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>72</b>	<b>14</b>	<b>381</b>
HAMBURG	BRITISH AIRWAYS PLC	S	94	0	0	77	13	6	4	0	0	12	85	7	84
<b>TOTAL HAMBURG</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>85</b>	<b>7</b>	<b>84</b>
HANOVER	BRITISH AIRWAYS PLC	S	50	0	2	80	6	10	4	0	0	10	90	6	40
<b>TOTAL HANOVER</b>			<b>50</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>6</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>90</b>	<b>6</b>	<b>40</b>
MUNICH	BRITISH AIRWAYS PLC	S	100	0	2	69	17	7	7	0	0	16	86	7	100
	LUFTHANSA CITY LINE	S	210	0	0	72	14	8	5	1	0	16	53	19	210
<b>TOTAL MUNICH</b>			<b>310</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>15</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>64</b>	<b>15</b>	<b>310</b>
STUTTART	DUO AIRWAYS LTD	S	145	0	0	87	10	3	0	0	0	6	84	8	140
<b>TOTAL STUTTART</b>			<b>145</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>8</b>	<b>140</b>
<b>TOTAL GERMANY</b>			<b>1435</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>12</b>	<b>1489</b>
<b>GREECE</b>															
ATHENS	DUO AIRWAYS LTD	S	24	0	0	67	21	4	0	8	0	33	0	0	0
<b>TOTAL ATHENS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>21</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>
CORFU	BRITANNIA AIRWAYS	C	18	0	0	67	0	22	11	0	0	27	39	24	18
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	89	11	0	0	0	0	3	12	91	17
	MD AIRLINES	C	6	0	0	33	17	17	33	0	0	65	0	0	0
	MONARCH AIRLINES	C	19	0	0	79	11	0	11	0	0	12	69	28	16
	MY TRAVEL AIRWAYS UK	C	9	0	0	100	0	0	0	0	0	2	25	79	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	20	0	0	0	0	7	75	43	8
<b>TOTAL CORFU</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>8</b>	<b>7</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>42</b>	<b>51</b>	<b>67</b>
HERAKLION	BRITANNIA AIRWAYS	C	10	0	0	70	0	10	0	20	0	70	0	59	8
	MONARCH AIRLINES	C	16	0	0	100	0	0	0	0	0	0	53	33	17
	MY TRAVEL AIRWAYS UK	C	15	1	0	67	7	7	0	0	20	129	13	41	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	2	88	5	8
<b>TOTAL HERAKLION</b>			<b>49</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>6</b>	<b>54</b>	<b>47</b>	<b>37</b>	<b>57</b>
KAVALLA	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	4	75	25	8
<b>TOTAL KAVALLA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>75</b>	<b>25</b>	<b>8</b>
KEFALLINIA	BRITANNIA AIRWAYS	C	8	0	0	75	0	0	25	0	0	38	50	58	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2002

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)											
KEFALLINIA	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	100	2	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	0	0	0	10	0	28	80	31	10
<b>TOTAL KEFALLINIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>22</b>	<b>77</b>	<b>30</b>	<b>26</b>
KOS	BRITANNIA AIRWAYS	C	9	0	0	22	22	11	22	22	0	99	20	71	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	25	0	0	0	0	7	50	113	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	0	63	45	8
<b>TOTAL KOS</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>16</b>	<b>4</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>69</b>	<b>34</b>
RHODES	BRITANNIA AIRWAYS	C	8	0	0	75	13	13	0	0	0	10	63	27	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	50	38	8
	ISLANDSFLUG	C	8	0	0	63	13	25	0	0	0	14	0	0	0
	MD AIRLINES	C	8	0	0	13	13	63	13	0	0	39	0	0	0
	MONARCH AIRLINES	C	17	0	0	88	6	6	0	0	0	7	40	25	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	0	0	13	0	0	12	63	52	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	1	38	67	8
<b>TOTAL RHODES</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>6</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>50</b>	<b>41</b>	<b>42</b>	
SALONIKA	BRITANNIA AIRWAYS	C	10	0	0	100	0	0	0	0	0	0	75	42	8
	ISLANDSFLUG	C	8	0	0	0	0	25	75	0	0	89	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	13	0	0	0	6	0	0	0
<b>TOTAL SALONIKA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>0</b>	<b>12</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>50</b>	<b>99</b>	<b>16</b>
ZAKINTHOS	BRITANNIA AIRWAYS	C	8	0	0	50	25	0	0	25	0	69	13	87	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	63	144	8
	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	4	13	103	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	13	25	0	0	0	12	38	27	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	1	60	54	15
<b>TOTAL ZAKINTHOS</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>19</b>	<b>40</b>	<b>78</b>	<b>47</b>
<b>TOTAL GREECE</b>			<b>335</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>7</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>25</b>	<b>48</b>	<b>53</b>	<b>297</b>
<b>IRISH REPUBLIC</b>															
CORK	AER ARRAN	S	101	0	53	62	19	11	5	3	0	24	0	0	0
	FLYBE.BRITISH EUROPEAN	S	60	0	0	50	35	10	0	5	0	27	48	37	110
<b>TOTAL CORK</b>			<b>161</b>	<b>0</b>	<b>53</b>	<b>58</b>	<b>25</b>	<b>11</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>25</b>	<b>57</b>	<b>32</b>	<b>180</b>
DUBLIN	AER LINGUS	S	333	0	1	63	21	9	7	1	0	21	76	13	312
	RYANAIR	S	162	0	0	76	17	7	1	0	0	10	32	33	196
<b>TOTAL DUBLIN</b>			<b>495</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>19</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>59</b>	<b>21</b>	<b>508</b>
SHANNON	FLYBE.BRITISH EUROPEAN	S	60	0	0	65	7	10	12	3	3	41	57	39	60
<b>TOTAL SHANNON</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>7</b>	<b>10</b>	<b>12</b>	<b>3</b>	<b>3</b>	<b>41</b>	<b>57</b>	<b>39</b>	<b>60</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>716</b>	<b>0</b>	<b>54</b>	<b>65</b>	<b>20</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>58</b>	<b>25</b>	<b>748</b>
<b>ITALY</b>															
MILAN (MALPENSA)	DUO AIRWAYS LTD	S	153	0	0	79	12	6	2	1	0	12	59	15	150
	LAUDA-AIR	C	2	0	0	0	100	0	0	0	0	28	0	0	0
<b>TOTAL MILAN (MALPENSA)</b>			<b>155</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>14</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>59</b>	<b>15</b>	<b>150</b>
NAPLES	BRITANNIA AIRWAYS	C	8	0	0	63	13	25	0	0	0	19	13	66	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	0	0	13	0	0	11	0	0	0

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2002

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 NAPLES			16	0	0	75	6	13	6	0	0	15	13	66	8
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	52	0	0	87	8	4	2	0	9	54	19	50	
TOTAL ROME (FIUMICINO)			52	0	0	87	8	4	2	0	9	54	19	50	
VENICE	DUO AIRWAYS LTD	S	26	0	0	73	15	8	4	0	14	0	0	0	
	FLYBE.BRITISH EUROPEAN	C	9	1	0	67	11	11	0	0	11	62	30	29	10
TOTAL VENICE			35	1	0	71	14	9	3	0	27	30	29	10	
VERONA	BRITANNIA AIRWAYS	C	16	0	0	75	0	0	13	13	0	47	30	50	10
	FLYBE.BRITISH EUROPEAN	C	8	0	0	50	38	13	0	0	14	30	47	10	
TOTAL VERONA			24	0	0	67	13	4	8	8	0	36	32	45	28
TOTAL ITALY			282	1	0	78	12	6	3	1	0	16	52	21	246
MALTA															
MALTA	AIR MALTA	S	28	0	0	79	14	0	7	0	16	50	31	22	
	BRITANNIA AIRWAYS	C	8	0	0	88	0	13	0	0	8	50	36	8	
	EXCEL AIRWAYS LTD	C	8	0	0	75	25	0	0	0	8	0	0	0	
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	1	0	45	8	
TOTAL MALTA			52	0	0	83	12	2	4	0	11	46	41	54	
TOTAL MALTA			52	0	0	83	12	2	4	0	11	46	41	54	
MEXICO															
CANCUN	FIRST CHOICE AIRWAYS LTD	C	10	0	0	100	0	0	0	0	7	0	427	8	
TOTAL CANCUN			11	3	0	91	0	9	0	0	11	0	427	8	
TOTAL MEXICO			11	3	0	91	0	9	0	0	11	0	427	8	
NETHERLANDS															
AMSTERDAM	DUO AIRWAYS LTD	S	204	0	0	83	10	5	1	0	7	74	17	242	
	KLM UK LTD	S	392	0	2	81	11	6	2	1	10	66	21	352	
TOTAL AMSTERDAM			596	0	2	82	11	6	2	0	9	70	19	594	
EINDHOVEN	TTA - TRANS TRAVEL AIRLINES BV	S	82	0	2	84	13	2	0	0	7	42	27	85	
TOTAL EINDHOVEN			82	0	2	84	13	2	0	0	7	42	27	85	
TOTAL NETHERLANDS			678	0	4	82	11	5	2	0	9	66	20	679	
PAKISTAN															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	35	0	0	77	17	6	0	0	10	13	164	38	
TOTAL ISLAMABAD			35	0	0	77	17	6	0	0	10	13	164	38	
KARACHI	PAKISTAN INTL AIRLINES	S	15	0	2	93	7	0	0	0	5	17	139	12	
TOTAL KARACHI			15	0	2	93	7	0	0	0	5	17	139	12	
TOTAL PAKISTAN			50	0	2	82	14	4	0	0	8	16	155	51	
PORTUGAL(EXCLUDING MADEIRA)															
FARO	BRITANNIA AIRWAYS	C	18	0	0	78	17	6	0	0	7	38	39	8	
	BRITISH AIRWAYS PLC	C	18	0	0	83	6	6	6	0	12	0	0	0	
	EUROATLANTIC AIRWAYS	C	6	0	0	83	17	0	0	0	5	0	0	0	
	EXCEL AIRWAYS LTD	C	8	0	0	50	0	25	0	25	0	77	0	0	0

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				Actual (7)	Plan (8)										
FARO	FIRST CHOICE AIRWAYS LTD	S	16	0	0	75	13	6	6	0	0	14	22	69	18
	MONARCH AIRLINES	C	27	0	0	89	4	0	4	4	0	15	28	79	46
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	5	13	125	8
	THOMAS COOK AIRLINES LTD	C	26	0	0	88	4	4	4	0	0	7	26	120	27
<b>TOTAL FARO</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>28</b>	<b>87</b>	<b>117</b>
LISBON	AIR PORTUGAL	C	2	0	0	50	0	50	0	0	0	22	0	0	0
<b>TOTAL LISBON</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>28</b>	<b>87</b>	<b>117</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	FIRST CHOICE AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	2	100	6	8
<b>TOTAL FUNCHAL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>69</b>	<b>13</b>	<b>16</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>69</b>	<b>13</b>	<b>16</b>
<b>SPAIN</b>															
ALICANTE	BRITANNIA AIRWAYS	C	17	0	0	41	12	12	24	12	0	63	28	33	18
	BRITISH AIRWAYS PLC	C	8	0	0	63	25	13	0	0	0	13	45	34	20
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	0	0	25	0	0	21	0	0	0
	MONARCH AIRLINES	C	28	0	0	82	18	0	0	0	0	6	25	62	28
	MY TRAVEL AIRWAYS UK	C	16	0	0	75	0	6	19	0	0	27	24	90	17
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	13	0	0	0	8	40	83	10
<b>TOTAL ALICANTE</b>			<b>86</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>10</b>	<b>6</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>32</b>	<b>53</b>	<b>108</b>
ALMERIA	BRITANNIA AIRWAYS	C	8	0	0	63	13	0	25	0	0	36	25	76	8
	BRITISH AIRWAYS PLC	C	10	0	0	100	0	0	0	0	0	4	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	6	75	15	8
<b>TOTAL ALMERIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>59</b>	<b>38</b>	<b>34</b>
BARCELONA	BRITISH AIRWAYS PLC	S	60	0	0	57	25	17	2	0	0	15	63	22	60
<b>TOTAL BARCELONA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>25</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>63</b>	<b>22</b>	<b>60</b>
GERONA	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	0	38	96	8
	MY TRAVEL AIRWAYS UK	C	9	0	0	89	0	0	11	0	0	9	20	211	10
	THOMAS COOK AIRLINES LTD	C	15	0	0	93	0	7	0	0	0	3	27	67	15
<b>TOTAL GERONA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>27</b>	<b>118</b>	<b>33</b>
IBIZA	BRITANNIA AIRWAYS	C	34	0	0	68	6	6	21	0	0	31	43	35	35
	BRITISH AIRWAYS PLC	C	2	0	0	100	0	0	0	0	0	2	75	10	16
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	70	30	0	0	0	0	11	35	44	20
	IBERWORLD	C	10	0	0	40	20	20	20	0	0	31	0	0	0
	MY TRAVEL AIRWAYS UK	C	28	0	0	64	21	7	0	4	4	40	46	82	26
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	2	40	86	10
<b>TOTAL IBIZA</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>14</b>	<b>7</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>29</b>	<b>49</b>	<b>46</b>	<b>117</b>
MADRID	BRITISH AIRWAYS PLC	S	60	0	0	52	30	13	5	0	0	19	57	23	60
<b>TOTAL MADRID</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>30</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>55</b>	<b>24</b>	<b>62</b>
MAHON	BRITANNIA AIRWAYS	C	26	0	0	92	0	0	0	8	0	17	58	40	26
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	3	63	16	8
	MONARCH AIRLINES	C	16	0	0	75	13	13	0	0	0	9	21	88	19

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2002

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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	16	0	0	100	0	0	0	0	0	2	40	293	10
	THOMAS COOK AIRLINES LTD	C	18	0	0	94	6	0	0	0	0	2	22	93	18
<b>TOTAL MAHON</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>40</b>	<b>92</b>	<b>81</b>
MALAGA	BRITANNIA AIRWAYS	C	18	0	0	78	17	0	6	0	0	12	44	36	18
	BRITISH AIRWAYS PLC	C	24	0	0	79	0	13	8	0	0	16	58	24	50
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	67	22	11	0	0	0	10	0	0	0
	MONARCH AIRLINES	C	25	0	0	80	8	8	0	4	0	17	55	136	20
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	10	20	0	0	0	12	50	92	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	2	70	37	10
<b>TOTAL MALAGA</b>			<b>103</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>50</b>	<b>53</b>	<b>137</b>
MURCIA SAN JAVIER	BRITISH AIRWAYS PLC	C	8	0	0	88	0	13	0	0	0	14	0	0	0
<b>TOTAL MURCIA SAN JAVIER</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>50</b>	<b>15</b>	<b>10</b>
PALMA DE MALLORCA	AIR EUROPA	C	6	0	0	83	17	0	0	0	0	9	50	24	2
	BRITANNIA AIRWAYS	C	65	0	0	58	14	8	12	8	0	39	43	52	69
	BRITISH AIRWAYS PLC	C	16	0	0	63	25	6	6	0	0	15	55	22	20
	FIRST CHOICE AIRWAYS LTD	C	17	0	0	53	29	18	0	0	0	17	20	67	10
	FLYBE.BRITISH EUROPEAN	C	7	0	0	57	14	0	29	0	0	36	30	77	10
	FUTURA AIRLINES	C	8	0	0	50	25	25	0	0	0	14	0	0	0
	MONARCH AIRLINES	C	16	0	0	63	25	0	13	0	0	29	53	21	17
	MY TRAVEL AIRWAYS UK	C	60	0	0	68	5	8	13	5	0	34	31	115	54
	SPANAIR	C	2	0	0	0	100	0	0	0	0	22	0	0	0
	THOMAS COOK AIRLINES LTD	C	34	0	0	88	9	3	0	0	0	4	54	56	28
<b>TOTAL PALMA DE MALLORCA</b>			<b>231</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>7</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>42</b>	<b>59</b>	<b>256</b>
REUS	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	1	22	60	18
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	75	20	8
	MY TRAVEL AIRWAYS UK	C	18	0	0	89	11	0	0	0	0	5	38	68	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	2	50	39	8
<b>TOTAL REUS</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>40</b>	<b>50</b>	<b>42</b>
<b>TOTAL SPAIN</b>			<b>826</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>45</b>	<b>54</b>	<b>942</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	BRITANNIA AIRWAYS	C	10	0	0	100	0	0	0	0	0	6	50	23	10
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	8	0	0	0
	MONARCH AIRLINES	C	8	0	0	75	0	0	0	13	13	89	38	91	16
	MY TRAVEL AIRWAYS UK	C	18	0	0	100	0	0	0	0	0	3	50	46	8
	SPANAIR	C	2	0	0	0	0	0	100	0	0	73	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	0	75	30	8
<b>TOTAL ARRECIFE</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>19</b>	<b>52</b>	<b>50</b>	<b>50</b>
FUERTEVENTURA	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	0	75	10	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	4	50	38	8
<b>TOTAL FUERTEVENTURA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>66</b>	<b>27</b>	<b>32</b>
LAS PALMAS	BRITANNIA AIRWAYS	C	18	0	0	44	6	17	22	11	0	52	19	137	16
	MONARCH AIRLINES	C	9	0	0	56	11	11	22	0	0	38	75	10	8
	MY TRAVEL AIRWAYS UK	C	26	0	0	73	12	8	8	0	0	13	72	11	18
	THOMAS COOK AIRLINES LTD	C	18	0	0	94	0	6	0	0	0	3	40	76	10



## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2002

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2001		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL LAS PALMAS</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>7</b>	<b>10</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>53</b>	<b>51</b>	<b>78</b>
<b>TENERIFE (SURREINA SOFIA)</b>	AZZURRA AIR	C	7	0	0	71	29	0	0	0	0	12	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	44	0	6	50	0	0	58	60	123	15
	FIRST CHOICE AIRWAYS LTD	S	8	0	0	100	0	0	0	0	0	1	59	28	17
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	78	11	0	11	0	0	22	0	0	0
	IBERWORLD	C	12	0	0	100	0	0	0	0	0	2	75	13	8
	MONARCH AIRLINES	C	24	0	0	88	8	4	0	0	0	4	48	48	33
	MY TRAVEL AIRWAYS UK	C	35	0	0	77	11	0	11	0	0	23	52	29	25
	SPANAIR	C	2	0	0	50	50	0	0	0	0	10	0	0	0
	THOMAS COOK AIRLINES LTD	C	16	0	0	94	6	0	0	0	0	2	59	36	17
	VOLAR AIRLINES	C	2	0	0	50	50	0	0	0	0	19	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>133</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>2</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>54</b>	<b>50</b>	<b>123</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>282</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>3</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>55</b>	<b>48</b>	<b>283</b>
<b>SWEDEN</b>															
<b>GOTEBORG</b>	DUO AIRWAYS LTD	S	91	0	0	85	9	3	2	1	0	12	100	0	40
<b>TOTAL GOTEBORG</b>			<b>91</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>100</b>	<b>0</b>	<b>40</b>
<b>STOCKHOLM (ARLANDA)</b>	DUO AIRWAYS LTD	S	90	0	0	76	16	7	2	0	0	10	89	5	90
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>16</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>89</b>	<b>5</b>	<b>90</b>
<b>TOTAL SWEDEN</b>			<b>181</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>92</b>	<b>3</b>	<b>130</b>
<b>SWITZERLAND</b>															
<b>BASLE MULHOUSE</b>	SWISS AIRLINES	S	101	0	1	80	14	5	1	0	0	9	62	18	100
<b>TOTAL BASLE MULHOUSE</b>			<b>101</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>14</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>62</b>	<b>18</b>	<b>100</b>
<b>GENEVA</b>	DUO AIRWAYS LTD	S	52	0	0	79	12	2	8	0	0	11	0	0	0
<b>TOTAL GENEVA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>ZURICH</b>	SWISS AIRLINES	S	150	0	1	74	17	7	3	0	0	12	60	18	144
<b>TOTAL ZURICH</b>			<b>150</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>17</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>60</b>	<b>18</b>	<b>144</b>
<b>TOTAL SWITZERLAND</b>			<b>303</b>	<b>0</b>	<b>2</b>	<b>77</b>	<b>15</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>61</b>	<b>18</b>	<b>244</b>
<b>TUNISIA</b>															
<b>MONASTIR</b>	BRITANNIA AIRWAYS	C	8	0	0	63	38	0	0	0	0	10	75	70	8
	MY TRAVEL AIRWAYS UK	C	18	0	0	83	11	0	0	6	0	18	78	123	9
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	0	0	0	20	0	57	56	115	9
<b>TOTAL MONASTIR</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>27</b>	<b>40</b>	<b>122</b>	<b>48</b>
<b>TOTAL TUNISIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>27</b>	<b>40</b>	<b>122</b>	<b>48</b>
<b>TURKEY</b>															
<b>ANTALYA</b>	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	2	22	85	9
<b>TOTAL ANTALYA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>22</b>	<b>85</b>	<b>9</b>
<b>BODRUM (MILAS)</b>	FIRST CHOICE AIRWAYS LTD	C	10	0	0	90	0	0	10	0	0	14	33	27	9
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	0	10	0	0	0	4	50	17	8
<b>TOTAL BODRUM (MILAS)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>41</b>	<b>23</b>	<b>17</b>
<b>DALAMAN</b>	BRITANNIA AIRWAYS	C	9	0	0	78	0	0	0	22	0	44	13	264	8

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)
DALAMAN	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	75	45	8
	MY TRAVEL AIRWAYS UK	C	16	0	0	81	6	0	0	13	0	27	50	36	8
	PEGASUS AIRLINES	C	5	0	0	80	20	0	0	0	0	5	38	27	8
	THOMAS COOK AIRLINES LTD	C	17	0	0	82	12	6	0	0	0	6	41	47	17
<b>TOTAL DALAMAN</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>18</b>	<b>43</b>	<b>77</b>	<b>49</b>
IZMIR (ADNAM MENDERES)	MY TRAVEL AIRWAYS UK	C	10	0	0	50	20	30	0	0	0	18	0	0	0
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>20</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>63</b>	<b>23</b>	<b>8</b>
<b>TOTAL TURKEY</b>			<b>95</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>14</b>	<b>42</b>	<b>61</b>	<b>83</b>
<b>TURKMENISTAN</b>															
ASHKHABAD	TURKMENISTAN AIRLINES	S	26	0	0	77	8	12	4	0	0	13	44	52	34
<b>TOTAL ASHKHABAD</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>8</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>44</b>	<b>52</b>	<b>34</b>
<b>TOTAL TURKMENISTAN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>8</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>44</b>	<b>52</b>	<b>34</b>
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	60	0	0	95	2	0	3	0	0	7	80	20	60
	EMIRATES	C	2	0	0	50	0	50	0	0	0	19	0	0	0
<b>TOTAL DUBAI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>77</b>	<b>22</b>	<b>62</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>77</b>	<b>22</b>	<b>62</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BRITISH AIRWAYS CITIEXPRESS L	S	138	0	0	83	6	8	4	0	0	9	86	10	145
<b>TOTAL ABERDEEN</b>			<b>138</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>13</b>	<b>154</b>
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	313	0	0	78	10	7	4	0	0	13	68	28	276
<b>TOTAL BELFAST CITY</b>			<b>313</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>68</b>	<b>28</b>	<b>276</b>
BELFAST INTERNATIONAL	DUO AIRWAYS LTD	S	160	0	0	84	7	4	4	1	0	11	81	13	235
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>13</b>	<b>235</b>
EDINBURGH	BRITISH AIRWAYS PLC	S	353	0	9	79	12	6	3	0	0	10	74	13	380
	FLYBE.BRITISH EUROPEAN	S	300	14	60	71	11	8	9	1	0	21	46	35	208
<b>TOTAL EDINBURGH</b>			<b>653</b>	<b>14</b>	<b>69</b>	<b>75</b>	<b>11</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>64</b>	<b>20</b>	<b>589</b>
GLASGOW	BRITISH AIRWAYS PLC	S	332	0	13	85	11	4	1	0	0	7	77	13	368
	FLYBE.BRITISH EUROPEAN	S	306	1	2	60	25	10	5	0	0	18	42	36	206
<b>TOTAL GLASGOW</b>			<b>639</b>	<b>2</b>	<b>15</b>	<b>73</b>	<b>17</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>64</b>	<b>21</b>	<b>574</b>
GUERNSEY	FLYBE.BRITISH EUROPEAN	S	69	0	1	62	13	12	13	0	0	22	49	55	92
<b>TOTAL GUERNSEY</b>			<b>69</b>	<b>0</b>	<b>1</b>	<b>62</b>	<b>13</b>	<b>12</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>49</b>	<b>55</b>	<b>92</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	221	0	0	88	12	0	0	0	0	5	67	22	116
	VLM (BELGIUM)	C	2	0	0	100	0	0	0	0	0	7	0	0	0
<b>TOTAL ISLE OF MAN</b>			<b>223</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>67</b>	<b>22</b>	<b>116</b>
JERSEY	BRITISH AIRWAYS PLC	C	6	0	0	67	33	0	0	0	0	11	0	0	0
	FLYBE.BRITISH EUROPEAN	S	133	0	52	59	19	14	8	2	0	24	49	40	167
	FLYBE.BRITISH EUROPEAN	C	16	0	0	69	19	13	0	0	0	14	12	59	17
<b>TOTAL JERSEY</b>			<b>155</b>	<b>0</b>	<b>52</b>	<b>60</b>	<b>19</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>44</b>	<b>41</b>	<b>194</b>
NEWCASTLE	BRITISH REGIONAL AIRLINES LTD	S	175	0	0	85	9	2	3	0	0	9	75	21	129

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2002

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 NEWCASTLE			175	0	0	85	9	2	3	0	0	9	75	21	129
TOTAL UNITED KINGDOM			2525	25	137	77	13	6	4	0	0	13	67	23	2499
USA															
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	60	0	0	92	2	7	0	0	0	4	77	15	56
TOTAL CHICAGO (O'HARE)			60	0	0	92	2	7	0	0	0	4	77	15	56
NEW YORK (JF KENNEDY)	EUROPEAN AIR CHARTER	C	2	0	0	0	50	0	50	0	0	69	0	0	0
TOTAL NEW YORK (JF KENNEDY)			2	0	0	0	50	0	50	0	0	69	100	2	5
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	60	0	0	85	7	5	3	0	0	10	85	11	52
TOTAL NEW YORK (NEWARK)			60	0	0	85	7	5	3	0	0	10	85	11	52
SANFORD	FIRST CHOICE AIRWAYS LTD	C	17	0	0	76	12	12	0	0	0	15	43	226	7
	MY TRAVEL AIRWAYS UK	C	9	0	0	67	22	11	0	0	0	12	57	80	7
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	13	25	0	0	0	15	83	11	6
TOTAL SANFORD			34	0	0	71	15	15	0	0	0	15	60	110	20
TOTAL USA			156	0	0	83	7	8	2	0	0	10	76	30	139
UZBEKISTAN															
TASHKENT	UZBEKISTAN AIRLINES	S	16	0	0	94	6	0	0	0	0	7	80	5	5
TOTAL TASHKENT			16	0	0	94	6	0	0	0	0	7	80	5	5
TOTAL UZBEKISTAN			16	0	0	94	6	0	0	0	0	7	80	5	5
TOTAL BIRMINGHAM			10391	41	237	77	12	6	4	1	0	13	63	28	10048

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2002

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2001		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
GRAZ	MD AIRLINES	C	2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL GRAZ			2	0	0	100	0	0	0	0	0	0	0	0	0
INNSBRUCK	TYROLEAN AIRWAYS	C	3	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL INNSBRUCK			3	0	0	100	0	0	0	0	0	2	40	13	5
TOTAL AUSTRIA			5	0	0	100	0	0	0	0	0	1	40	13	5
<b>BELGIUM</b>															
BRUSSELS	BMI REGIONAL	S	154	0	0	68	21	8	3	1	0	13	0	0	0
	FLYBE.BRITISH EUROPEAN	S	44	0	0	50	23	16	5	7	0	35	0	0	0
TOTAL BRUSSELS			198	0	0	64	21	10	3	2	0	18	55	19	368
TOTAL BELGIUM			198	0	0	64	21	10	3	2	0	18	55	19	368
<b>BULGARIA</b>															
BURGAS	HEMUS AIR	C	10	0	0	50	10	0	40	0	0	36	63	19	8
TOTAL BURGAS			10	0	0	50	10	0	40	0	0	36	63	19	8
VARNA	HEMUS AIR	C	8	0	0	25	25	0	50	0	0	48	88	10	8
TOTAL VARNA			8	0	0	25	25	0	50	0	0	48	88	10	8
TOTAL BULGARIA			18	0	0	39	17	0	44	0	0	42	75	14	16
<b>CANADA</b>															
TORONTO	AIR TRANSAT	S	8	0	0	25	13	38	25	0	0	47	0	209	8
TOTAL TORONTO			8	0	0	25	13	38	25	0	0	47	0	209	8
TOTAL CANADA			8	0	0	25	13	38	25	0	0	47	0	209	8
<b>CYPRUS</b>															
LARNACA	MONARCH AIRLINES	C	10	0	0	70	0	10	20	0	0	31	60	24	10
TOTAL LARNACA			10	0	0	70	0	10	20	0	0	31	60	24	10
TOTAL CYPRUS			10	0	0	70	0	10	20	0	0	31	60	24	10
<b>DENMARK</b>															
BILLUND	SUN AIR OF SCANDINAVIA	S	18	0	0	83	11	0	6	0	0	10	0	0	0
TOTAL BILLUND			18	0	0	83	11	0	6	0	0	10	0	0	0
COPENHAGEN	BMI BRITISH MIDLAND	S	83	0	1	90	5	2	2	0	0	7	76	12	79
TOTAL COPENHAGEN			83	0	1	90	5	2	2	0	0	7	76	12	79
TOTAL DENMARK			101	0	1	89	6	2	3	0	0	7	76	12	79
<b>FRANCE</b>															
CALVI	FLYBE.BRITISH EUROPEAN	C	10	0	0	40	30	0	0	30	0	94	25	96	8
TOTAL CALVI			10	0	0	40	30	0	0	30	0	94	25	96	8
NICE	CHANNEL EXPRESS (AIR SVS)	C	18	0	0	67	17	6	11	0	0	16	0	0	0
TOTAL NICE			18	0	0	67	17	6	11	0	0	16	50	13	2
PARIS (CHARLES DE GAULLE)	BRITISH REGIONAL AIRLINES LTD	S	170	0	0	54	26	19	2	0	0	17	52	21	158

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2002

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 (CHARLES DE GAULLE)	CITY JET	S	120	0	0	71	18	7	4	0	0	15	0	0	0
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>290</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>23</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>58</b>	<b>18</b>	<b>384</b>
PARIS (ORLY)	CORSAIR	C	2	0	0	100	0	0	0	0	0	7	0	0	0
<b>TOTAL PARIS (ORLY)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL FRANCE</b>			<b>320</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>23</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>57</b>	<b>20</b>	<b>394</b>
<b>GERMANY</b>															
DUSSELDORF	BRITISH AIRWAYS PLC	S	48	0	0	88	4	4	4	0	0	8	78	10	151
<b>TOTAL DUSSELDORF</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>11</b>	<b>152</b>
FRANKFURT MAIN	LUFTHANSA	S	180	0	0	57	24	14	4	0	0	18	70	13	120
<b>TOTAL FRANKFURT MAIN</b>			<b>180</b>	<b>1</b>	<b>2</b>	<b>57</b>	<b>24</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>66</b>	<b>16</b>	<b>216</b>
MUNICH	BRITISH AIRWAYS PLC	S	27	0	2	85	11	0	4	0	0	8	0	0	0
<b>TOTAL MUNICH</b>			<b>27</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>11</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GERMANY</b>			<b>256</b>	<b>1</b>	<b>4</b>	<b>66</b>	<b>19</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>14</b>	<b>368</b>
<b>GREECE</b>															
RHODES	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	0	4	50	23	8
<b>TOTAL RHODES</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>50</b>	<b>23</b>	<b>8</b>
ZAKINTHOS	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	2	75	16	8
<b>TOTAL ZAKINTHOS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>16</b>	<b>8</b>
<b>TOTAL GREECE</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>48</b>	<b>30</b>	<b>23</b>
<b>IRISH REPUBLIC</b>															
CORK	AER ARRAN	S	51	0	1	84	4	6	6	0	0	10	0	0	0
<b>TOTAL CORK</b>			<b>52</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>4</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
DUBLIN	AER LINGUS	S	239	0	1	71	16	10	3	0	0	14	65	16	236
	RYANAIR	S	224	0	0	86	9	3	2	0	0	7	46	27	240
<b>TOTAL DUBLIN</b>			<b>463</b>	<b>4</b>	<b>1</b>	<b>78</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>50</b>	<b>25</b>	<b>570</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>515</b>	<b>4</b>	<b>2</b>	<b>78</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>50</b>	<b>25</b>	<b>570</b>
<b>ITALY</b>															
MILAN (MALPENSA)	EUROFLY SPA	C	2	0	0	0	0	0	100	0	0	79	0	29	1
<b>TOTAL MILAN (MALPENSA)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>0</b>	<b>29</b>	<b>1</b>
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	22	0	8	86	14	0	0	0	0	6	69	16	45
<b>TOTAL ROME (FIUMICINO)</b>			<b>22</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>69</b>	<b>16</b>	<b>45</b>
<b>TOTAL VENICE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>30</b>	<b>38</b>	<b>10</b>
<b>TOTAL ITALY</b>			<b>27</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>15</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>61</b>	<b>20</b>	<b>56</b>
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	120	0	0	66	13	13	9	0	0	19	26	48	119
	KLM UK LTD	S	282	0	0	78	13	5	4	0	0	12	51	29	324
<b>TOTAL AMSTERDAM</b>			<b>402</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>44</b>	<b>34</b>	<b>444</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2002

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 NETHERLANDS			402	0	0	74	13	7	6	0	0	14	44	34	452
NORWAY															
KRISTIANSAND (KJEVIK)	NEWAIR AIR SERVICE	C	2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL KRISTIANSAND (KJEVIK)			2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL NORWAY			2	0	0	100	0	0	0	0	0	0	50	24	4
PORTUGAL(EXCLUDING MADEIRA)															
FARO	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	13	25	13	0	0	26	0	86	8
	MONARCH AIRLINES	C	8	0	0	88	0	0	0	13	0	32	70	14	10
TOTAL FARO			16	0	0	69	6	13	6	6	0	29	42	94	26
TOTAL PORTUGAL(EXCLUDING MADEIRA)			16	0	0	69	6	13	6	6	0	29	42	94	26
SPAIN															
ALICANTE	AIR EUROPA	C	8	0	0	50	0	0	50	0	0	62	0	0	0
	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	4	69	14	16
TOTAL ALICANTE			16	3	0	75	0	0	25	0	0	33	71	15	24
BARCELONA	AIR EUROPA	C	2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL BARCELONA			2	0	0	100	0	0	0	0	0	0	0	0	0
IBIZA	BRITANNIA AIRWAYS	C	10	0	0	100	0	0	0	0	0	1	88	12	8
TOTAL IBIZA			10	0	0	100	0	0	0	0	0	1	76	15	17
MADRID	BRITISH AIRWAYS PLC	S	33	0	0	82	9	6	3	0	0	12	72	19	54
	SPANAIR	C	6	0	0	33	50	17	0	0	0	22	67	15	6
TOTAL MADRID			39	0	0	74	15	8	3	0	0	14	72	19	60
MAHON	FUTURA AIRLINES	C	8	0	0	50	50	0	0	0	0	11	50	28	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	13	13	38	38	0	0	44	29	77	7
TOTAL MAHON			16	0	0	31	31	19	19	0	0	28	40	51	15
MALAGA	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	0	5	88	7	8
TOTAL MALAGA			8	1	0	88	13	0	0	0	0	5	72	13	18
PALMA DE MALLORCA	AIR EUROPA	C	17	0	0	94	0	6	0	0	0	8	10	73	20
	BMI BRITISH MIDLAND	C	8	0	0	100	0	0	0	0	0	4	40	52	10
	BRITANNIA AIRWAYS	C	8	0	0	75	13	13	0	0	0	11	38	29	16
	CHANNEL EXPRESS (AIR SVS)	C	8	0	0	50	38	13	0	0	0	16	0	0	0
	FUTURA AIRLINES	C	8	0	0	63	38	0	0	0	0	10	0	0	0
	MONARCH AIRLINES	C	16	0	0	75	13	0	0	13	0	33	20	37	10
TOTAL PALMA DE MALLORCA			65	1	0	78	14	5	0	3	0	15	18	50	76
TOTAL SPAIN			156	5	0	74	13	6	5	1	0	16	52	30	219
SPAIN(CANARY ISLANDS)															
ARRECIFE	AIR EUROPA	C	8	0	0	63	13	25	0	0	0	19	0	0	0
TOTAL ARRECIFE			8	0	0	63	13	25	0	0	0	19	38	74	8
LAS PALMAS	MONARCH AIRLINES	C	18	0	0	83	6	0	0	11	0	24	61	18	18
TOTAL LAS PALMAS			18	0	0	83	6	0	0	11	0	24	61	18	18

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2002

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2001		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TENERIFE (SURREINA SOFIA)	FUTURA AIRLINES	C	16	0	0	100	0	0	0	0	0	1	0	0	0
	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	5	71	19	17
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>21</b>	<b>33</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>13</b>	<b>61</b>	<b>27</b>	<b>59</b>
<b>SWITZERLAND</b>															
ZURICH	SWISS AIRLINES	S	18	0	0	61	22	11	6	0	0	22	55	16	20
	WDL FLUGDIENST	C	2	0	0	100	0	0	0	0	0	8	0	0	0
<b>TOTAL ZURICH</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>20</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>55</b>	<b>16</b>	<b>20</b>
<b>TOTAL SWITZERLAND</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>20</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>55</b>	<b>16</b>	<b>20</b>
<b>TURKEY</b>															
BODRUM (MILAS)	ONUR AIR	C	10	0	0	40	30	10	20	0	0	44	25	23	8
<b>TOTAL BODRUM (MILAS)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>30</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>25</b>	<b>23</b>	<b>8</b>
DALAMAN	MONARCH AIRLINES	C	8	0	0	50	38	13	0	0	0	15	63	17	8
<b>TOTAL DALAMAN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>63</b>	<b>17</b>	<b>8</b>
<b>TOTAL TURKEY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>33</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>44</b>	<b>20</b>	<b>16</b>
<b>UNITED KINGDOM</b>															
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	135	5	0	86	4	7	2	0	0	10	88	10	195
<b>TOTAL BELFAST CITY</b>			<b>135</b>	<b>5</b>	<b>0</b>	<b>86</b>	<b>4</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>10</b>	<b>195</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	162	4	0	73	13	10	4	0	0	13	67	21	118
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>162</b>	<b>4</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>18</b>	<b>285</b>
BIRMINGHAM	BRITISH AIRWAYS PLC	S	222	0	3	77	16	4	4	0	0	11	83	11	127
	FLYBE.BRITISH EUROPEAN	S	311	3	7	76	8	7	8	2	0	18	47	35	209
<b>TOTAL BIRMINGHAM</b>			<b>533</b>	<b>3</b>	<b>10</b>	<b>76</b>	<b>11</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>61</b>	<b>26</b>	<b>337</b>
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	201	0	0	76	9	11	3	0	0	11	66	18	234
	GO FLY LTD	S	154	0	0	69	19	8	3	0	0	13	46	38	61
<b>TOTAL BRISTOL</b>			<b>355</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>62</b>	<b>22</b>	<b>295</b>
DUNDEE	SCOT AIRWAYS	S	19	0	2	95	5	0	0	0	0	2	0	0	0
<b>TOTAL DUNDEE</b>			<b>19</b>	<b>0</b>	<b>2</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
GATWICK	BRITISH AIRWAYS PLC	S	316	0	0	64	17	14	5	0	0	17	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	264	0	0	54	20	16	9	1	0	26	0	0	0
<b>TOTAL GATWICK</b>			<b>580</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>18</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>61</b>	<b>19</b>	<b>320</b>
GLASGOW	BMI BRITISH MIDLAND	S	77	0	1	88	5	4	3	0	0	6	0	0	0
<b>TOTAL GLASGOW</b>			<b>77</b>	<b>2</b>	<b>1</b>	<b>88</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
HEATHROW	BMI BRITISH MIDLAND	S	503	1	2	75	16	8	1	0	0	11	57	21	457
	BRITISH AIRWAYS PLC	S	636	0	1	61	22	13	4	0	0	17	71	15	628
<b>TOTAL HEATHROW</b>			<b>1139</b>	<b>2</b>	<b>3</b>	<b>67</b>	<b>19</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>66</b>	<b>17</b>	<b>1085</b>
HUMBERSIDE	EASTERN AIRWAYS	S	83	0	1	94	4	1	1	0	0	3	0	0	0
<b>TOTAL HUMBERSIDE</b>			<b>83</b>	<b>0</b>	<b>1</b>	<b>94</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
ISLE OF MAN	TTA - TRANS TRAVEL AIRLINES BV	S	102	0	0	85	14	1	0	0	0	7	0	0	0

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2002

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 ISLE OF MAN			102	0	0	85	14	1	0	0	0	7	0	0	0
JERSEY	BMI BRITISH MIDLAND	S	11	0	1	9	18	55	18	0	0	42	8	54	13
	BRITISH AIRWAYS CITIEXPRESS L	S	46	0	0	54	26	11	9	0	0	19	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	C	3	0	0	67	0	33	0	0	0	24	0	0	0
	FLYBE.BRITISH EUROPEAN	S	8	0	0	75	25	0	0	0	0	10	25	69	8
TOTAL JERSEY			68	0	1	50	24	18	9	0	0	22	17	57	24
KIRKWALL	LOGANAIR	S	120	0	0	83	8	6	3	0	0	9	62	21	92
TOTAL KIRKWALL			120	0	0	83	8	6	3	0	0	9	62	21	92
LEEDS BRADFORD	BMI REGIONAL	S	178	0	0	92	5	1	3	0	0	5	88	7	129
TOTAL LEEDS BRADFORD			178	0	0	92	5	1	3	0	0	5	88	7	129
LONDON CITY	SCOT AIRWAYS	S	575	0	38	78	18	5	0	0	0	9	63	17	334
TOTAL LONDON CITY			575	1	38	78	18	5	0	0	0	9	66	17	452
LUTON	EASYJET AIRLINE COMPANY LTD	S	367	1	0	60	18	14	8	0	0	20	28	51	321
TOTAL LUTON			368	6	0	60	18	14	8	0	0	20	28	51	321
MANCHESTER	BMI REGIONAL	S	237	0	0	98	1	0	0	0	0	2	69	14	246
	BRITISH AIRWAYS CITIEXPRESS L	S	50	0	0	92	4	0	2	2	0	10	69	22	65
	BRITISH AIRWAYS PLC	S	232	5	4	81	6	7	5	0	0	12	59	19	119
	BRITISH REGIONAL AIRLINES LTD	S	4	0	0	50	25	25	0	0	0	22	0	0	0
TOTAL MANCHESTER			523	5	4	90	4	4	2	0	0	7	66	17	430
NORWICH	EASTERN AIRWAYS	S	138	0	0	93	4	3	0	0	0	4	83	10	168
TOTAL NORWICH			138	0	0	93	4	3	0	0	0	4	83	10	168
NOTTINGHAM EAST MIDLANDS INT'L	BMI BRITISH MIDLAND	S	144	0	0	90	5	3	1	0	0	5	59	18	138
	GO FLY LTD	S	102	0	0	78	12	6	4	0	0	12	0	0	0
TOTAL NOTTINGHAM EAST MIDLANDS INT'L			246	0	0	85	8	4	2	0	0	8	59	18	138
SOUTHAMPTON	BRITISH REGIONAL AIRLINES LTD	S	191	0	0	69	15	9	8	0	0	18	70	16	187
TOTAL SOUTHAMPTON			191	0	0	69	15	9	8	0	0	18	70	16	187
STANSTED	GO FLY LTD	S	368	0	0	72	17	8	2	0	0	12	45	28	375
TOTAL STANSTED			368	0	0	72	17	8	2	0	0	12	45	28	375
STORNOWAY	LOGANAIR	S	48	0	0	69	17	10	4	0	0	15	70	19	50
TOTAL STORNOWAY			48	0	0	69	17	10	4	0	0	15	70	19	50
SUMBURGH	LOGANAIR	S	60	0	0	73	13	5	7	2	0	17	78	13	60
TOTAL SUMBURGH			60	0	0	73	13	5	7	2	0	17	76	17	68
TOTAL UNITED KINGDOM			6068	33	60	74	14	8	4	0	0	13	63	21	5110
TOTAL EDINBURGH			8207	46	75	74	14	8	4	0	0	13	61	22	7806



## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2002

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 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)
<b>ALGERIA</b>															
HASSI MESSAOUD	ANTINEA AIRLINES	C	16	0	0	94	6	0	0	0	0	3	71	11	14
	EXCEL AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	78	11	6	6	0	0	10	0	0	0
<b>TOTAL HASSI MESSAOUD</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>73</b>	<b>13</b>	<b>26</b>
<b>TOTAL ALGERIA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>73</b>	<b>13</b>	<b>26</b>
<b>ANTIGUA AND BARBUDA</b>															
ANTIGUA	FIRST CHOICE AIRWAYS LTD	C	4	0	0	25	75	0	0	0	0	15	67	40	3
	VIRGIN ATLANTIC AIRWAYS LTD	S	16	0	0	75	6	6	13	0	0	20	25	29	8
<b>TOTAL ANTIGUA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>20</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>36</b>	<b>32</b>	<b>11</b>
<b>TOTAL ANTIGUA AND BARBUDA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>20</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>36</b>	<b>32</b>	<b>11</b>
<b>AUSTRIA</b>															
INNSBRUCK	FIRST CHOICE AIRWAYS LTD	C	15	0	0	93	7	0	0	0	0	2	53	42	17
<b>TOTAL INNSBRUCK</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>53</b>	<b>42</b>	<b>17</b>
SALZBURG	FIRST CHOICE AIRWAYS LTD	C	16	0	0	81	13	6	0	0	0	8	39	42	18
	FLYBE.BRITISH EUROPEAN	C	13	0	0	54	31	15	0	0	0	15	17	49	18
	THOMAS COOK AIRLINES LTD	C	6	0	0	100	0	0	0	0	0	0	57	15	7
<b>TOTAL SALZBURG</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>33</b>	<b>40</b>	<b>43</b>
<b>TOTAL AUSTRIA</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>34</b>	<b>43</b>	<b>68</b>
<b>AZERBAIJAN</b>															
BAKU	AZERBAIJAN AIRLINES ( AZAL )	S	18	0	0	78	11	6	6	0	0	14	31	33	16
<b>TOTAL BAKU</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>31</b>	<b>33</b>	<b>16</b>
<b>TOTAL AZERBAIJAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>31</b>	<b>33</b>	<b>16</b>
<b>BAHAMAS</b>															
NASSAU	THOMAS COOK AIRLINES LTD	C	3	1	0	0	67	33	0	0	0	27	33	70	6
<b>TOTAL NASSAU</b>			<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>33</b>	<b>70</b>	<b>6</b>
<b>TOTAL BAHAMAS</b>			<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>29</b>	<b>74</b>	<b>7</b>
<b>BARBADOS</b>															
BRIDGETOWN	BRITISH AIRWAYS PLC	S	57	1	1	75	9	12	2	2	0	15	66	23	59
	MONARCH AIRLINES	C	2	0	0	0	0	50	50	0	0	90	0	0	0
	MY TRAVEL AIRWAYS UK	C	9	0	0	22	67	0	0	0	11	164	38	51	8
	VIRGIN ATLANTIC AIRWAYS LTD	S	26	0	0	73	4	4	15	0	4	59	40	29	42
<b>TOTAL BRIDGETOWN</b>			<b>94</b>	<b>1</b>	<b>1</b>	<b>68</b>	<b>13</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>43</b>	<b>53</b>	<b>28</b>	<b>118</b>
<b>TOTAL BARBADOS</b>			<b>94</b>	<b>1</b>	<b>1</b>	<b>68</b>	<b>13</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>43</b>	<b>53</b>	<b>28</b>	<b>118</b>
<b>BELARUS</b>															
MINSK	BELAVIA (BELARUSSIAN AIRLINES)	S	16	0	0	50	31	19	0	0	0	22	32	20	22
<b>TOTAL MINSK</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>31</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>32</b>	<b>20</b>	<b>22</b>
<b>TOTAL BELARUS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>31</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>32</b>	<b>20</b>	<b>22</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2002

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2001		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>BELGIUM</b>															
BRUSSELS	CITY FLYER EXPRESS	S	90	0	0	41	26	16	18	0	0	29	46	23	90
TOTAL BRUSSELS			<b>90</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>26</b>	<b>16</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>46</b>	<b>23</b>	<b>90</b>
TOTAL BELGIUM			<b>90</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>26</b>	<b>16</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>46</b>	<b>23</b>	<b>90</b>
<b>BERMUDA</b>															
BERMUDA	BRITISH AIRWAYS PLC	S	35	0	0	74	17	3	6	0	0	15	80	11	49
TOTAL BERMUDA			<b>35</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>17</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>78</b>	<b>12</b>	<b>50</b>
TOTAL BERMUDA			<b>35</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>17</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>78</b>	<b>12</b>	<b>50</b>
<b>BULGARIA</b>															
BURGAS	HEMUS AIR	C	10	0	0	60	20	20	0	0	0	13	0	35	9
TOTAL BURGAS			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>35</b>	<b>9</b>
SOFIA	BRITISH AIRWAYS PLC	S	44	0	0	70	14	7	9	0	0	15	0	0	0
TOTAL SOFIA			<b>44</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>60</b>	<b>18</b>	<b>52</b>
VARNA	FIRST CHOICE AIRWAYS LTD	C	8	0	0	0	0	50	50	0	0	77	0	0	0
	HEMUS AIR	C	8	0	0	50	13	25	13	0	0	27	30	43	10
TOTAL VARNA			<b>16</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>6</b>	<b>38</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>30</b>	<b>43</b>	<b>10</b>
TOTAL BULGARIA			<b>70</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>13</b>	<b>16</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>48</b>	<b>24</b>	<b>71</b>
<b>CANADA</b>															
CALGARY	THOMAS COOK AIRLINES LTD	C	7	0	0	57	0	14	14	14	0	58	0	0	0
TOTAL CALGARY			<b>7</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>0</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>58</b>	<b>0</b>	<b>149</b>	<b>1</b>
MONTREAL (MIRABEL)	CORSAIR	C	2	0	0	0	0	0	100	0	0	89	0	0	0
TOTAL MONTREAL (MIRABEL)			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>187</b>	<b>1</b>
TORONTO	AIR TRANSAT	S	54	0	0	57	19	17	7	0	0	21	36	52	53
	MY TRAVEL AIRWAYS UK	C	42	0	0	40	14	26	19	0	0	35	0	0	0
TOTAL TORONTO			<b>96</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>21</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>44</b>	<b>51</b>	<b>168</b>
VANCOUVER	AIR TRANSAT	S	34	0	0	82	9	3	6	0	0	11	32	63	25
	THOMAS COOK AIRLINES LTD	C	10	0	0	40	30	20	0	10	0	44	0	0	0
TOTAL VANCOUVER			<b>44</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>35</b>	<b>99</b>	<b>60</b>
TOTAL CANADA			<b>149</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>15</b>	<b>16</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>42</b>	<b>64</b>	<b>231</b>
<b>COLOMBIA</b>															
BOGOTA	BRITISH AIRWAYS PLC	S	26	0	0	46	19	31	0	4	0	28	54	24	13
TOTAL BOGOTA			<b>26</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>19</b>	<b>31</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>28</b>	<b>54</b>	<b>24</b>	<b>13</b>
TOTAL COLOMBIA			<b>26</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>19</b>	<b>31</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>28</b>	<b>54</b>	<b>24</b>	<b>13</b>
<b>CROATIA</b>															
DUBROVNIK	CROATIA AIRLINES	S	26	0	0	58	12	19	12	0	0	27	32	29	25
TOTAL DUBROVNIK			<b>26</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>12</b>	<b>19</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>32</b>	<b>29</b>	<b>25</b>
PULA	BRITANNIA AIRWAYS	C	8	0	0	75	25	0	0	0	0	8	0	0	0
	CROATIA AIRLINES	S	10	0	0	40	40	20	0	0	0	19	29	105	7

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2001		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL PULA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>33</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>27</b>	<b>69</b>	15
<b>SPLIT</b>															
	CROATIA AIRLINES	S	26	0	0	73	12	8	8	0	0	18	43	24	21
	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL SPLIT</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>43</b>	<b>24</b>	21
<b>TOTAL CROATIA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>17</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>47</b>	<b>29</b>	103
<b>CUBA</b>															
<b>CIEGO DE AVILA</b>	THOMAS COOK AIRLINES LTD	C	3	2	0	0	0	33	67	0	0	75	0	0	0
<b>TOTAL CIEGO DE AVILA</b>			<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	0
<b>HAVANA</b>	CUBANA	S	8	0	0	0	0	38	38	25	0	97	0	0	0
<b>TOTAL HAVANA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>25</b>	<b>0</b>	<b>97</b>	<b>56</b>	<b>20</b>	18
<b>HOLGUIN (FRANK PAIS)</b>	THOMAS COOK AIRLINES LTD	C	2	0	0	0	0	50	50	0	0	65	0	0	0
<b>TOTAL HOLGUIN (FRANK PAIS)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>25</b>	<b>59</b>	4
<b>VARADERO</b>	MONARCH AIRLINES	C	8	0	0	38	25	13	0	25	0	79	38	69	13
<b>TOTAL VARADERO</b>			<b>9</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>22</b>	<b>11</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>79</b>	<b>38</b>	<b>69</b>	13
<b>TOTAL CUBA</b>			<b>22</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>9</b>	<b>27</b>	<b>32</b>	<b>18</b>	<b>0</b>	<b>84</b>	<b>46</b>	<b>43</b>	35
<b>CYPRUS</b>															
<b>LARNACA</b>	AIR HOLLAND	C	2	0	0	50	0	50	0	0	0	35	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	61	0	11	6	22	0	80	11	25	9
	CYPRUS AIRWAYS	S	8	0	0	63	25	13	0	0	0	12	67	14	18
	EUROCYPRIA AIRLINES LTD	C	34	0	0	59	12	9	21	0	0	29	50	27	30
	EUROPEAN AIR CHARTER	C	7	0	0	0	14	14	57	14	0	80	0	0	0
	EXCEL AIRWAYS LTD	C	18	0	0	72	0	17	11	0	0	20	76	17	34
	FIRST CHOICE AIRWAYS LTD	S	36	0	0	53	33	6	8	0	0	27	21	105	43
	HELIOS AIRWAYS LTD	C	19	0	0	68	5	21	5	0	0	18	67	19	36
	MONARCH AIRLINES	C	8	0	0	50	0	25	0	0	25	206	11	55	9
	MY TRAVEL AIRWAYS UK	C	29	0	0	34	28	14	24	0	0	35	19	52	16
	THOMAS COOK AIRLINES LTD	C	36	0	0	50	19	22	6	3	0	26	32	59	44
<b>TOTAL LARNACA</b>			<b>215</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>16</b>	<b>14</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>39</b>	<b>42</b>	<b>48</b>	255
<b>PAPHOS</b>	BRITANNIA AIRWAYS	C	32	0	0	78	9	6	6	0	0	14	32	31	34
	EUROCYPRIA AIRLINES LTD	C	8	0	0	63	0	25	13	0	0	18	62	84	26
	EXCEL AIRWAYS LTD	C	30	0	0	67	13	20	0	0	0	13	59	41	17
	FIRST CHOICE AIRWAYS LTD	S	26	0	0	42	15	27	15	0	0	29	31	66	26
	HELIOS AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	6	50	47	8
	MONARCH AIRLINES	C	8	0	0	63	13	0	25	0	0	42	0	96	8
	MY TRAVEL AIRWAYS UK	C	26	0	0	50	27	12	12	0	0	26	30	26	10
	THOMAS COOK AIRLINES LTD	C	25	1	0	68	4	4	16	8	0	39	31	90	35
<b>TOTAL PAPHOS</b>			<b>163</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>13</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>40</b>	<b>63</b>	173
<b>TOTAL CYPRUS</b>			<b>378</b>	<b>1</b>	<b>0</b>	<b>57</b>	<b>15</b>	<b>14</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>32</b>	<b>41</b>	<b>54</b>	428
<b>DENMARK</b>															
<b>BILLUND</b>	MAERSK AIR	S	172	0	0	49	20	21	9	1	0	26	55	19	170
<b>TOTAL BILLUND</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>20</b>	<b>21</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>55</b>	<b>19</b>	170
<b>COPENHAGEN</b>	MAERSK AIR	S	163	0	0	85	9	6	1	0	0	7	66	16	160

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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 COPENHAGEN			163	0	0	85	9	6	1	0	0	7	66	16	160
TOTAL DENMARK			335	0	0	66	14	14	5	1	0	17	61	17	330
DOMINICAN REPUBLIC															
LA ROMANA	BRITANNIA AIRWAYS	C	7	0	0	100	0	0	0	0	0	5	63	17	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	38	0	0	0	0	11	0	0	0
	THOMAS COOK AIRLINES LTD	C	2	0	0	0	50	50	0	0	0	43	0	0	0
TOTAL LA ROMANA			17	0	0	71	24	6	0	0	0	12	50	32	16
PUERTO PLATA	BRITANNIA AIRWAYS	C	8	0	0	50	13	13	25	0	0	48	63	12	8
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	70	20	10	0	0	0	11	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	40	20	20	20	0	0	30	22	127	9
	THOMAS COOK AIRLINES LTD	C	8	0	0	25	25	13	13	25	0	75	67	73	9
TOTAL PUERTO PLATA			37	0	0	49	19	14	14	5	0	38	50	73	26
TOTAL DOMINICAN REPUBLIC			54	0	0	56	20	11	9	4	0	30	50	57	42
EGYPT															
HURGHADA	EXCEL AIRWAYS LTD	C	13	0	0	77	8	0	0	15	0	42	50	23	8
TOTAL HURGHADA			13	0	0	77	8	0	0	15	0	42	38	47	16
LUXOR	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	5	75	9	8
	MONARCH AIRLINES	C	20	0	0	75	10	15	0	0	0	12	50	14	8
TOTAL LUXOR			28	0	0	82	7	11	0	0	0	10	73	17	33
SHARM EL SHEIKH (OPHIRA)	ASTRAEUS LTD	C	8	0	0	13	38	0	25	25	0	130	0	0	0
	EXCEL AIRWAYS LTD	C	18	0	0	89	0	11	0	0	0	6	44	53	9
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	50	30	0	20	0	0	33	33	30	9
	LOTUS AIR	C	10	0	0	90	0	10	0	0	0	4	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	25	13	13	0	0	25	0	0	0
TOTAL SHARM EL SHEIKH (OPHIRA)			54	0	0	65	15	7	9	4	0	32	31	44	26
TABA	ASTRAEUS LTD	C	27	0	0	30	11	7	44	0	7	89	0	0	0
	EXCEL AIRWAYS LTD	C	9	0	0	33	33	11	22	0	0	36	0	0	0
TOTAL TABA			36	0	0	31	17	8	39	0	6	76	0	0	0
TOTAL EGYPT			132	0	0	61	13	8	14	3	2	40	51	33	75
ESTONIA															
TALLIN	ESTONIAN AIR	S	50	0	0	92	4	0	4	0	0	8	89	10	38
TOTAL TALLIN			50	0	0	92	4	0	4	0	0	8	89	10	38
TOTAL ESTONIA			50	0	0	92	4	0	4	0	0	8	89	10	38
FED REP YUGO SERBIA M'ENEGRO															
BELGRADE	BRITISH AIRWAYS PLC	S	26	0	0	81	8	8	4	0	0	11	0	0	0
TOTAL BELGRADE			26	0	0	81	8	8	4	0	0	11	65	25	26
PRISTINA	BRITISH AIRWAYS PLC	S	26	0	0	50	35	15	0	0	0	18	0	0	0
TOTAL PRISTINA			26	0	0	50	35	15	0	0	0	18	50	20	24
TOTAL FED REP YUGO SERBIA M'ENEGRO			52	0	0	65	21	12	2	0	0	15	58	23	50

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			Actual (7)	Plan (8)											
<b>FRANCE</b>															
AJACCIO	BRITISH AIRWAYS PLC	C	10	0	0	80	0	20	0	0	0	13	0	0	0
<b>TOTAL AJACCIO</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>40</b>	<b>17</b>	10
BASTIA	BRITISH AIRWAYS PLC	C	20	0	0	75	10	5	10	0	0	13	0	0	0
	MONARCH AIRLINES	C	10	0	0	90	10	0	0	0	0	4	20	72	10
<b>TOTAL BASTIA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>39</b>	<b>56</b>	31
BORDEAUX	CITY FLYER EXPRESS	S	120	0	0	68	14	7	10	1	0	20	74	15	133
<b>TOTAL BORDEAUX</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>14</b>	<b>7</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>74</b>	<b>15</b>	133
CALVI	FIRST CHOICE AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	3	56	34	9
<b>TOTAL CALVI</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>56</b>	<b>34</b>	9
FIGARI	FLYBE.BRITISH EUROPEAN	C	8	0	0	38	38	25	0	0	0	21	25	156	8
	MONARCH AIRLINES	C	10	0	0	80	0	0	20	0	0	22	20	53	10
<b>TOTAL FIGARI</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>17</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>22</b>	<b>99</b>	18
MARSEILLE	BRITISH AIRWAYS PLC	S	229	0	0	63	14	14	9	0	0	20	0	0	0
<b>TOTAL MARSEILLE</b>			<b>229</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>14</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>63</b>	<b>17</b>	197
MONTPELLIER	GB AIRWAYS LTD	S	60	0	0	67	17	5	7	5	0	27	0	0	0
<b>TOTAL MONTPELLIER</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>5</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>27</b>	<b>71</b>	<b>19</b>	70
NANTES	BRIT AIR	S	142	0	10	74	18	7	1	0	0	11	0	0	0
	GB AIRWAYS LTD	S	50	0	0	34	26	14	26	0	0	41	72	16	100
<b>TOTAL NANTES</b>			<b>192</b>	<b>0</b>	<b>10</b>	<b>64</b>	<b>20</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>72</b>	<b>16</b>	100
NICE	CITY FLYER EXPRESS	S	120	0	0	49	22	19	10	0	0	23	68	13	146
	EASYJET AIRLINE COMPANY LTD	S	120	0	0	82	8	3	8	0	0	12	45	39	60
<b>TOTAL NICE</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>62</b>	<b>20</b>	208
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS PLC	S	304	0	0	53	28	13	6	0	0	19	0	0	0
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>304</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>28</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>54</b>	<b>21</b>	282
STRASBOURG	BRIT AIR	S	142	0	0	77	17	6	0	0	0	9	45	19	140
<b>TOTAL STRASBOURG</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>45</b>	<b>19</b>	140
TOULOUSE (BLAGNAC)	CITY FLYER EXPRESS	S	180	0	0	61	17	13	9	0	0	21	66	18	178
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>17</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>66</b>	<b>18</b>	178
<b>TOTAL FRANCE</b>			<b>1535</b>	<b>0</b>	<b>10</b>	<b>64</b>	<b>18</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>62</b>	<b>20</b>	1671
<b>GABON</b>															
LIBREVILLE	AIR GABON	S	4	6	4	0	0	0	50	25	25	307	33	31	6
<b>TOTAL LIBREVILLE</b>			<b>4</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>307</b>	<b>33</b>	<b>31</b>	6
<b>TOTAL GABON</b>			<b>4</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>307</b>	<b>33</b>	<b>31</b>	6
<b>GAMBIA</b>															
BANJUL	MONARCH AIRLINES	C	8	0	0	0	25	50	25	0	0	61	0	41	8
	RED AIR LTD	S	17	1	0	24	18	53	6	0	0	34	0	0	0
	SIERRA NATIONAL AIRLINES	S	17	0	0	29	35	18	18	0	0	33	0	158	3
<b>TOTAL BANJUL</b>			<b>42</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>26</b>	<b>38</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>73</b>	11

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 GAMBIA			42	1	0	21	26	38	14	0	0	39	0	73	11
<b>GERMANY</b>															
BREMEN	CITY FLYER EXPRESS	S	148	0	0	66	20	11	2	0	0	14	84	9	170
TOTAL BREMEN			148	0	0	66	20	11	2	0	0	14	84	9	170
DUSSELDORF	CITY FLYER EXPRESS	S	151	0	0	62	21	10	7	0	0	20	51	22	208
TOTAL DUSSELDORF			151	0	0	62	21	10	7	0	0	20	51	22	208
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	151	0	0	58	24	15	3	0	1	26	0	0	0
TOTAL FRANKFURT MAIN			151	0	0	58	24	15	3	0	1	26	54	23	166
HANOVER	CITY FLYER EXPRESS	S	151	0	0	64	15	14	5	3	0	24	62	16	150
TOTAL HANOVER			151	0	0	64	15	14	5	3	0	24	62	16	150
MUNICH	BRITISH REGIONAL AIRLINES LTD	S	165	0	7	64	22	7	7	0	0	18	0	0	0
TOTAL MUNICH			165	0	7	64	22	7	7	0	0	18	53	18	172
TOTAL GERMANY			766	0	7	63	20	11	5	1	0	20	60	18	866
<b>GIBRALTAR</b>															
GIBRALTAR	GB AIRWAYS LTD	S	110	3	10	64	16	13	5	2	0	21	67	17	60
TOTAL GIBRALTAR			110	3	10	64	16	13	5	2	0	21	67	17	60
TOTAL GIBRALTAR			110	3	10	64	16	13	5	2	0	21	67	17	60
<b>GREECE</b>															
ATHENS	ASTRAEUS LTD	C	35	0	0	60	14	14	11	0	0	22	0	0	0
	AZZURRA AIR	C	8	0	0	75	0	25	0	0	0	16	0	0	0
	BRITISH AIRWAYS PLC	S	60	0	0	37	22	28	10	3	0	35	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	59	0	0	56	24	8	12	0	0	24	0	0	0
	MONARCH AIRLINES	C	8	0	0	25	38	25	13	0	0	26	40	22	5
TOTAL ATHENS			170	0	0	49	21	18	11	1	0	27	51	42	179
CHANIA	EXCEL AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	11	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	88	13	0	0	0	0	5	13	104	8
	MONARCH AIRLINES	C	15	3	0	73	20	0	0	0	7	69	53	51	17
	THOMAS COOK AIRLINES LTD	C	16	0	0	94	6	0	0	0	0	4	63	16	16
TOTAL CHANIA			55	3	0	85	11	2	0	0	2	23	49	58	57
CORFU	BRITANNIA AIRWAYS	C	49	1	0	76	10	12	2	0	0	12	24	42	42
	EXCEL AIRWAYS LTD	C	52	0	0	79	8	6	8	0	0	15	53	25	40
	FIRST CHOICE AIRWAYS LTD	C	90	0	0	70	10	9	9	0	2	26	39	58	59
	MONARCH AIRLINES	C	35	0	0	89	6	6	0	0	0	5	41	31	37
	MY TRAVEL AIRWAYS UK	C	29	0	0	55	17	14	14	0	0	25	31	62	26
	THOMAS COOK AIRLINES LTD	C	65	3	0	78	12	5	5	0	0	12	60	38	55
TOTAL CORFU			321	4	0	75	10	8	6	0	1	17	44	42	268
HERAKLION	AEGEAN AIRLINES	C	2	0	0	50	50	0	0	0	0	12	0	0	0
	ASTRAEUS LTD	C	6	0	0	50	0	0	17	33	0	109	0	0	0
	BRITANNIA AIRWAYS	C	17	0	0	29	6	24	29	12	0	73	69	29	16
	EXCEL AIRWAYS LTD	C	33	0	0	88	6	6	0	0	0	6	87	9	23
	FIRST CHOICE AIRWAYS LTD	C	44	0	0	70	23	5	0	2	0	13	27	66	48
	MONARCH AIRLINES	C	32	1	0	78	9	3	9	0	0	16	39	35	23

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)										
HERAKLION	MY TRAVEL AIRWAYS UK	C	32	0	0	63	13	0	25	0	0	31	59	21	17
	THOMAS COOK AIRLINES LTD	C	24	0	0	92	4	0	4	0	4	43	54	42	
<b>TOTAL HERAKLION</b>			<b>191</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>12</b>	<b>5</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>49</b>	<b>42</b>	<b>186</b>
KALAMATA	FIRST CHOICE AIRWAYS LTD	C	10	0	0	80	0	20	0	0	14	30	97	10	
	MONARCH AIRLINES	C	10	0	0	60	20	0	0	20	63	40	23	10	
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	10	20	0	0	15	0	0	0	
	THOMAS COOK AIRLINES LTD	C	10	0	0	60	20	20	0	0	15	20	135	10	
<b>TOTAL KALAMATA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>13</b>	<b>15</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>27</b>	<b>30</b>	<b>85</b>	<b>30</b>
KAVALLA	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	4	56	25	9	
	EXCEL AIRWAYS LTD	C	8	0	0	88	13	0	0	0	4	88	3	8	
	HOLA AIRLINES	C	8	0	0	0	25	50	25	0	44	0	0	0	
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	0	0	0	
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	13	0	0	11	88	8	8	
<b>TOTAL KAVALLA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>10</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>12</b>	<b>32</b>	
KEFALLINIA	ASTRAEUS LTD	C	5	0	0	60	20	0	20	0	19	0	0	0	
	BRITANNIA AIRWAYS	C	8	0	0	75	0	0	25	0	23	100	5	8	
	EXCEL AIRWAYS LTD	C	34	0	0	88	3	6	3	0	9	87	4	30	
	FIRST CHOICE AIRWAYS LTD	C	48	0	0	77	8	8	6	0	19	35	54	20	
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	8	88	6	8	
	THOMAS COOK AIRLINES LTD	C	19	0	0	79	11	11	0	0	9	27	74	30	
<b>TOTAL KEFALLINIA</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>14</b>	<b>59</b>	<b>34</b>	<b>119</b>	
KOS	ASTRAEUS LTD	C	31	0	0	48	16	13	23	0	36	0	0	0	
	BRITANNIA AIRWAYS	C	16	0	0	81	6	13	0	0	10	61	24	18	
	EXCEL AIRWAYS LTD	C	24	0	0	83	8	0	0	8	28	72	14	32	
	FIRST CHOICE AIRWAYS LTD	C	42	1	0	67	17	5	12	0	21	33	53	36	
	MONARCH AIRLINES	C	25	0	0	56	12	0	16	16	62	0	56	10	
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	0	25	50	0	47	63	22	8	
	THOMAS COOK AIRLINES LTD	C	10	3	0	100	0	0	0	0	0	40	48	43	
<b>TOTAL KOS</b>			<b>157</b>	<b>4</b>	<b>0</b>	<b>65</b>	<b>12</b>	<b>6</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>30</b>	<b>47</b>	<b>37</b>	<b>154</b>
LEMNOS	EXCEL AIRWAYS LTD	C	5	0	0	20	40	20	20	0	35	0	0	0	
	MONARCH AIRLINES	C	8	0	0	50	13	13	25	0	49	38	72	8	
<b>TOTAL LEMNOS</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>23</b>	<b>15</b>	<b>23</b>	<b>0</b>	<b>44</b>	<b>27</b>	<b>60</b>	<b>11</b>	
MIKONOS	EXCEL AIRWAYS LTD	C	8	0	0	63	13	0	0	25	90	63	13	8	
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	0	13	0	0	6	13	89	8	
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	13	0	0	7	63	17	8	
<b>TOTAL MIKONOS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>34</b>	<b>46</b>	<b>40</b>	<b>24</b>
MITILINI	FIRST CHOICE AIRWAYS LTD	C	8	0	0	38	38	0	0	25	71	63	36	16	
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	2	0	0	0	
	THOMAS COOK AIRLINES LTD	C	7	1	0	100	0	0	0	0	2	94	6	16	
<b>TOTAL MITILINI</b>			<b>23</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>26</b>	<b>78</b>	<b>21</b>	<b>32</b>
PREVEZA	EXCEL AIRWAYS LTD	C	18	0	0	94	6	0	0	0	3	61	28	18	
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	89	0	0	6	6	21	25	94	16	
	MONARCH AIRLINES	C	18	0	0	83	6	0	0	11	31	56	33	18	
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	38	0	0	0	10	0	0	0	
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	10	0	0	0	5	10	65	10	

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			Actual (7)	Plan (8)											
<b>TOTAL PREVEZA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>16</b>	<b>36</b>	<b>50</b>	<b>72</b>
<b>RHODES</b>	AEGEAN AIRLINES	C	2	0	0	0	0	0	0	100	0	190	0	0	0
	ASTRAEUS LTD	C	20	0	0	30	15	35	20	0	0	38	0	0	0
	BRITANNIA AIRWAYS	C	17	0	0	65	18	12	6	0	0	15	39	35	18
	EXCEL AIRWAYS LTD	C	40	0	0	83	10	0	3	3	3	36	33	47	18
	FIRST CHOICE AIRWAYS LTD	C	33	0	0	82	9	3	6	0	0	10	31	69	32
	MONARCH AIRLINES	C	26	0	0	58	23	8	4	0	8	58	50	21	34
	MY TRAVEL AIRWAYS UK	C	17	0	0	82	6	6	6	0	0	13	25	48	36
	THOMAS COOK AIRLINES LTD	C	57	0	0	84	7	4	5	0	0	9	29	71	59
<b>TOTAL RHODES</b>			<b>212</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>11</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>25</b>	<b>34</b>	<b>52</b>	<b>205</b>
<b>SALONIKA</b>	BRITANNIA AIRWAYS	C	10	0	0	100	0	0	0	0	0	0	50	13	8
	EXCEL AIRWAYS LTD	C	8	0	0	63	13	13	13	0	0	21	56	58	9
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	44	11	44	0	0	0	22	13	114	8
	HOLA AIRLINES	C	8	0	0	0	50	38	13	0	0	35	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	8	75	15	8
	OLYMPIC AIRWAYS	S	50	0	2	70	14	10	2	4	0	19	31	39	42
	THOMAS COOK AIRLINES LTD	C	9	1	0	56	11	22	0	0	11	55	55	75	11
<b>TOTAL SALONIKA</b>			<b>102</b>	<b>1</b>	<b>2</b>	<b>65</b>	<b>15</b>	<b>15</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>21</b>	<b>41</b>	<b>48</b>	<b>86</b>
<b>SAMOS</b>	BRITANNIA AIRWAYS	C	10	0	0	70	20	10	0	0	0	10	30	59	10
	EXCEL AIRWAYS LTD	C	15	1	0	53	13	20	0	13	0	49	75	12	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	0	25	13	0	0	23	13	83	8
<b>TOTAL SAMOS</b>			<b>33</b>	<b>1</b>	<b>0</b>	<b>61</b>	<b>12</b>	<b>18</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>31</b>	<b>38</b>	<b>52</b>	<b>26</b>
<b>SKIATHOS</b>	AZZURRA AIR	C	9	1	0	89	11	0	0	0	0	3	0	0	0
	EXCEL AIRWAYS LTD	C	24	3	0	50	17	8	13	8	4	60	83	6	12
	FIRST CHOICE AIRWAYS LTD	C	32	0	0	84	3	6	0	6	0	23	41	74	32
	MY TRAVEL AIRWAYS UK	C	7	0	0	100	0	0	0	0	0	1	0	0	0
	THOMAS COOK AIRLINES LTD	C	18	1	0	78	11	11	0	0	0	9	80	13	20
<b>TOTAL SKIATHOS</b>			<b>90</b>	<b>5</b>	<b>0</b>	<b>76</b>	<b>9</b>	<b>7</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>26</b>	<b>57</b>	<b>46</b>	<b>76</b>
<b>THIRA (SANTORINI)</b>	EXCEL AIRWAYS LTD	C	16	0	0	81	6	0	13	0	0	19	75	7	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	1	0	136	8
<b>TOTAL THIRA (SANTORINI)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>38</b>	<b>72</b>	<b>16</b>
<b>VOLOS</b>	EXCEL AIRWAYS LTD	C	4	0	0	50	0	25	0	25	0	87	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	13	25	13	25	25	0	116	38	60	8
	THOMAS COOK AIRLINES LTD	C	4	0	0	100	0	0	0	0	0	5	0	0	0
<b>TOTAL VOLOS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>19</b>	<b>0</b>	<b>81</b>	<b>46</b>	<b>42</b>	<b>13</b>
<b>ZAKINTHOS</b>	ASTRAEUS LTD	C	18	0	0	78	11	0	11	0	0	14	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	89	0	0	0	0	11	44	25	53	16
	EXCEL AIRWAYS LTD	C	36	0	0	72	6	6	6	11	0	45	64	23	28
	FIRST CHOICE AIRWAYS LTD	C	36	0	0	75	8	6	11	0	0	18	34	70	44
	MONARCH AIRLINES	C	28	0	0	89	11	0	0	0	0	4	40	47	15
	MY TRAVEL AIRWAYS UK	C	18	0	0	78	11	0	11	0	0	13	0	59	8
	THOMAS COOK AIRLINES LTD	C	54	0	0	70	11	17	2	0	0	15	50	59	48
<b>TOTAL ZAKINTHOS</b>			<b>209</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>9</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>22</b>	<b>41</b>	<b>57</b>	<b>169</b>
<b>TOTAL GREECE</b>			<b>1914</b>	<b>20</b>	<b>2</b>	<b>71</b>	<b>11</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>23</b>	<b>46</b>	<b>45</b>	<b>1755</b>



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2002

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2001		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>GRENADA</b>															
GRENADA	BRITISH AIRWAYS PLC	S	8	0	0	63	25	13	0	0	0	13	56	115	18
	MONARCH AIRLINES	C	9	0	0	11	44	11	33	0	0	36	0	0	0
<b>TOTAL GRENADA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>35</b>	<b>12</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>56</b>	<b>115</b>	<b>18</b>
<b>TOTAL GRENADA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>35</b>	<b>12</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>56</b>	<b>115</b>	<b>18</b>
<b>HUNGARY</b>															
BUDAPEST	ASTRAEUS LTD	C	2	0	0	50	0	0	50	0	0	36	0	0	0
	MALEV (HUNGARIAN AIRLINES)	S	58	0	0	88	7	2	3	0	0	9	72	9	60
<b>TOTAL BUDAPEST</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>9</b>	<b>60</b>
<b>TOTAL HUNGARY</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>9</b>	<b>60</b>
<b>INDONESIA</b>															
BALI INTERNATIONAL	GARUDA INDONESIA	S	25	1	1	56	16	8	0	8	12	190	50	78	26
<b>TOTAL BALI INTERNATIONAL</b>			<b>25</b>	<b>1</b>	<b>1</b>	<b>56</b>	<b>16</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>12</b>	<b>190</b>	<b>50</b>	<b>78</b>	<b>26</b>
<b>TOTAL INDONESIA</b>			<b>25</b>	<b>1</b>	<b>1</b>	<b>56</b>	<b>16</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>12</b>	<b>190</b>	<b>50</b>	<b>78</b>	<b>26</b>
<b>IRISH REPUBLIC</b>															
DUBLIN	AER LINGUS	S	180	0	0	55	21	13	11	1	0	24	62	18	180
	CITY FLYER EXPRESS	S	177	0	0	41	21	20	18	0	0	30	58	21	333
	RYANAIR	S	240	0	0	68	20	9	3	0	0	13	44	29	240
<b>TOTAL DUBLIN</b>			<b>597</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>21</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>55</b>	<b>23</b>	<b>756</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>597</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>21</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>56</b>	<b>22</b>	<b>933</b>
<b>ISRAEL</b>															
TEL AVIV	ARKIA	C	9	1	0	44	22	11	22	0	0	42	0	0	0
	ASTRAEUS LTD	C	20	0	0	60	10	5	20	5	0	38	0	0	0
	EL AL	C	3	0	0	33	0	67	0	0	0	29	36	52	14
	EXCEL AIRWAYS LTD	C	4	0	0	75	25	0	0	0	0	13	33	17	3
	ISRAIR LTD	C	2	0	0	0	100	0	0	0	0	22	0	27	6
	MONARCH AIRLINES	C	33	0	0	61	9	24	0	6	0	32	22	103	27
<b>TOTAL TEL AVIV</b>			<b>71</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>14</b>	<b>17</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>34</b>	<b>25</b>	<b>69</b>	<b>56</b>
<b>TOTAL ISRAEL</b>			<b>71</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>14</b>	<b>17</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>34</b>	<b>25</b>	<b>69</b>	<b>56</b>
<b>ITALY</b>															
BERGAMO	EXCEL AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL BERGAMO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>23</b>	<b>8</b>
BOLOGNA	BRITISH AIRWAYS PLC	S	172	0	0	51	24	16	7	1	1	30	0	0	0
<b>TOTAL BOLOGNA</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>24</b>	<b>16</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>30</b>	<b>50</b>	<b>19</b>	<b>120</b>
BRESCIA/MONTICHIARI	EXCEL AIRWAYS LTD	C	7	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL BRESCIA/MONTICHIARI</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
BRINDISI	EXCEL AIRWAYS LTD	C	4	0	0	75	25	0	0	0	0	9	75	11	8
<b>TOTAL BRINDISI</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>11</b>	<b>8</b>
CAGLIARI (ELMAS)	MONARCH AIRLINES	C	8	0	0	63	13	13	13	0	0	19	20	47	10

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: GATWICK (Full Analysis)

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			MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
															Actual (7)
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>20</b>	<b>47</b>	10
<b>CATANIA (FONTANAROSSA)</b>	BRITANNIA AIRWAYS	C	8	0	0	25	25	0	25	25	0	111	0	0	0
	MERIDIANA AIR	S	48	0	2	60	19	15	4	0	2	26	37	24	60
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	13	25	13	0	0	30	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	13	25	0	0	0	15	70	14	10
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>72</b>	<b>0</b>	<b>2</b>	<b>56</b>	<b>18</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>35</b>	<b>40</b>	<b>27</b>	80
<b>FLORENCE</b>	MERIDIANA AIR	S	118	0	2	60	16	15	8	1	0	21	23	42	171
<b>TOTAL FLORENCE</b>			<b>118</b>	<b>0</b>	<b>2</b>	<b>60</b>	<b>16</b>	<b>15</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>23</b>	<b>42</b>	171
<b>GENOA</b>	BRITISH AIRWAYS PLC	S	68	0	0	53	22	22	3	0	0	21	0	0	0
	THOMAS COOK BELGIUM	C	2	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL GENOA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>21</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>52</b>	<b>17</b>	60
<b>NAPLES</b>	BRITANNIA AIRWAYS	C	18	0	0	67	0	11	22	0	0	31	25	41	16
	BRITISH AIRWAYS PLC	C	8	0	0	25	13	25	38	0	0	45	0	0	0
	BRITISH AIRWAYS PLC	S	171	0	0	56	22	15	6	0	1	26	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	38	13	0	0	0	14	25	94	8
	MONARCH AIRLINES	C	10	0	0	30	10	40	0	10	10	95	38	64	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	25	0	0	29	88	14	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	13	0	0	0	5	63	23	8
<b>TOTAL NAPLES</b>			<b>231</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>18</b>	<b>16</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>29</b>	<b>48</b>	<b>36</b>	178
<b>OLBIA</b>	BRITANNIA AIRWAYS	C	8	0	0	38	25	25	13	0	0	36	0	0	0
	EXCEL AIRWAYS LTD	C	10	0	0	80	10	10	0	0	0	9	100	3	8
	MERIDIANA AIR	S	16	0	0	44	13	38	6	0	0	27	50	25	18
<b>TOTAL OLBIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>15</b>	<b>26</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>58</b>	<b>25</b>	36
<b>PISA</b>	BRITANNIA AIRWAYS	C	8	0	0	25	0	13	38	25	0	113	0	0	0
	BRITISH AIRWAYS PLC	S	177	0	0	56	17	16	9	1	1	29	0	0	0
	BRITISH AIRWAYS PLC	C	8	1	0	50	25	0	0	25	0	59	0	0	0
	MONARCH AIRLINES	C	7	1	0	57	0	14	29	0	0	35	30	24	10
<b>TOTAL PISA</b>			<b>200</b>	<b>2</b>	<b>0</b>	<b>55</b>	<b>16</b>	<b>15</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>33</b>	<b>55</b>	<b>25</b>	166
<b>RIMINI</b>	MY TRAVEL AIRWAYS UK	C	7	0	0	71	0	0	29	0	0	42	86	6	7
<b>TOTAL RIMINI</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>86</b>	<b>6</b>	7
<b>ROME (FIUMICINO)</b>	ALITALIA	S	56	0	4	41	41	13	5	0	0	22	35	27	60
	BRITISH AIRWAYS PLC	S	60	0	0	37	23	15	22	3	0	47	0	0	0
<b>TOTAL ROME (FIUMICINO)</b>			<b>116</b>	<b>0</b>	<b>4</b>	<b>39</b>	<b>32</b>	<b>14</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>35</b>	<b>50</b>	<b>25</b>	240
<b>VENICE</b>	BRITANNIA AIRWAYS	C	7	0	0	86	0	14	0	0	0	7	29	50	7
	BRITISH AIRWAYS PLC	S	161	0	0	40	21	22	15	2	0	33	0	0	0
	MONARCH AIRLINES	C	12	0	0	75	25	0	0	0	0	7	0	117	10
	VOLARE AIRLINES	S	118	0	0	59	23	11	2	5	0	28	0	0	0
<b>TOTAL VENICE</b>			<b>298</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>21</b>	<b>16</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>40</b>	<b>33</b>	396
<b>VERONA</b>	BRITANNIA AIRWAYS	C	8	0	0	38	25	0	25	0	13	118	0	0	0
	BRITISH AIRWAYS PLC	S	60	0	2	72	13	8	3	3	0	20	0	0	0
	BRITISH AIRWAYS PLC	C	6	1	0	67	17	17	0	0	0	11	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	26	0	0	69	4	19	8	0	0	20	39	77	18
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	25	0	25	0	0	39	0	101	8

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				Actual (7)	Plan (8)										
TOTAL VERONA			108	1	2	67	13	10	7	2	1	28	54	31	182
TOTAL ITALY			1454	3	12	54	20	15	9	2	1	29	46	29	1829
JAMAICA															
KINGSTON	BRITISH AIRWAYS PLC	S	25	0	0	28	20	24	24	4	0	51	0	0	0
TOTAL KINGSTON			25	0	0	28	20	24	24	4	0	51	0	0	0
MONTEGO BAY	FIRST CHOICE AIRWAYS LTD	C	4	0	0	0	0	50	50	0	0	79	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	0	30	0	0	0	20	56	34	9
TOTAL MONTEGO BAY			14	0	0	50	0	36	14	0	0	37	33	33	51
TOTAL JAMAICA			39	0	0	36	13	28	21	3	0	46	33	33	51
KAZAKHSTAN															
SHERCHENKO	EUROPEAN AIR CHARTER	C	4	0	0	0	25	50	25	0	0	48	0	0	0
TOTAL SHERCHENKO			4	0	0	0	25	50	25	0	0	48	0	0	0
TOTAL KAZAKHSTAN			4	0	0	0	25	50	25	0	0	48	77	15	26
KENYA															
MOMBASA	AFRICAN SAFARI AIRWAYS-ASA	C	8	0	0	75	25	0	0	0	0	8	36	33	14
	MONARCH AIRLINES	C	10	0	0	70	10	0	20	0	0	17	38	46	8
TOTAL MOMBASA			18	0	0	72	17	0	11	0	0	13	36	37	22
TOTAL KENYA			18	0	0	72	17	0	11	0	0	13	36	37	22
LIBYA															
TRIPOLI	BRITISH AIRWAYS PLC	S	24	0	0	33	38	13	17	0	0	29	0	0	0
TOTAL TRIPOLI			24	0	0	33	38	13	17	0	0	29	46	26	26
TOTAL LIBYA			24	0	0	33	38	13	17	0	0	29	46	26	26
LITHUANIA															
VILNIUS	LITHUANIA AIRLINES	S	60	0	0	88	7	5	0	0	0	8	0	0	0
TOTAL VILNIUS			60	0	0	88	7	5	0	0	0	8	0	0	0
TOTAL LITHUANIA			60	0	0	88	7	5	0	0	0	8	0	0	0
LUXEMBOURG															
LUXEMBOURG	CITY FLYER EXPRESS	S	88	0	0	57	18	11	14	0	0	23	71	13	175
TOTAL LUXEMBOURG			88	0	0	57	18	11	14	0	0	23	71	13	175
TOTAL LUXEMBOURG			88	0	0	57	18	11	14	0	0	23	71	13	175
MALDIVE ISLANDS															
MALE INTERNATIONAL	MONARCH AIRLINES	C	20	0	0	55	15	20	5	5	0	30	31	109	26
TOTAL MALE INTERNATIONAL			20	0	0	55	15	20	5	5	0	30	31	109	26
TOTAL MALDIVE ISLANDS			20	0	0	55	15	20	5	5	0	30	31	109	26
MALTA															
MALTA	AIR MALTA	S	110	0	0	80	6	5	6	2	0	20	64	18	122
	AIR MALTA	C	8	0	0	38	13	25	25	0	0	44	69	9	16

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				Actual (7)	Plan (8)										
<b>MALTA</b>	ASTRAEUS LTD	C	7	0	0	86	14	0	0	0	0	4	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	2	88	4	8
	EXCEL AIRWAYS LTD	S	25	0	0	76	4	8	8	0	4	28	48	46	25
	EXCEL AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	100	0	1
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	13	38	0	0	0	19	13	34	8
	GB AIRWAYS LTD	S	62	0	0	50	26	11	3	8	2	41	63	25	60
	MONARCH AIRLINES	C	7	0	0	71	14	14	0	0	0	10	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	0	25	0	56	67	43	9
	THOMAS COOK AIRLINES LTD	C	16	0	0	81	13	6	0	0	0	7	56	28	16
<b>TOTAL MALTA</b>			<b>267</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>25</b>	<b>62</b>	<b>23</b>	<b>265</b>
<b>TOTAL MALTA</b>			<b>267</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>25</b>	<b>62</b>	<b>23</b>	<b>265</b>
<b>MEXICO</b>															
<b>CANCUN</b>	BRITANNIA AIRWAYS	C	9	0	0	67	11	0	22	0	0	34	67	12	9
	FIRST CHOICE AIRWAYS LTD	C	4	0	0	75	25	0	0	0	0	5	25	270	8
	MY TRAVEL AIRWAYS UK	C	17	0	0	59	12	18	12	0	0	25	27	82	15
	THOMAS COOK AIRLINES LTD	C	10	0	0	40	20	20	20	0	0	38	78	30	9
<b>TOTAL CANCUN</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>15</b>	<b>13</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>47</b>	<b>72</b>	<b>58</b>
<b>PUERTO VALLARTA</b>	FIRST CHOICE AIRWAYS LTD	C	9	0	0	67	22	11	0	0	0	12	25	69	8
<b>TOTAL PUERTO VALLARTA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>25</b>	<b>69</b>	<b>8</b>
<b>TOTAL MEXICO</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>16</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>44</b>	<b>71</b>	<b>66</b>
<b>MOROCCO</b>															
<b>AGADIR</b>	GB AIRWAYS LTD	S	4	0	0	50	0	25	25	0	0	26	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	90	10	0	0	0	0	4	75	11	8
<b>TOTAL AGADIR</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>53</b>	<b>29</b>	<b>17</b>
<b>MARRAKESH</b>	GB AIRWAYS LTD	S	4	0	0	75	25	0	0	0	0	14	0	0	0
	ROYAL AIR MAROC	S	2	0	0	100	0	0	0	0	0	8	0	0	0
<b>TOTAL MARRAKESH</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL MOROCCO</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>53</b>	<b>29</b>	<b>17</b>
<b>NETHERLANDS</b>															
<b>AMSTERDAM</b>	CITY FLYER EXPRESS	S	322	0	0	72	11	12	5	0	0	16	57	20	380
	EASYJET AIRLINE COMPANY LTD	S	240	0	0	83	8	8	1	0	0	8	20	61	104
<b>TOTAL AMSTERDAM</b>			<b>562</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>9</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>49</b>	<b>29</b>	<b>484</b>
<b>ROTTERDAM</b>	TTA - TRANS TRAVEL AIRLINES BV	S	142	0	2	72	19	6	3	0	0	12	0	0	0
<b>TOTAL ROTTERDAM</b>			<b>142</b>	<b>0</b>	<b>2</b>	<b>72</b>	<b>19</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>10</b>	<b>140</b>
<b>TOTAL NETHERLANDS</b>			<b>704</b>	<b>1</b>	<b>2</b>	<b>76</b>	<b>11</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>56</b>	<b>24</b>	<b>624</b>
<b>NORWAY</b>															
<b>BERGEN</b>	BRAATHENS ASA	S	60	0	0	60	28	12	0	0	0	15	91	7	58
<b>TOTAL BERGEN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>28</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>91</b>	<b>7</b>	<b>58</b>
<b>TOTAL NORWAY</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>28</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>87</b>	<b>8</b>	<b>178</b>
<b>POLAND</b>															

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)										
KRAKOW	LOT-POLISH AIRLINES	S	60	0	0	87	8	3	2	0	0	8	77	10	60
<b>TOTAL KRAKOW</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>10</b>	<b>60</b>
<b>TOTAL POLAND</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>12</b>	<b>136</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	ASTRAEUS LTD	C	17	0	0	76	18	0	0	6	0	17	0	0	0
	BRITANNIA AIRWAYS	C	36	0	0	53	22	25	0	0	0	17	56	50	18
	EUROATLANTIC AIRWAYS	C	3	0	0	100	0	0	0	0	0	0	0	0	0
	EXCEL AIRWAYS LTD	C	42	0	0	74	5	7	10	5	0	26	48	52	29
	FIRST CHOICE AIRWAYS LTD	S	16	0	0	63	19	0	19	0	0	28	29	76	38
	FIRST CHOICE AIRWAYS LTD	C	70	1	0	57	26	7	10	0	0	22	23	121	30
	GB AIRWAYS LTD	S	147	0	1	53	17	18	10	2	1	36	51	31	138
	MONARCH AIRLINES	C	50	2	0	60	4	12	12	10	2	55	24	104	71
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	0	38	25	0	13	100	20	101	20
	THOMAS COOK AIRLINES LTD	C	60	0	0	72	12	7	10	0	0	17	21	95	84
<b>TOTAL FARO</b>			<b>452</b>	<b>3</b>	<b>1</b>	<b>60</b>	<b>15</b>	<b>13</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>31</b>	<b>34</b>	<b>72</b>	<b>474</b>
LISBON	AIR PORTUGAL	S	112	0	8	58	18	19	5	0	0	20	35	33	60
	GB AIRWAYS LTD	S	60	0	0	75	13	5	7	0	0	18	63	17	60
<b>TOTAL LISBON</b>			<b>172</b>	<b>0</b>	<b>8</b>	<b>64</b>	<b>16</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>49</b>	<b>25</b>	<b>120</b>
OPORTO (PORTUGAL)	GB AIRWAYS LTD	S	58	0	2	53	26	9	12	0	0	27	68	14	60
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>53</b>	<b>26</b>	<b>9</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>68</b>	<b>14</b>	<b>60</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>682</b>	<b>3</b>	<b>11</b>	<b>60</b>	<b>16</b>	<b>13</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>40</b>	<b>58</b>	<b>654</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	BRITANNIA AIRWAYS	C	10	0	0	60	20	20	0	0	0	20	0	0	0
	EXCEL AIRWAYS LTD	C	10	0	0	90	0	10	0	0	0	5	38	52	8
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	60	30	10	0	0	0	15	63	17	8
	GB AIRWAYS LTD	S	34	0	0	53	21	18	9	0	0	20	62	59	26
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	20	10	0	0	0	11	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	0	20	0	0	0	12	25	69	16
<b>TOTAL FUNCHAL</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>17</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>47</b>	<b>58</b>	<b>66</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>17</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>47</b>	<b>58</b>	<b>66</b>
<b>RUSSIA</b>															
ST PETERSBURG	AEROFLOT	S	14	0	0	57	21	0	21	0	0	25	50	17	16
	BRITISH AIRWAYS PLC	S	44	0	0	50	25	20	5	0	0	21	0	0	0
<b>TOTAL ST PETERSBURG</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>24</b>	<b>16</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>50</b>	<b>18</b>	<b>60</b>
<b>TOTAL RUSSIA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>24</b>	<b>16</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>50</b>	<b>18</b>	<b>60</b>
<b>SEYCHELLES</b>															
SEYCHELLES	AIR SEYCHELLES	S	18	0	0	56	28	0	17	0	0	27	50	22	18
<b>TOTAL SEYCHELLES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>28</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>66</b>	<b>16</b>	<b>35</b>
<b>TOTAL SEYCHELLES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>28</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>66</b>	<b>16</b>	<b>35</b>
<b>SLOVENIA</b>															
LJUBLJANA	ADRIA AIRWAYS	S	60	0	0	70	17	8	3	0	2	23	0	0	0

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				Actual (7)	Plan (8)										
TOTAL LJUBLJANA			60	0	0	70	17	8	3	0	2	23	0	0	0
TOTAL SLOVENIA			60	0	0	70	17	8	3	0	2	23	0	0	0
<b>SPAIN</b>															
ALICANTE	ASTRAEUS LTD	C	28	0	0	75	7	4	14	0	0	20	0	0	0
	BRITANNIA AIRWAYS	C	41	2	0	73	12	10	5	0	0	16	11	151	36
	BRITISH AIRWAYS PLC	C	27	2	0	37	19	22	15	7	0	42	25	29	12
	EASYJET AIRLINE COMPANY LTD	S	54	0	6	85	15	0	0	0	0	6	0	0	0
	EXCEL AIRWAYS LTD	C	42	0	0	74	12	0	10	5	0	29	65	43	20
	FIRST CHOICE AIRWAYS LTD	S	8	0	2	63	38	0	0	0	0	10	46	58	26
	FIRST CHOICE AIRWAYS LTD	C	46	0	0	87	9	2	2	0	0	6	64	46	44
	FLYBE.BRITISH EUROPEAN	C	2	0	0	100	0	0	0	0	0	8	14	83	7
	GB AIRWAYS LTD	S	83	0	0	40	41	16	2	1	0	24	60	23	68
	IBERIA	S	59	1	2	76	3	3	17	0	0	18	68	11	60
	MONARCH AIRLINES	C	46	0	0	61	4	11	20	0	4	42	37	47	46
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	13	0	25	0	0	29	88	4	8
	SPANAIR	C	14	1	0	29	29	29	14	0	0	36	0	129	3
	THOMAS COOK AIRLINES LTD	C	58	0	0	86	3	5	3	2	0	11	50	42	54
TOTAL ALICANTE			516	6	10	68	15	8	8	1	0	21	49	45	440
ALMERIA	BRITANNIA AIRWAYS	C	8	0	0	88	0	13	0	0	0	8	75	11	8
	BRITISH AIRWAYS PLC	C	10	0	0	50	20	30	0	0	0	24	10	45	10
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	25	25	50	0	0	0	28	0	160	8
	MONARCH AIRLINES	C	8	0	0	38	25	13	0	25	0	75	13	140	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	25	0	0	0	0	8	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	4	63	19	8
TOTAL ALMERIA			50	0	0	60	18	18	0	4	0	25	31	74	42
ASTURIAS	AIR NOSTRUM	S	26	0	0	54	23	12	12	0	0	20	62	28	26
TOTAL ASTURIAS			26	0	0	54	23	12	12	0	0	20	62	28	26
BARCELONA	BRITISH AIRWAYS PLC	S	180	0	0	52	22	18	7	0	1	24	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	231	0	0	57	15	18	10	0	0	23	0	0	0
	EXCEL AIRWAYS LTD	C	4	0	0	50	25	25	0	0	0	20	0	0	0
TOTAL BARCELONA			415	0	0	55	18	18	9	0	0	23	64	20	180
BILBAO	BRITISH AIRWAYS PLC	S	102	0	0	58	20	16	7	0	0	19	0	0	0
TOTAL BILBAO			102	0	0	58	20	16	7	0	0	19	63	16	120
GERONA	BRITANNIA AIRWAYS	C	16	0	0	81	19	0	0	0	0	6	33	57	18
	FIRST CHOICE AIRWAYS LTD	C	24	0	0	83	8	8	0	0	0	8	54	44	24
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	25	0	25	0	0	44	63	52	8
	THOMAS COOK AIRLINES LTD	C	15	0	0	100	0	0	0	0	0	0	60	27	15
TOTAL GERONA			63	0	0	83	11	3	3	0	0	10	51	45	65
IBIZA	ASTRAEUS LTD	C	15	0	0	53	7	13	27	0	0	31	0	0	0
	BRITANNIA AIRWAYS	C	45	1	0	64	16	16	4	0	0	17	41	70	51
	EXCEL AIRWAYS LTD	C	11	0	0	73	0	9	0	18	0	56	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	45	1	0	64	16	4	13	2	0	24	43	57	46
	IBERWORLD	C	9	1	0	56	33	0	11	0	0	20	0	0	0
	MONARCH AIRLINES	C	27	0	0	52	15	7	11	11	4	76	11	59	38
	MY TRAVEL AIRWAYS UK	C	28	0	0	79	0	7	7	7	0	28	52	31	25

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			Actual (7)	Plan (8)											
IBIZA	THOMAS COOK AIRLINES LTD	C	29	0	0	66	3	17	14	0	0	18	25	90	53
<b>TOTAL IBIZA</b>			<b>209</b>	<b>3</b>	<b>0</b>	<b>64</b>	<b>11</b>	<b>10</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>31</b>	<b>36</b>	<b>58</b>	<b>273</b>
MADRID	AEROLINEAS ARGENTINAS	S	26	0	0	85	4	12	0	0	0	11	0	0	0
	AIR EUROPA	S	60	0	0	68	10	13	8	0	0	20	18	41	60
	BRITISH AIRWAYS PLC	S	212	0	0	53	21	17	9	0	0	24	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	54	0	6	59	17	19	6	0	0	19	0	0	0
<b>TOTAL MADRID</b>			<b>352</b>	<b>0</b>	<b>6</b>	<b>59</b>	<b>17</b>	<b>16</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>45</b>	<b>27</b>	<b>240</b>
MAHON	ASTRAEUS LTD	C	17	0	0	53	12	12	24	0	0	23	0	0	0
	BRITANNIA AIRWAYS	C	34	0	0	94	6	0	0	0	0	3	47	39	34
	EXCEL AIRWAYS LTD	C	29	8	0	100	0	0	0	0	0	1	100	1	18
	FIRST CHOICE AIRWAYS LTD	C	59	0	0	83	7	7	3	0	0	11	42	57	48
	MONARCH AIRLINES	C	43	0	0	93	2	2	2	0	0	6	55	28	31
	MY TRAVEL AIRWAYS UK	C	24	0	0	75	4	8	13	0	0	17	50	24	18
	THOMAS COOK AIRLINES LTD	C	53	0	0	94	2	2	2	0	0	4	43	55	49
<b>TOTAL MAHON</b>			<b>262</b>	<b>8</b>	<b>0</b>	<b>87</b>	<b>4</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>55</b>	<b>38</b>	<b>242</b>
MALAGA	ASTRAEUS LTD	C	32	1	0	56	6	19	19	0	0	32	0	0	0
	BRITANNIA AIRWAYS	C	44	0	0	64	11	9	16	0	0	27	42	38	24
	BRITISH AIRWAYS PLC	C	19	0	0	32	21	11	37	0	0	51	38	24	16
	EASYJET AIRLINE COMPANY LTD	S	138	1	0	67	10	10	9	3	0	25	0	0	0
	EXCEL AIRWAYS LTD	C	28	0	0	75	11	7	7	0	0	16	56	29	34
	FIRST CHOICE AIRWAYS LTD	C	80	1	0	65	13	10	11	1	0	24	34	64	62
	GB AIRWAYS LTD	S	120	6	0	48	24	18	7	3	0	29	78	11	119
	MONARCH AIRLINES	C	73	2	0	56	15	11	11	1	5	62	36	61	95
	MY TRAVEL AIRWAYS UK	C	18	0	0	72	0	6	6	17	0	52	44	43	18
	THOMAS COOK AIRLINES LTD	C	104	0	0	78	10	13	0	0	0	10	41	45	135
<b>TOTAL MALAGA</b>			<b>660</b>	<b>13</b>	<b>1</b>	<b>63</b>	<b>13</b>	<b>12</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>29</b>	<b>48</b>	<b>44</b>	<b>572</b>
MURCIA SAN JAVIER	BRITISH AIRWAYS PLC	C	42	0	0	50	14	14	21	0	0	34	45	18	44
	MONARCH AIRLINES	C	14	0	0	64	14	21	0	0	0	14	0	0	0
<b>TOTAL MURCIA SAN JAVIER</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>14</b>	<b>16</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>45</b>	<b>18</b>	<b>56</b>
PALMA DE MALLORCA	AIR EUROPA	S	36	0	0	75	14	0	6	6	0	23	31	44	42
	BRITANNIA AIRWAYS	C	135	0	0	74	9	7	7	3	0	19	50	45	121
	BRITISH AIRWAYS PLC	C	15	0	0	40	33	13	7	7	0	32	32	47	25
	EASYJET AIRLINE COMPANY LTD	S	121	0	0	58	19	12	12	0	0	21	0	0	0
	EXCEL AIRWAYS LTD	C	11	0	0	91	0	9	0	0	0	7	30	54	20
	FIRST CHOICE AIRWAYS LTD	C	107	2	0	59	13	18	8	2	0	25	36	73	76
	FLYBE.BRITISH EUROPEAN	C	8	0	0	38	38	25	0	0	0	21	0	0	0
	FUTURA AIRLINES	C	7	2	0	29	29	29	14	0	0	37	0	115	4
	GB AIRWAYS LTD	S	67	1	0	61	19	13	6	0	0	20	63	16	52
	MONARCH AIRLINES	C	44	0	0	68	9	14	7	2	0	25	30	54	44
	MY TRAVEL AIRWAYS UK	C	65	0	0	68	8	9	14	2	0	27	41	47	73
	THOMAS COOK AIRLINES LTD	C	84	0	0	69	12	14	5	0	0	13	50	58	107
<b>TOTAL PALMA DE MALLORCA</b>			<b>703</b>	<b>7</b>	<b>2</b>	<b>65</b>	<b>14</b>	<b>12</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>42</b>	<b>52</b>	<b>650</b>
REUS	BRITANNIA AIRWAYS	C	16	0	0	94	6	0	0	0	0	2	33	42	18
	BRITISH AIRWAYS PLC	C	8	0	0	100	0	0	0	0	0	5	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	88	15	8
	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	2	75	7	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2002

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)										
REUS	MY TRAVEL AIRWAYS UK	C	20	0	0	70	10	10	10	0	0	14	50	27	8
	THOMAS COOK AIRLINES LTD	C	13	1	0	92	8	0	0	0	2	75	31	16	
<b>TOTAL REUS</b>			<b>73</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>62</b>	<b>26</b>	<b>68</b>	
SEVILLE	FLIGHTLINE LTD	C	2	0	0	100	0	0	0	0	6	0	0	0	
	GB AIRWAYS LTD	S	48	0	0	88	4	4	4	0	13	83	9	42	
	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	7	0	0	0	
<b>TOTAL SEVILLE</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>9</b>	<b>42</b>	
VALENCIA	GB AIRWAYS LTD	S	86	0	1	56	21	9	9	2	41	60	32	50	
<b>TOTAL VALENCIA</b>			<b>86</b>	<b>0</b>	<b>1</b>	<b>56</b>	<b>21</b>	<b>9</b>	<b>9</b>	<b>2</b>	<b>41</b>	<b>60</b>	<b>32</b>	<b>50</b>	
<b>TOTAL SPAIN</b>			<b>3626</b>	<b>39</b>	<b>20</b>	<b>65</b>	<b>14</b>	<b>11</b>	<b>8</b>	<b>1</b>	<b>22</b>	<b>49</b>	<b>41</b>	<b>3066</b>	
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	BRITANNIA AIRWAYS	C	26	1	0	81	8	4	8	0	19	37	37	19	
	EXCEL AIRWAYS LTD	C	12	0	0	83	0	0	17	0	19	75	7	8	
	FIRST CHOICE AIRWAYS LTD	C	43	0	0	53	14	21	12	0	25	29	102	17	
	GB AIRWAYS LTD	S	13	0	0	38	38	15	8	0	23	0	0	0	
	MONARCH AIRLINES	C	26	0	0	62	12	4	12	12	40	63	66	16	
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	0	25	25	0	50	38	115	8	
	THOMAS COOK AIRLINES LTD	C	33	1	0	73	12	3	12	0	17	16	62	43	
	<b>TOTAL ARRECIFE</b>			<b>161</b>	<b>2</b>	<b>2</b>	<b>64</b>	<b>12</b>	<b>10</b>	<b>12</b>	<b>2</b>	<b>25</b>	<b>34</b>	<b>62</b>	<b>144</b>
FUERTEVENTURA	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	2	63	28	8	
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	88	6	6	0	0	6	0	0	0	
	MONARCH AIRLINES	C	18	0	0	83	6	11	0	0	7	63	23	8	
	MY TRAVEL AIRWAYS UK	C	16	0	0	50	13	13	25	0	45	22	113	18	
	THOMAS COOK AIRLINES LTD	C	17	1	0	82	6	12	0	0	6	75	15	16	
<b>TOTAL FUERTEVENTURA</b>			<b>75</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>7</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>14</b>	<b>52</b>	<b>48</b>	<b>58</b>	
LAS PALMAS	AIR EUROPA	C	8	0	0	100	0	0	0	0	1	88	7	8	
	BRITANNIA AIRWAYS	C	27	0	0	70	11	4	15	0	22	42	37	24	
	EXCEL AIRWAYS LTD	C	9	0	0	56	22	11	11	0	16	0	0	0	
	FIRST CHOICE AIRWAYS LTD	C	28	0	0	50	25	25	0	0	19	42	46	24	
	GB AIRWAYS LTD	S	13	0	0	31	31	31	8	0	27	0	0	0	
	MONARCH AIRLINES	C	12	0	0	92	8	0	0	0	5	50	51	10	
	MY TRAVEL AIRWAYS UK	C	34	0	0	50	12	21	18	0	30	53	33	34	
	SPANAIR	C	7	1	0	100	0	0	0	0	1	0	0	0	
	THOMAS COOK AIRLINES LTD	C	38	0	0	84	8	5	3	0	9	30	69	44	
	<b>TOTAL LAS PALMAS</b>			<b>176</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>14</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>18</b>	<b>44</b>	<b>45</b>	<b>152</b>
TENERIFE (SURREINA SOFIA)	ASTRAEUS LTD	C	8	0	0	63	13	13	13	0	28	0	0	0	
	BRITANNIA AIRWAYS	C	35	0	0	69	6	17	9	0	15	38	49	26	
	EXCEL AIRWAYS LTD	C	33	0	0	82	12	3	3	0	9	58	17	24	
	FIRST CHOICE AIRWAYS LTD	C	44	4	0	64	11	16	9	0	19	58	29	19	
	FIRST CHOICE AIRWAYS LTD	S	8	0	0	50	38	13	0	0	14	42	41	33	
	GB AIRWAYS LTD	S	34	1	0	44	21	12	12	6	58	44	24	16	
	IBERWORLD	C	2	0	0	0	100	0	0	0	27	33	42	9	
	MONARCH AIRLINES	C	36	0	0	83	6	3	0	6	3	52	32	62	44
	MY TRAVEL AIRWAYS UK	C	50	0	0	66	12	10	12	0	18	60	24	42	
	THOMAS COOK AIRLINES LTD	C	75	1	0	92	5	3	0	0	5	48	38	58	



## CAA AIRLINE / AIRPORT REPORTING SYSTEM

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2001		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TENERIFE (SURREINA SOFIA)	VOLAR AIRLINES	C	5	0	0	20	0	40	40	0	0	57	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>331</b>	<b>6</b>	<b>0</b>	<b>71</b>	<b>11</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>23</b>	<b>45</b>	<b>39</b>	<b>305</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>743</b>	<b>10</b>	<b>2</b>	<b>69</b>	<b>12</b>	<b>10</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>43</b>	<b>46</b>	<b>659</b>
<b>ST LUCIA</b>															
ST LUCIA (HEWANORRA)	BRITISH AIRWAYS PLC	S	18	0	0	78	6	6	11	0	0	15	52	39	25
	VIRGIN ATLANTIC AIRWAYS LTD	S	18	0	0	61	17	6	11	0	6	89	22	56	9
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>11</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>3</b>	<b>52</b>	<b>42</b>	<b>49</b>	<b>43</b>
<b>TOTAL ST LUCIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>11</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>3</b>	<b>52</b>	<b>42</b>	<b>49</b>	<b>43</b>
<b>SWEDEN</b>															
LINKOPING	CITY AIRLINE	S	96	0	14	65	19	14	3	0	0	14	0	0	0
<b>TOTAL LINKOPING</b>			<b>96</b>	<b>0</b>	<b>14</b>	<b>65</b>	<b>19</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SWEDEN</b>			<b>96</b>	<b>0</b>	<b>14</b>	<b>65</b>	<b>19</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>12</b>	<b>329</b>
<b>SWITZERLAND</b>															
GENEVA	BRITISH AIRWAYS PLC	S	172	0	0	70	15	10	5	0	0	15	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	54	0	6	54	15	19	13	0	0	24	0	0	0
	EASYJET SWITZERLAND	S	120	0	0	86	7	6	2	0	0	8	79	12	116
<b>TOTAL GENEVA</b>			<b>346</b>	<b>0</b>	<b>6</b>	<b>73</b>	<b>12</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>13</b>	<b>278</b>
ZURICH	EASYJET AIRLINE COMPANY LTD	S	120	0	0	55	24	14	7	0	0	21	0	0	0
<b>TOTAL ZURICH</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>24</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>67</b>	<b>19</b>	<b>100</b>
<b>TOTAL SWITZERLAND</b>			<b>466</b>	<b>0</b>	<b>6</b>	<b>68</b>	<b>15</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>72</b>	<b>15</b>	<b>378</b>
<b>TRINIDAD AND TOBAGO</b>															
TOBAGO	BRITISH AIRWAYS PLC	S	17	0	0	53	6	24	18	0	0	30	0	0	0
	MONARCH AIRLINES	C	8	0	0	50	38	13	0	0	0	18	0	0	0
<b>TOTAL TOBAGO</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>16</b>	<b>20</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TRINIDAD AND TOBAGO</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>16</b>	<b>20</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TUNISIA</b>															
MONASTIR	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	5	50	33	8
	FIRST CHOICE AIRWAYS LTD	C	13	0	0	54	23	8	8	8	0	39	70	19	10
	MONARCH AIRLINES	C	10	0	0	40	20	20	0	20	0	66	25	40	12
	MY TRAVEL AIRWAYS UK	C	18	0	0	78	11	0	11	0	0	14	20	41	10
	THOMAS COOK AIRLINES LTD	C	10	0	0	20	10	70	0	0	0	29	20	119	20
<b>TOTAL MONASTIR</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>15</b>	<b>17</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>30</b>	<b>41</b>	<b>50</b>	<b>95</b>
SFAX	MY TRAVEL AIRWAYS UK	C	8	0	0	75	13	13	0	0	0	8	38	19	8
<b>TOTAL SFAX</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>38</b>	<b>19</b>	<b>8</b>
TUNIS	GB AIRWAYS LTD	S	44	0	0	55	27	18	0	0	0	17	70	15	40
<b>TOTAL TUNIS</b>			<b>44</b>	<b>1</b>	<b>0</b>	<b>55</b>	<b>27</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>70</b>	<b>15</b>	<b>40</b>
<b>TOTAL TUNISIA</b>			<b>111</b>	<b>1</b>	<b>0</b>	<b>58</b>	<b>20</b>	<b>17</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>49</b>	<b>38</b>	<b>143</b>
<b>TURKEY</b>															
ANTALYA	FIRST CHOICE AIRWAYS LTD	C	10	0	0	40	0	20	40	0	0	42	56	63	9

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				Actual (7)	Plan (8)										
ANTALYA	MY TRAVEL AIRWAYS UK	C	10	0	0	70	10	20	0	0	0	13	0	0	0
	PEGASUS AIRLINES	C	10	0	0	80	20	0	0	0	7	25	25	8	
	THOMAS COOK AIRLINES LTD	C	30	0	0	73	13	7	7	0	14	27	112	37	
<b>TOTAL ANTALYA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>12</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>17</b>	<b>31</b>	<b>91</b>	<b>54</b>	
BODRUM (MILAS)	BRITANNIA AIRWAYS	C	10	0	0	90	10	0	0	0	6	0	0	0	
	EXCEL AIRWAYS LTD	C	10	0	0	90	10	0	0	0	4	0	0	0	
	FIRST CHOICE AIRWAYS LTD	C	43	1	0	65	9	16	9	0	20	47	40	17	
	MONARCH AIRLINES	C	10	0	0	80	20	0	0	0	4	75	16	8	
	MY TRAVEL AIRWAYS UK	C	9	0	0	67	11	11	11	0	21	13	49	8	
	THOMAS COOK AIRLINES LTD	C	28	0	0	71	11	11	7	0	17	25	76	16	
<b>TOTAL BODRUM (MILAS)</b>			<b>110</b>	<b>2</b>	<b>0</b>	<b>73</b>	<b>11</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>15</b>	<b>45</b>	<b>43</b>	<b>67</b>	
DALAMAN	ASTRAEUS LTD	C	18	0	0	11	6	22	61	0	61	0	0	0	
	BRITANNIA AIRWAYS	C	10	0	0	60	0	20	20	0	36	0	329	8	
	EXCEL AIRWAYS LTD	C	59	0	0	76	15	3	5	0	13	60	25	42	
	FIRST CHOICE AIRWAYS LTD	C	56	0	0	77	11	5	7	0	15	31	47	16	
	MONARCH AIRLINES	C	37	0	0	84	8	3	5	0	10	52	46	23	
	MY TRAVEL AIRWAYS UK	C	31	0	0	87	6	6	0	0	5	25	41	8	
	PEGASUS AIRLINES	C	21	0	0	95	0	5	0	0	4	13	32	8	
	THOMAS COOK AIRLINES LTD	C	46	0	0	76	11	7	7	0	15	50	41	50	
<b>TOTAL DALAMAN</b>			<b>279</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>9</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>16</b>	<b>45</b>	<b>54</b>	<b>210</b>	
ISTANBUL	EXCEL AIRWAYS LTD	C	2	0	0	100	0	0	0	0	8	50	46	2	
<b>TOTAL ISTANBUL</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>50</b>	<b>46</b>	<b>2</b>	
IZMIR (ADNAM MENDERES)	THOMAS COOK AIRLINES LTD	C	18	1	0	100	0	0	0	0	0	48	67	23	
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>18</b>	<b>1</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>67</b>	<b>23</b>	
<b>TOTAL TURKEY</b>			<b>469</b>	<b>3</b>	<b>0</b>	<b>75</b>	<b>10</b>	<b>7</b>	<b>8</b>	<b>0</b>	<b>15</b>	<b>43</b>	<b>58</b>	<b>356</b>	
<b>UKRAINE</b>															
KIEV (BORISPOL)	EUROPEAN AIR CHARTER	C	4	0	0	25	0	25	50	0	57	0	0	0	
	UKRAINE INTERNATIONAL AIRLIN	S	44	0	0	89	7	5	0	0	5	70	11	44	
<b>TOTAL KIEV (BORISPOL)</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>10</b>	<b>64</b>	<b>17</b>	<b>86</b>	
<b>TOTAL UKRAINE</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>10</b>	<b>64</b>	<b>17</b>	<b>86</b>	
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	121	0	1	74	16	5	3	2	14	62	38	60	
<b>TOTAL DUBAI</b>			<b>121</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>16</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>14</b>	<b>62</b>	<b>38</b>	<b>60</b>	
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>121</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>16</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>14</b>	<b>62</b>	<b>38</b>	<b>60</b>	
<b>UNITED KINGDOM</b>															
ABERDEEN	BRITISH AIRWAYS PLC	S	222	0	0	63	17	14	5	0	19	0	0	0	
<b>TOTAL ABERDEEN</b>			<b>222</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>17</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>19</b>	<b>72</b>	<b>15</b>	<b>221</b>	
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	321	0	5	71	18	8	2	0	14	65	21	314	
<b>TOTAL BELFAST CITY</b>			<b>321</b>	<b>0</b>	<b>5</b>	<b>71</b>	<b>18</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>65</b>	<b>21</b>	<b>314</b>	
EDINBURGH	BRITISH AIRWAYS PLC	S	316	0	0	64	16	15	4	0	17	0	0	0	
	EASYJET AIRLINE COMPANY LTD	S	264	0	0	49	22	17	11	1	27	0	0	0	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2002

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2001		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL EDINBURGH</b>			<b>580</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>19</b>	<b>16</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>68</b>	<b>16</b>	320
GLASGOW	BRITISH AIRWAYS PLC	S	324	0	0	55	23	17	6	0	0	19	0	0	0
<b>TOTAL GLASGOW</b>			<b>324</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>23</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>76</b>	<b>12</b>	320
GUERNSEY	CITY FLYER EXPRESS	S	214	0	0	46	20	17	16	1	0	31	73	12	228
	FLYBE.BRITISH EUROPEAN	S	240	0	0	87	6	3	4	0	0	8	72	13	229
<b>TOTAL GUERNSEY</b>			<b>454</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>13</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>72</b>	<b>13</b>	457
INVERNESS	BRITISH REGIONAL AIRLINES LTD	S	180	0	0	48	17	20	13	1	0	30	71	13	180
<b>TOTAL INVERNESS</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>17</b>	<b>20</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>71</b>	<b>13</b>	180
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	161	1	0	49	19	17	16	0	0	30	0	0	0
<b>TOTAL ISLE OF MAN</b>			<b>161</b>	<b>1</b>	<b>0</b>	<b>49</b>	<b>19</b>	<b>17</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	0
JERSEY	CITY FLYER EXPRESS	S	396	0	0	57	18	17	8	0	0	20	64	16	378
	FLYBE.BRITISH EUROPEAN	S	246	0	4	72	13	8	7	2	0	19	46	40	249
<b>TOTAL JERSEY</b>			<b>642</b>	<b>0</b>	<b>4</b>	<b>63</b>	<b>16</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>57</b>	<b>26</b>	627
LEEDS BRADFORD	BRITISH REGIONAL AIRLINES LTD	S	159	0	3	67	18	8	6	1	0	17	0	0	0
<b>TOTAL LEEDS BRADFORD</b>			<b>159</b>	<b>0</b>	<b>3</b>	<b>67</b>	<b>18</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	0
MANCHESTER	AIR CORDIAL LTD	C	2	1	0	100	0	0	0	0	0	0	0	0	0
	BRITISH AIRWAYS PLC	S	383	0	0	52	24	16	8	0	0	22	0	0	0
	MONARCH AIRLINES	C	10	11	0	70	10	10	10	0	0	16	0	103	2
<b>TOTAL MANCHESTER</b>			<b>397</b>	<b>31</b>	<b>0</b>	<b>53</b>	<b>24</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>66</b>	<b>17</b>	379
NEWCASTLE	CITY FLYER EXPRESS	S	238	0	0	54	21	17	8	0	0	22	68	16	259
<b>TOTAL NEWCASTLE</b>			<b>238</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>21</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>68</b>	<b>16</b>	259
NEWQUAY	BRITISH AIRWAYS CITIEXPRESS L	S	88	0	0	56	18	22	3	1	0	23	59	18	127
<b>TOTAL NEWQUAY</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>18</b>	<b>22</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>59</b>	<b>18</b>	127
PLYMOUTH	BRITISH AIRWAYS CITIEXPRESS L	S	146	0	0	50	27	18	5	1	0	22	56	18	109
<b>TOTAL PLYMOUTH</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>27</b>	<b>18</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>56</b>	<b>18</b>	109
<b>TOTAL UNITED KINGDOM</b>			<b>3912</b>	<b>34</b>	<b>12</b>	<b>59</b>	<b>19</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>66</b>	<b>18</b>	3354
<b>USA</b>															
ATLANTA	BRITISH AIRWAYS PLC	S	60	0	0	58	25	8	5	0	3	32	75	17	52
	DELTA AIRLINES	S	206	0	60	59	20	14	6	0	0	19	62	20	159
<b>TOTAL ATLANTA</b>			<b>266</b>	<b>0</b>	<b>60</b>	<b>59</b>	<b>21</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>22</b>	<b>65</b>	<b>19</b>	211
CHARLOTTE	US AIRWAYS	S	60	0	0	68	15	13	3	0	0	15	56	34	54
<b>TOTAL CHARLOTTE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>15</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>60</b>	<b>26</b>	103
CINCINNATI	DELTA AIRLINES	S	60	0	0	57	32	8	3	0	0	19	56	22	54
<b>TOTAL CINCINNATI</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>32</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>56</b>	<b>22</b>	54
CLEVELAND	CONTINENTAL AIRLINES	S	60	0	0	58	27	13	2	0	0	15	67	29	48
<b>TOTAL CLEVELAND</b>			<b>60</b>	<b>1</b>	<b>0</b>	<b>58</b>	<b>27</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>67</b>	<b>29</b>	48
DALLAS/FORT WORTH	AMERICAN AIRLINES	S	120	0	0	75	15	6	3	1	0	14	42	37	109
	BRITISH AIRWAYS PLC	S	60	0	0	73	8	7	12	0	0	16	88	5	50
<b>TOTAL DALLAS/FORT WORTH</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>57</b>	<b>27</b>	159

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2002

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)											
DENVER INTERNATIONAL	BRITISH AIRWAYS PLC	S	60	0	0	83	7	8	2	0	0	9	82	8	51
<b>TOTAL DENVER INTERNATIONAL</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>8</b>	<b>51</b>
DETROIT	NORTHWEST AIRLINES	S	60	0	0	92	3	3	2	0	0	5	61	52	80
<b>TOTAL DETROIT</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>61</b>	<b>52</b>	<b>80</b>
HOUSTON	BRITISH AIRWAYS PLC	S	60	0	0	57	20	15	8	0	0	20	78	14	69
	CONTINENTAL AIRLINES	S	120	0	0	52	20	19	8	2	0	25	63	26	108
<b>TOTAL HOUSTON</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>20</b>	<b>18</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>69</b>	<b>21</b>	<b>177</b>
LAS VEGAS	VIRGIN ATLANTIC AIRWAYS LTD	S	18	0	0	78	11	6	6	0	0	12	68	23	22
<b>TOTAL LAS VEGAS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>23</b>	<b>22</b>
MIAMI INTERNATIONAL	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	53	22	22	3	0	0	19	49	21	53
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>22</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>49</b>	<b>21</b>	<b>53</b>
MINNEAPOLIS-ST PAUL	NORTHWEST AIRLINES	S	60	0	0	82	12	5	2	0	0	8	65	21	54
<b>TOTAL MINNEAPOLIS-ST PAUL</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>65</b>	<b>21</b>	<b>54</b>
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	116	0	0	70	17	10	3	0	0	14	65	22	103
<b>TOTAL NEW YORK (NEWARK)</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>63</b>	<b>23</b>	<b>144</b>
ORLANDO	BRITISH AIRWAYS PLC	S	58	0	0	71	17	7	3	2	0	17	62	20	50
	VIRGIN ATLANTIC AIRWAYS LTD	S	115	0	2	58	18	17	4	0	2	25	50	26	103
<b>TOTAL ORLANDO</b>			<b>173</b>	<b>0</b>	<b>2</b>	<b>62</b>	<b>18</b>	<b>14</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>22</b>	<b>53</b>	<b>24</b>	<b>169</b>
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	120	0	0	62	24	13	2	0	0	14	58	29	86
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>24</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>58</b>	<b>29</b>	<b>86</b>
PHOENIX	BRITISH AIRWAYS PLC	S	58	0	0	88	5	2	5	0	0	10	83	9	52
<b>TOTAL PHOENIX</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>9</b>	<b>52</b>
PITTSBURGH	US AIRWAYS	S	60	0	0	67	15	12	7	0	0	16	64	21	55
<b>TOTAL PITTSBURGH</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>64</b>	<b>21</b>	<b>55</b>
RALEIGH	AMERICAN AIRLINES	S	60	0	0	70	15	12	3	0	0	13	53	23	55
<b>TOTAL RALEIGH</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>53</b>	<b>23</b>	<b>55</b>
SAN DIEGO	BRITISH AIRWAYS PLC	S	50	0	0	78	18	4	0	0	0	10	69	12	51
<b>TOTAL SAN DIEGO</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>69</b>	<b>12</b>	<b>51</b>
SANFORD	BRITANNIA AIRWAYS	C	8	0	0	63	13	0	25	0	0	43	0	0	0
	EUROPEAN AIR CHARTER	C	25	0	0	52	8	20	20	0	0	27	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	44	33	11	11	0	0	22	64	21	14
	MONARCH AIRLINES	C	4	0	0	25	50	0	25	0	0	38	29	46	14
	MY TRAVEL AIRWAYS UK	C	25	0	0	52	32	12	4	0	0	18	40	99	30
	THOMAS COOK AIRLINES LTD	C	8	0	0	38	50	13	0	0	0	17	69	24	16
<b>TOTAL SANFORD</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>25</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>49</b>	<b>54</b>	<b>107</b>
ST LOUIS (LAMBERT)	AMERICAN AIRLINES	S	60	0	0	55	23	17	5	0	0	21	0	0	0
<b>TOTAL ST LOUIS (LAMBERT)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>23</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>64</b>	<b>28</b>	<b>55</b>
TAMPA	BRITISH AIRWAYS PLC	S	35	0	0	51	14	26	6	0	3	64	42	24	24
<b>TOTAL TAMPA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>14</b>	<b>26</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>64</b>	<b>42</b>	<b>24</b>	<b>24</b>
<b>TOTAL USA</b>			<b>1875</b>	<b>2</b>	<b>62</b>	<b>65</b>	<b>18</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>63</b>	<b>24</b>	<b>2049</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2002

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2001		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>VENEZUELA</b>															
PORLAMAR	FIRST CHOICE AIRWAYS LTD	C	4	0	0	50	0	0	50	0	0	54	0	82	2
TOTAL PORLAMAR			4	0	0	50	0	0	50	0	0	54	0	82	2
TOTAL VENEZUELA			4	0	0	50	0	0	50	0	0	54	67	34	15
<b>VIRGIN ISLANDS (U.S.A)</b>															
ST THOMAS ISLANDS	FIRST CHOICE AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	6	0	54	3
TOTAL ST THOMAS ISLANDS			4	0	0	100	0	0	0	0	0	6	0	54	3
TOTAL VIRGIN ISLANDS (U.S.A)			4	0	0	100	0	0	0	0	0	6	0	54	3
<b>ZAMBIA</b>															
LUSAKA	BRITISH AIRWAYS PLC	S	17	0	0	41	35	12	12	0	0	26	68	12	25
TOTAL LUSAKA			17	0	0	41	35	12	12	0	0	26	68	12	25
TOTAL ZAMBIA			17	0	0	41	35	12	12	0	0	26	68	12	25
<b>ZIMBABWE</b>															
HARARE	AIR ZIMBABWE	S	42	0	8	40	14	31	10	5	0	41	43	29	49
	BRITISH AIRWAYS PLC	S	18	0	0	67	28	6	0	0	0	14	0	0	0
TOTAL HARARE			60	0	8	48	18	23	7	3	0	33	43	29	49
TOTAL ZIMBABWE			60	0	8	48	18	23	7	3	0	33	43	29	49
TOTAL GATWICK			22235	136	204	64	16	12	7	1	0	22	56	30	22761

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2002

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2001		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
SALZBURG	BRAATHENS ASA	C	10	0	0	80	10	0	0	0	10	87	57	18	7
<b>TOTAL SALZBURG</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>87</b>	<b>57</b>	<b>18</b>	<b>7</b>
<b>TOTAL AUSTRIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>87</b>	<b>64</b>	<b>38</b>	<b>14</b>
<b>BULGARIA</b>															
BURGAS	HEMUS AIR	C	22	0	0	36	18	18	18	9	0	57	75	7	8
<b>TOTAL BURGAS</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>57</b>	<b>75</b>	<b>7</b>	<b>8</b>
VARNA	HEMUS AIR	C	5	0	0	20	20	60	0	0	0	29	43	71	7
<b>TOTAL VARNA</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>43</b>	<b>71</b>	<b>7</b>
<b>TOTAL BULGARIA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>19</b>	<b>26</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>52</b>	<b>60</b>	<b>37</b>	<b>15</b>
<b>CANADA</b>															
TORONTO	AIR CANADA	S	48	0	0	75	17	4	4	0	0	11	51	36	57
	AIR TRANSAT	S	26	0	0	69	15	8	8	0	0	14	60	38	20
	MY TRAVEL AIRWAYS UK	C	18	0	0	72	6	17	6	0	0	15	0	0	0
<b>TOTAL TORONTO</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>49</b>	<b>80</b>	<b>111</b>
VANCOUVER	AIR TRANSAT	S	8	0	0	100	0	0	0	0	0	1	31	136	16
<b>TOTAL VANCOUVER</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>32</b>	<b>152</b>	<b>22</b>
<b>TOTAL CANADA</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>46</b>	<b>91</b>	<b>133</b>
<b>CROATIA</b>															
SPLIT	CROATIA AIRLINES	C	2	0	0	100	0	0	0	0	0	8	0	64	2
<b>TOTAL SPLIT</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>64</b>	<b>2</b>
<b>TOTAL CROATIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>56</b>	<b>4</b>
<b>CYPRUS</b>															
LARNACA	BRITANNIA AIRWAYS	C	10	0	0	90	10	0	0	0	0	6	40	40	10
	EXCEL AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	1	0	0	0
	HELIOS AIRWAYS LTD	C	16	0	0	63	13	25	0	0	0	15	30	44	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	20	10	40	30	0	0	44	38	31	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	2	13	54	8
<b>TOTAL LARNACA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>7</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>39</b>	<b>41</b>	<b>54</b>
PAPHOS	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	2	38	34	8
	FIRST CHOICE AIRWAYS LTD	S	8	0	0	63	38	0	0	0	0	11	25	56	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	13	0	38	25	0	90	25	35	8
<b>TOTAL PAPHOS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>17</b>	<b>0</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>34</b>	<b>47</b>	<b>31</b>	<b>32</b>
<b>TOTAL CYPRUS</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>10</b>	<b>10</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>42</b>	<b>37</b>	<b>86</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	FLYGLOBESPAN	C	2	0	0	0	50	50	0	0	0	35	0	0	0
	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL PRAGUE</b>			<b>5</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>5</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2002

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2001		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>DENMARK</b>															
COPENHAGEN	BMI BRITISH MIDLAND	S	73	28	1	90	3	3	4	0	0	6	80	8	96
TOTAL COPENHAGEN			73	28	1	90	3	3	4	0	0	6	80	8	96
TOTAL DENMARK			73	28	1	90	3	3	4	0	0	6	80	8	96
<b>FAROE ISLANDS</b>															
VAGAR	ATLANTIC AIRWAYS	C	5	1	0	80	0	0	20	0	0	14	0	0	0
TOTAL VAGAR			5	1	0	80	0	0	20	0	0	14	0	0	0
TOTAL FAROE ISLANDS			5	1	0	80	0	0	20	0	0	14	0	0	0
<b>FRANCE</b>															
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS PLC	S	124	0	7	90	9	1	0	0	0	5	72	16	209
TOTAL PARIS (CHARLES DE GAULLE)			124	0	7	90	9	1	0	0	0	5	71	17	213
TOTAL FRANCE			124	0	7	90	9	1	0	0	0	5	71	17	214
<b>GERMANY</b>															
FRANKFURT MAIN	BRITISH AIRWAYS CITIEXPRESS L	S	24	0	0	83	8	4	4	0	0	7	0	0	0
	BRITISH AIRWAYS PLC	S	42	0	2	69	19	5	7	0	0	15	0	0	0
TOTAL FRANKFURT MAIN			66	0	2	74	15	5	6	0	0	12	90	6	20
MUNICH	BRITISH AIRWAYS CITIEXPRESS L	S	44	0	0	86	11	2	0	0	0	6	67	20	9
TOTAL MUNICH			44	0	0	86	11	2	0	0	0	6	67	20	9
TOTAL GERMANY			110	0	2	79	14	4	4	0	0	10	83	10	29
<b>GREECE</b>															
CORFU	BRITANNIA AIRWAYS	C	8	0	0	63	13	0	13	13	0	48	25	122	8
	EXCEL AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	0	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	14	67	13	9
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	10	0	0	10	10	80	75	24	8
	THOMAS COOK AIRLINES LTD	C	10	1	0	60	10	0	20	0	10	65	13	67	8
TOTAL CORFU			46	1	0	74	9	2	7	4	4	42	41	54	41
HERAKLION	AEGEAN AIRLINES	C	6	0	0	0	0	0	100	0	0	86	0	0	0
	BMI BRITISH MIDLAND	C	8	0	0	63	0	25	0	13	0	51	0	49	9
	EXCEL AIRWAYS LTD	C	16	0	0	94	6	0	0	0	0	2	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	0	0	25	25	0	95	50	36	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	13	0	25	0	25	120	50	13	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	25	0	13	0	0	29	63	26	8
TOTAL HERAKLION			54	0	0	59	7	4	20	6	4	54	39	31	33
KOS	BMI BRITISH MIDLAND	C	9	0	0	33	23	33	0	0	0	24	0	98	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	25	0	13	13	0	52	88	6	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	3	13	74	8
TOTAL KOS			25	0	0	60	20	12	4	4	0	26	31	62	26
RHODES	BRITANNIA AIRWAYS	C	8	0	0	75	0	0	25	0	0	22	50	36	8
	EXCEL AIRWAYS LTD	C	16	1	0	88	13	0	0	0	0	4	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	5	25	50	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	25	13	25	0	0	43	13	133	8

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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 RHODES			40	1	0	75	13	3	10	0	0	16	38	74	34
SALONIKA	EXCEL AIRWAYS LTD	C	8	0	0	75	0	13	13	0	0	19	0	0	0
TOTAL SALONIKA			8	0	0	75	0	13	13	0	0	19	0	118	8
ZAKINTHOS	EXCEL AIRWAYS LTD	C	10	0	0	70	0	30	0	0	0	16	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	80	0	20	0	0	0	10	40	32	10
	THOMAS COOK AIRLINES LTD	C	10	0	0	40	20	0	30	0	10	124	33	40	9
TOTAL ZAKINTHOS			30	0	0	63	7	17	10	0	3	50	44	32	27
TOTAL GREECE			203	2	0	67	10	6	11	3	2	38	37	54	169
ICELAND															
KEFLAVIK	ICELANDAIR	S	42	0	0	93	2	2	2	0	0	5	95	5	58
TOTAL KEFLAVIK			42	0	0	93	2	2	2	0	0	5	95	5	58
TOTAL ICELAND			42	0	0	93	2	2	2	0	0	5	95	5	58
IRISH REPUBLIC															
CORK	LOGANAIR	S	56	0	0	70	21	5	0	4	0	16	0	0	0
TOTAL CORK			56	0	0	70	21	5	0	4	0	16	55	33	60
DUBLIN	AER LINGUS	S	222	0	0	78	10	7	4	0	0	12	77	11	236
TOTAL DUBLIN			222	1	0	78	10	7	4	0	0	12	66	17	300
TOTAL IRISH REPUBLIC			278	1	0	77	12	7	3	1	0	13	64	20	360
ITALY															
BRESCIA/MONTICHIARI	BMI BRITISH MIDLAND	C	7	0	0	57	0	43	0	0	0	17	0	0	0
TOTAL BRESCIA/MONTICHIARI			7	0	0	57	0	43	0	0	0	17	0	0	0
CAGLIARI (ELMAS)	TRANSAVIA	C	2	0	0	0	0	50	50	0	0	67	0	0	0
TOTAL CAGLIARI (ELMAS)			2	0	0	0	0	50	50	0	0	67	0	0	0
NAPLES	BRITANNIA AIRWAYS	C	8	0	0	75	13	13	0	0	0	8	25	37	16
TOTAL NAPLES			8	0	0	75	13	13	0	0	0	8	25	37	16
PISA	BMI BRITISH MIDLAND	C	8	0	0	50	0	25	0	25	0	62	40	32	10
TOTAL PISA			8	0	0	50	0	25	0	25	0	62	40	32	10
RIMINI	BRAATHENS ASA	C	6	0	0	33	33	0	0	33	0	80	33	35	6
TOTAL RIMINI			6	0	0	33	33	0	0	33	0	80	33	35	6
VENICE	BMI BRITISH MIDLAND	C	9	0	0	78	11	0	11	0	0	21	80	7	10
TOTAL VENICE			9	0	0	78	11	0	11	0	0	21	80	7	10
VERONA	BMI BRITISH MIDLAND	C	8	0	0	13	38	13	13	25	0	72	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	75	0	13	13	0	0	17	0	0	0
TOTAL VERONA			16	0	0	44	19	13	13	13	0	44	33	80	18
TOTAL ITALY			56	0	0	54	13	16	7	11	0	39	49	37	115
MALTA															
MALTA	AIR MALTA	C	26	0	0	65	23	12	0	0	0	13	36	33	33
	AIR MALTA	S	10	0	0	40	10	20	10	20	0	61	40	23	10



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				Actual (7)	Plan (8)										
TOTAL MALTA			36	0	0	58	19	14	3	6	0	26	37	30	43
TOTAL MALTA			36	0	0	58	19	14	3	6	0	26	37	30	43
MEXICO															
CANCUN	MY TRAVEL AIRWAYS UK	C	8	0	0	50	25	0	13	0	13	176	29	50	7
TOTAL CANCUN			8	0	0	50	25	0	13	0	13	176	29	50	7
TOTAL MEXICO			8	0	0	50	25	0	13	0	13	176	29	50	7
NETHERLANDS															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	120	0	0	80	13	6	1	0	0	8	43	39	120
	KLM UK LTD	S	240	0	0	85	9	3	3	0	0	8	58	27	245
TOTAL AMSTERDAM			360	0	0	84	10	4	2	0	0	8	53	31	365
TOTAL NETHERLANDS			361	0	0	84	10	4	2	0	0	8	53	31	365
PORTUGAL(EXCLUDING MADEIRA)															
FARO	AIR LUXOR	C	4	0	0	100	0	0	0	0	0	1	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	88	0	13	0	0	0	6	25	291	8
	BRITISH AIRWAYS PLC	C	8	0	0	75	13	0	13	0	0	18	40	47	10
	EUROATLANTIC AIRWAYS	C	8	0	0	100	0	0	0	0	0	3	0	0	0
	FIRST CHOICE AIRWAYS LTD	S	16	0	0	75	13	0	0	13	0	32	33	79	18
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	2	0	101	10
	THOMAS COOK AIRLINES LTD	C	18	0	0	61	6	17	17	0	0	24	70	35	10
TOTAL FARO			72	0	0	81	6	6	6	3	0	17	33	94	64
TOTAL PORTUGAL(EXCLUDING MADEIRA)			72	0	0	81	6	6	6	3	0	17	33	92	66
PORTUGAL(MADEIRA)															
FUNCHAL	EUROATLANTIC AIRWAYS	C	9	1	0	100	0	0	0	0	0	0	25	175	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	10	0	20	0	0	25	50	33	8
TOTAL FUNCHAL			19	1	0	84	5	0	11	0	0	13	38	104	16
TOTAL PORTUGAL(MADEIRA)			19	1	0	84	5	0	11	0	0	13	38	104	16
SPAIN															
ALICANTE	BMI BRITISH MIDLAND	C	8	0	0	50	50	0	0	0	0	15	10	62	10
	BRITANNIA AIRWAYS	C	17	0	0	59	6	6	29	0	0	34	44	26	18
	EXCEL AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	38	0	0	0	0	13	0	0	0
	HOLA AIRLINES	C	8	0	0	50	13	38	0	0	0	17	0	0	0
	MY TRAVEL AIRWAYS UK	C	24	0	0	67	21	4	8	0	0	18	44	37	18
	SPANAIR	C	6	1	0	33	0	33	33	0	0	50	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	25	0	0	0	14	39	56	18
TOTAL ALICANTE			87	1	0	63	16	10	10	0	0	20	37	43	84
ALMERIA	MY TRAVEL AIRWAYS UK	C	8	0	0	63	13	13	13	0	0	17	50	21	8
TOTAL ALMERIA			8	0	0	63	13	13	13	0	0	17	50	21	8
BARCELONA	BRITISH AIRWAYS PLC	S	40	0	0	65	23	13	0	0	0	12	0	0	0
	CHANNEL EXPRESS (AIR SVS)	C	8	0	0	63	25	13	0	0	0	14	0	0	0
	FUTURA AIRLINES	C	8	0	0	13	25	13	50	0	0	63	0	0	0

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			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>TOTAL BARCELONA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>23</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	0
<b>GERONA</b>	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	0	38	45	8
	MY TRAVEL AIRWAYS UK	C	18	0	0	78	11	6	0	6	0	24	32	74	28
	SPANAIR	C	8	0	0	25	13	38	25	0	0	34	0	0	0
<b>TOTAL GERONA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>9</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>31</b>	<b>69</b>	54
<b>IBIZA</b>	BMI BRITISH MIDLAND	C	10	0	0	70	20	10	0	0	0	14	40	44	10
	BRITANNIA AIRWAYS	C	33	0	0	79	6	9	3	3	0	21	54	20	35
	IBERWORLD	C	8	1	0	25	0	25	50	0	0	59	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	0	25	0	78	56	92	9
<b>TOTAL IBIZA</b>			<b>59</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>7</b>	<b>10</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>33</b>	<b>46</b>	<b>37</b>	74
<b>MAHON</b>	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	5	60	14	10
	FUTURA AIRLINES	C	8	0	0	75	0	25	0	0	0	10	25	77	8
	HOLA AIRLINES	C	8	0	0	75	25	0	0	0	0	9	0	0	0
	MY TRAVEL AIRWAYS UK	C	16	0	0	50	0	31	19	0	0	30	13	79	8
	THOMAS COOK AIRLINES LTD	C	9	0	0	89	0	11	0	0	0	5	88	10	8
<b>TOTAL MAHON</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>6</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>52</b>	<b>36</b>	42
<b>MALAGA</b>	BRITANNIA AIRWAYS	C	18	0	0	44	6	22	28	0	0	44	68	76	19
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	8	0	0	0
	IBERWORLD	C	8	0	0	38	50	13	0	0	0	22	0	0	0
	MY TRAVEL AIRWAYS UK	C	18	0	0	67	11	17	6	0	0	18	70	145	10
	THOMAS COOK AIRLINES LTD	C	17	1	0	82	0	12	6	0	0	9	75	31	20
<b>TOTAL MALAGA</b>			<b>69</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>13</b>	<b>14</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>63</b>	<b>60</b>	67
<b>PALMA DE MALLORCA</b>	AIR EUROPA	C	10	0	0	60	10	10	20	0	0	39	0	164	18
	BRITANNIA AIRWAYS	C	53	0	0	85	9	6	0	0	0	7	47	27	51
	EXCEL AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	9	1	0	89	0	11	0	0	0	10	0	0	0
	FUTURA AIRLINES	C	16	0	0	19	25	31	25	0	0	44	28	69	18
	IBERWORLD	C	40	0	0	38	33	20	10	0	0	25	20	111	10
	MONARCH AIRLINES	C	8	0	0	75	25	0	0	0	0	7	75	10	8
	MY TRAVEL AIRWAYS UK	C	42	1	0	50	21	17	12	0	0	26	30	73	54
	SPANAIR	C	21	1	0	38	33	19	10	0	0	25	0	124	10
	VOLAR AIRLINES	C	6	0	0	17	50	17	17	0	0	50	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>213</b>	<b>3</b>	<b>0</b>	<b>57</b>	<b>21</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>30</b>	<b>67</b>	197
<b>REUS</b>	BRITANNIA AIRWAYS	C	8	0	0	38	38	25	0	0	0	22	60	35	10
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	0	0	25	25	0	82	75	13	8
	MY TRAVEL AIRWAYS UK	C	18	0	0	72	11	11	6	0	0	17	56	124	18
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	0	13	13	0	44	50	34	6
<b>TOTAL REUS</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>12</b>	<b>10</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>35</b>	<b>60</b>	<b>69</b>	42
<b>TOTAL SPAIN</b>			<b>617</b>	<b>6</b>	<b>1</b>	<b>62</b>	<b>16</b>	<b>13</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>43</b>	<b>53</b>	613
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	BRITANNIA AIRWAYS	C	8	0	0	75	0	25	0	0	0	12	50	36	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	0	0	0
	FUTURA AIRLINES	C	8	0	0	75	25	0	0	0	0	9	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	7	38	38	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	0	38	13	0	0	29	13	94	8

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Reporting Airport: GLASGOW (Full Analysis)

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL ARRECIFE</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>5</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>38</b>	<b>67</b>	<b>42</b>
<b>FUERTEVENTURA</b>	BRITANNIA AIRWAYS	C	8	0	0	75	0	0	25	0	0	26	0	0	0
	IBERWORLD	C	8	0	0	75	0	25	0	0	0	9	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	25	0	0	0	0	7	75	6	8
<b>TOTAL FUERTEVENTURA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>56</b>	<b>10</b>	<b>16</b>
<b>LAS PALMAS</b>	AIR EUROPA	C	23	0	0	100	0	0	0	0	0	0	0	0	0
	BRITANNIA AIRWAYS	C	10	0	0	100	0	0	0	0	0	3	75	12	8
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	78	0	0	11	11	0	43	63	20	8
	IBERWORLD	C	8	0	0	50	50	0	0	0	0	10	0	34	10
	MY TRAVEL AIRWAYS UK	C	9	0	0	78	0	0	22	0	0	28	33	43	18
<b>TOTAL LAS PALMAS</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>39</b>	<b>31</b>	<b>44</b>
<b>TENERIFE (SURREINA SOFIA)</b>	BRITANNIA AIRWAYS	C	18	0	0	61	6	0	33	0	0	36	41	48	17
	EXCEL AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	10	0	0	0
	IBERWORLD	C	2	0	0	0	100	0	0	0	0	21	0	0	0
	MY TRAVEL AIRWAYS UK	C	16	0	0	75	19	6	0	0	0	7	63	21	16
	SPANAIR	C	9	0	0	78	11	11	0	0	0	6	63	17	8
	THOMAS COOK AIRLINES LTD	C	17	0	0	82	18	0	0	0	0	7	89	6	9
	VOLAR AIRLINES	C	11	0	0	9	9	9	73	0	0	85	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>13</b>	<b>4</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>61</b>	<b>23</b>	<b>79</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>212</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>9</b>	<b>5</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>50</b>	<b>34</b>	<b>181</b>
<b>SWEDEN</b>															
<b>MALMO</b>	BRAATHENS ASA	S	7	0	2	71	0	0	14	14	0	55	0	0	0
<b>TOTAL MALMO</b>			<b>7</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>55</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SWEDEN</b>			<b>7</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>55</b>	<b>29</b>	<b>30</b>	<b>7</b>
<b>TUNISIA</b>															
<b>MONASTIR</b>	MY TRAVEL AIRWAYS UK	C	10	0	0	90	0	0	10	0	0	10	20	109	10
<b>TOTAL MONASTIR</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>20</b>	<b>109</b>	<b>10</b>
<b>TOTAL TUNISIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>20</b>	<b>109</b>	<b>10</b>
<b>TURKEY</b>															
<b>BODRUM (MILAS)</b>	FIRST CHOICE AIRWAYS LTD	C	10	0	0	80	10	10	0	0	0	8	56	31	9
	MY TRAVEL AIRWAYS UK	C	9	0	0	78	0	0	22	0	0	34	50	27	8
<b>TOTAL BODRUM (MILAS)</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>5</b>	<b>5</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>53</b>	<b>29</b>	<b>17</b>
<b>DALAMAN</b>	BRITANNIA AIRWAYS	C	10	0	0	50	10	10	0	20	10	157	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	90	0	0	10	0	0	18	75	10	8
	KIBRIS TURKISH AIRLINES - KTHY	S	10	0	0	70	20	10	0	0	0	11	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	7	33	134	9
	ONUR AIR	C	8	0	0	88	13	0	0	0	0	4	50	11	8
	THOMAS COOK AIRLINES LTD	C	9	0	0	56	11	11	22	0	0	23	13	66	8
<b>TOTAL DALAMAN</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>11</b>	<b>5</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>39</b>	<b>42</b>	<b>58</b>	<b>33</b>
<b>TOTAL TURKEY</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>9</b>	<b>5</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>34</b>	<b>46</b>	<b>48</b>	<b>50</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2002

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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															
BARRA	LOGANAIR	S	51	4	0	90	10	0	0	0	0	5	85	6	48
TOTAL BARRA			<b>51</b>	<b>4</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>6</b>	<b>48</b>
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	154	0	0	83	3	6	5	2	0	15	85	9	203
TOTAL BELFAST CITY			<b>154</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>3</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>85</b>	<b>9</b>	<b>203</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	184	2	0	73	13	10	4	0	0	12	64	25	214
TOTAL BELFAST INTERNATIONAL			<b>184</b>	<b>2</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>64</b>	<b>23</b>	<b>357</b>
BENBECULA	BRITISH REGIONAL AIRLINES LTD	S	48	0	0	77	2	2	19	0	0	27	92	4	50
TOTAL BENBECULA			<b>48</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>2</b>	<b>2</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>92</b>	<b>4</b>	<b>50</b>
BIRMINGHAM	BRITISH AIRWAYS PLC	S	149	0	0	84	10	4	2	0	0	8	76	13	159
	FLYBE.BRITISH EUROPEAN	S	307	0	1	57	26	13	4	0	0	20	49	34	205
TOTAL BIRMINGHAM			<b>457</b>	<b>19</b>	<b>1</b>	<b>66</b>	<b>21</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>61</b>	<b>24</b>	<b>364</b>
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	175	1	0	77	16	5	2	0	0	9	68	19	248
	GO FLY LTD	S	154	0	0	66	19	14	1	0	0	14	36	37	44
TOTAL BRISTOL			<b>329</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>18</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>63</b>	<b>22</b>	<b>292</b>
CAMPBELTOWN	LOGANAIR	S	63	21	0	89	6	3	2	0	0	5	82	9	77
TOTAL CAMPBELTOWN			<b>63</b>	<b>21</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>9</b>	<b>77</b>
CITY OF DERRY (EGLINTON)	LOGANAIR	S	60	0	0	73	13	7	7	0	0	16	85	10	118
TOTAL CITY OF DERRY (EGLINTON)			<b>60</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>85</b>	<b>10</b>	<b>118</b>
GATWICK	BRITISH AIRWAYS PLC	S	324	1	0	56	22	18	5	0	0	19	0	0	0
TOTAL GATWICK			<b>324</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>71</b>	<b>14</b>	<b>320</b>
HEATHROW	BMI BRITISH MIDLAND	S	456	7	0	71	19	7	2	0	0	14	59	20	454
	BRITISH AIRWAYS PLC	S	632	1	0	70	19	7	3	1	0	15	73	14	632
TOTAL HEATHROW			<b>1088</b>	<b>8</b>	<b>0</b>	<b>70</b>	<b>19</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>67</b>	<b>17</b>	<b>1086</b>
INVERNESS	LOGANAIR	S	91	0	0	78	14	1	7	0	0	10	75	14	89
TOTAL INVERNESS			<b>91</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>14</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>14</b>	<b>89</b>
ISLAY	LOGANAIR	S	92	0	0	82	12	3	3	0	0	9	51	23	90
TOTAL ISLAY			<b>92</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>51</b>	<b>23</b>	<b>90</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	78	0	0	68	18	12	3	0	0	14	68	17	84
TOTAL ISLE OF MAN			<b>78</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>18</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>68</b>	<b>17</b>	<b>84</b>
JERSEY	BMI BRITISH MIDLAND	S	10	8	0	60	30	10	0	0	0	15	35	45	26
	FLYBE.BRITISH EUROPEAN	S	8	0	0	38	50	13	0	0	0	17	0	97	10
TOTAL JERSEY			<b>18</b>	<b>8</b>	<b>0</b>	<b>50</b>	<b>39</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>32</b>	<b>51</b>	<b>44</b>
LEEDS BRADFORD	BMI REGIONAL	S	136	1	0	96	0	2	1	0	0	3	79	10	131
TOTAL LEEDS BRADFORD			<b>136</b>	<b>2</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>79</b>	<b>10</b>	<b>131</b>
LUTON	EASYJET AIRLINE COMPANY LTD	S	365	5	1	61	19	12	9	0	0	20	40	42	324
TOTAL LUTON			<b>365</b>	<b>6</b>	<b>1</b>	<b>61</b>	<b>19</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>40</b>	<b>42</b>	<b>324</b>
MANCHESTER	BMI REGIONAL	S	228	0	0	100	0	0	0	0	0	1	79	11	206
	BRITISH AIRWAYS CITIEXPRESS L	S	20	0	0	95	0	5	0	0	0	5	52	29	146

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				Actual (7)	Plan (8)										
MANCHESTER	BRITISH AIRWAYS PLC	S	188	4	5	76	13	7	2	2	0	14	100	5	5
<b>TOTAL MANCHESTER</b>			<b>436</b>	<b>6</b>	<b>5</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>67</b>	<b>24</b>	<b>370</b>
NOTTINGHAM EAST MIDLANDS INT'L	BMI BRITISH MIDLAND	S	148	0	0	86	9	5	0	0	0	7	55	19	177
	GO FLY LTD	S	102	0	0	85	12	3	0	0	0	6	0	0	0
<b>TOTAL NOTTINGHAM EAST MIDLANDS INT'L</b>			<b>250</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>55</b>	<b>19</b>	<b>177</b>
SOUTHAMPTON	BRITISH REGIONAL AIRLINES LTD	S	196	0	0	68	15	7	9	1	0	19	67	15	170
<b>TOTAL SOUTHAMPTON</b>			<b>196</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>15</b>	<b>7</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>67</b>	<b>15</b>	<b>170</b>
STANSTED	GO FLY LTD	S	262	0	2	77	14	5	3	1	0	12	52	29	264
<b>TOTAL STANSTED</b>			<b>262</b>	<b>0</b>	<b>2</b>	<b>77</b>	<b>14</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>52</b>	<b>29</b>	<b>265</b>
STORNOWAY	BRITISH REGIONAL AIRLINES LTD	S	98	0	0	71	9	11	4	2	2	29	69	14	98
<b>TOTAL STORNOWAY</b>			<b>98</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>9</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>29</b>	<b>69</b>	<b>15</b>	<b>100</b>
SUMBURGH	BRITISH REGIONAL AIRLINES LTD	S	49	0	0	82	4	6	6	2	0	20	86	10	49
	LOGANAIR	S	59	0	0	64	17	8	10	0	0	20	0	22	1
<b>TOTAL SUMBURGH</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>7</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>76</b>	<b>24</b>	<b>62</b>
TIREE	LOGANAIR	S	49	0	0	92	8	0	0	0	0	3	81	14	48
<b>TOTAL TIREE</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>81</b>	<b>14</b>	<b>48</b>
<b>TOTAL UNITED KINGDOM</b>			<b>4937</b>	<b>80</b>	<b>9</b>	<b>73</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>65</b>	<b>20</b>	<b>5224</b>
<b>USA</b>															
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	60	0	0	93	5	0	2	0	0	5	76	13	54
<b>TOTAL CHICAGO (O'HARE)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>76</b>	<b>13</b>	<b>54</b>
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	60	0	0	92	7	2	0	0	0	4	80	15	54
<b>TOTAL NEW YORK (NEWARK)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>80</b>	<b>15</b>	<b>54</b>
SANFORD	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	5	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	18	86	6	7
	MY TRAVEL AIRWAYS UK	C	27	0	0	78	19	4	0	0	0	8	42	113	24
<b>TOTAL SANFORD</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>52</b>	<b>89</b>	<b>31</b>
<b>TOTAL USA</b>			<b>157</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>70</b>	<b>31</b>	<b>143</b>
<b>TOTAL GLASGOW</b>			<b>7623</b>	<b>122</b>	<b>22</b>	<b>74</b>	<b>14</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>61</b>	<b>26</b>	<b>8276</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2002

		Reporting Airport: HEATHROW (Full Analysis)											SEPT 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)														
<b>ALGERIA</b>															
ALGIERS	AIR ALGERIE	S	26	0	0	4	19	35	42	0	0	56	8	82	26
<b>TOTAL ALGIERS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>19</b>	<b>35</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>8</b>	<b>82</b>	<b>26</b>
<b>TOTAL ALGERIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>19</b>	<b>35</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>6</b>	<b>85</b>	<b>36</b>
<b>ARGENTINA</b>															
BUENOS AIRES	BRITISH AIRWAYS PLC	S	26	2	0	69	15	8	4	0	4	67	0	0	0
<b>TOTAL BUENOS AIRES</b>			<b>26</b>	<b>2</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ARGENTINA</b>			<b>26</b>	<b>2</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>ARMENIA</b>															
YEREVAN	BRITISH MEDITERRANEAN AIRWA	S	21	0	0	38	10	33	14	5	0	46	76	20	25
<b>TOTAL YEREVAN</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>10</b>	<b>33</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>46</b>	<b>76</b>	<b>20</b>	<b>25</b>
<b>TOTAL ARMENIA</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>10</b>	<b>33</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>46</b>	<b>76</b>	<b>20</b>	<b>25</b>
<b>AUSTRALIA</b>															
MELBOURNE	BRITISH AIRWAYS PLC	S	43	0	0	72	16	5	7	0	0	16	65	23	43
	QANTAS	S	43	0	0	70	12	16	2	0	0	13	46	34	52
<b>TOTAL MELBOURNE</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>55</b>	<b>29</b>	<b>95</b>
SYDNEY	BRITISH AIRWAYS PLC	S	120	0	0	72	18	9	0	1	0	12	54	24	120
	QANTAS	S	111	0	0	37	36	15	10	1	1	32	32	34	112
<b>TOTAL SYDNEY</b>			<b>231</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>27</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>44</b>	<b>29</b>	<b>232</b>
<b>TOTAL AUSTRALIA</b>			<b>317</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>23</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>47</b>	<b>29</b>	<b>327</b>
<b>AUSTRIA</b>															
VIENNA	AUSTRIAN AIRLINES	S	214	0	0	79	13	7	1	0	0	10	63	18	216
	BRITISH AIRWAYS PLC	S	240	0	0	85	10	4	2	0	0	8	72	13	238
<b>TOTAL VIENNA</b>			<b>454</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>68</b>	<b>16</b>	<b>454</b>
<b>TOTAL AUSTRIA</b>			<b>454</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>68</b>	<b>16</b>	<b>454</b>
<b>AZERBAIJAN</b>															
BAKU	BRITISH MEDITERRANEAN AIRWA	S	10	0	0	50	20	10	20	0	0	24	0	0	0
<b>TOTAL BAKU</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>20</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL AZERBAIJAN</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>20</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>BAHRAIN</b>															
BAHRAIN	GULF AIR	S	117	1	1	80	10	7	2	0	1	12	64	17	47
<b>TOTAL BAHRAIN</b>			<b>117</b>	<b>1</b>	<b>1</b>	<b>80</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>12</b>	<b>64</b>	<b>17</b>	<b>47</b>
<b>TOTAL BAHRAIN</b>			<b>117</b>	<b>1</b>	<b>1</b>	<b>80</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>12</b>	<b>64</b>	<b>17</b>	<b>47</b>
<b>BANGLADESH</b>															
DACCA	BIMAN BANGLADESH AIRLINES	S	60	0	0	43	17	25	7	7	2	48	28	57	60
	BRITISH AIRWAYS PLC	S	26	0	0	65	15	4	12	4	0	29	46	30	26
<b>TOTAL DACCA</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>16</b>	<b>19</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>42</b>	<b>34</b>	<b>49</b>	<b>86</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2002

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 BANGLADESH			86	0	0	50	16	19	8	6	1	42	34	49	86
<b>BELGIUM</b>															
BRUSSELS	BMI BRITISH MIDLAND	S	339	0	0	76	18	5	1	0	0	10	43	25	284
	BRITISH AIRWAYS PLC	S	390	0	0	76	17	6	1	0	0	10	64	18	329
	SN BRUSSELS AIRLINES	S	392	0	0	84	12	4	0	0	0	7	0	0	0
	UNITED AIRLINES	S	60	0	0	85	12	3	0	0	0	7	0	0	0
	VIRGIN EXPRESS	S	120	0	0	79	14	6	1	0	0	9	0	0	0
TOTAL BRUSSELS			1301	0	0	79	15	5	1	0	0	9	57	20	1117
TOTAL BELGIUM			1301	0	0	79	15	5	1	0	0	9	57	20	1117
<b>BRAZIL</b>															
RIO DE JANEIRO (GALEAO)	BRITISH AIRWAYS PLC	S	60	0	0	87	12	2	0	0	0	6	75	13	60
	VARIG	S	60	0	0	68	13	15	3	0	0	15	38	28	60
TOTAL RIO DE JANEIRO (GALEAO)			120	0	0	78	13	8	2	0	0	10	57	21	120
TOTAL BRAZIL			120	0	0	78	13	8	2	0	0	10	57	21	120
<b>BRUNEI</b>															
BANDAR SERI BEGAWAN	ROYAL BRUNEI AIRLINES	S	60	0	0	73	20	5	2	0	0	12	67	22	60
TOTAL BANDAR SERI BEGAWAN			60	0	0	73	20	5	2	0	0	12	67	22	60
TOTAL BRUNEI			60	0	0	73	20	5	2	0	0	12	67	22	60
<b>CANADA</b>															
CALGARY	AIR CANADA	S	120	0	0	83	12	4	1	0	0	8	59	23	111
TOTAL CALGARY			120	0	0	83	12	4	1	0	0	8	59	23	111
HALIFAX INT	AIR CANADA	S	60	0	0	57	27	13	3	0	0	18	60	32	55
TOTAL HALIFAX INT			60	0	0	57	27	13	3	0	0	18	60	32	55
MONTREAL (DORVAL)	AIR CANADA	S	60	0	0	55	22	17	5	2	0	28	62	21	55
	BRITISH AIRWAYS PLC	S	60	0	0	77	13	3	7	0	0	12	59	35	54
TOTAL MONTREAL (DORVAL)			120	0	0	66	18	10	6	1	0	20	61	28	109
OTTAWA INTERNATIONAL	AIR CANADA	S	60	0	0	63	30	5	2	0	0	13	68	20	56
TOTAL OTTAWA INTERNATIONAL			60	0	0	63	30	5	2	0	0	13	68	20	56
TORONTO	AIR CANADA	S	360	0	0	54	23	16	5	1	0	22	61	22	267
	BRITISH AIRWAYS PLC	S	120	0	0	70	22	4	4	0	0	15	62	37	107
TOTAL TORONTO			480	0	0	58	23	13	5	1	0	21	61	26	374
VANCOUVER	AIR CANADA	S	120	0	0	77	14	7	3	0	0	10	52	28	122
	BRITISH AIRWAYS PLC	S	60	0	0	82	7	10	2	0	0	9	65	30	54
TOTAL VANCOUVER			180	0	0	78	12	8	2	0	0	10	56	28	176
TOTAL CANADA			1020	0	0	66	20	10	4	1	0	17	60	26	908
<b>CAYMAN ISLANDS</b>															
GRAND CAYMAN	BRITISH AIRWAYS PLC	S	33	0	0	79	9	9	3	0	0	10	0	0	0
TOTAL GRAND CAYMAN			33	0	0	79	9	9	3	0	0	10	0	0	0
TOTAL CAYMAN ISLANDS			33	0	0	79	9	9	3	0	0	10	0	0	0

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2001		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>CHINA</b>															
BEIJING	AIR CHINA	S	50	0	0	48	14	22	16	0	0	35	50	22	36
	BRITISH AIRWAYS PLC	S	34	0	0	94	6	0	0	0	0	5	74	21	35
<b>TOTAL BEIJING</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>62</b>	<b>22</b>	<b>71</b>
SHANGHAI (PU DONG)	VIRGIN ATLANTIC AIRWAYS LTD	S	34	0	0	53	21	15	3	9	0	36	66	11	35
<b>TOTAL SHANGHAI (PU DONG)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>21</b>	<b>15</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>36</b>	<b>66</b>	<b>11</b>	<b>35</b>
<b>TOTAL CHINA</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>14</b>	<b>14</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>63</b>	<b>18</b>	<b>106</b>
<b>CROATIA</b>															
SPLIT	CROATIA AIRLINES	S	8	0	0	75	13	13	0	0	0	9	30	52	10
<b>TOTAL SPLIT</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>30</b>	<b>52</b>	<b>10</b>
ZAGREB	BRITISH AIRWAYS PLC	S	26	0	0	69	8	19	4	0	0	15	0	0	0
	CROATIA AIRLINES	S	68	0	0	68	21	6	6	0	0	15	63	18	60
<b>TOTAL ZAGREB</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>17</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>63</b>	<b>18</b>	<b>60</b>
<b>TOTAL CROATIA</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>59</b>	<b>23</b>	<b>70</b>
<b>CUBA</b>															
HAVANA	AIR JAMAICA	S	4	0	0	0	0	0	75	25	0	134	0	0	0
<b>TOTAL HAVANA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>134</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CUBA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>134</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CYPRUS</b>															
LARNACA	BRITISH AIRWAYS PLC	S	77	0	0	42	31	17	10	0	0	28	53	19	80
	CYPRUS AIRWAYS	S	137	0	0	64	15	13	8	0	0	18	52	25	128
<b>TOTAL LARNACA</b>			<b>214</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>21</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>52</b>	<b>23</b>	<b>210</b>
<b>TOTAL CYPRUS</b>			<b>214</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>21</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>52</b>	<b>23</b>	<b>210</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	BRITISH AIRWAYS PLC	S	180	0	0	82	13	2	2	0	0	9	73	14	180
	CSA	S	130	0	0	74	18	7	1	0	0	10	51	25	119
<b>TOTAL PRAGUE</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>15</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>64</b>	<b>19</b>	<b>299</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>15</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>64</b>	<b>19</b>	<b>299</b>
<b>DENMARK</b>															
COPENHAGEN	BRITISH AIRWAYS PLC	S	289	0	0	79	14	6	1	0	0	11	86	12	288
	SAS	S	410	0	0	86	9	4	1	0	0	7	79	11	400
	VARIG	S	26	0	0	65	12	19	4	0	0	20	35	37	26
<b>TOTAL COPENHAGEN</b>			<b>725</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>12</b>	<b>714</b>
<b>TOTAL DENMARK</b>			<b>725</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>12</b>	<b>714</b>
<b>EGYPT</b>															
ALEXANDRIA (BORG EL ARAB)	BRITISH MEDITERRANEAN AIRWA	S	20	0	0	65	5	25	0	5	0	23	0	0	0
<b>TOTAL ALEXANDRIA (BORG EL ARAB)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>5</b>	<b>25</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>
CAIRO	BRITISH AIRWAYS PLC	S	60	0	0	83	12	3	2	0	0	8	70	21	60



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2002

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)										
CAIRO	EGYPT AIR	S	60	0	0	57	28	8	5	2	0	24	56	16	62
<b>TOTAL CAIRO</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>63</b>	<b>19</b>	<b>122</b>
LUXOR	EGYPT AIR	S	12	0	0	50	33	17	0	0	18	38	44	8	
<b>TOTAL LUXOR</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>33</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>38</b>	<b>44</b>	<b>8</b>	
SHARM EL SHEIKH (OPHIRA)	EGYPT AIR	S	10	0	0	60	10	30	0	0	14	0	0	0	
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>10</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL EGYPT</b>			<b>162</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>61</b>	<b>21</b>	<b>146</b>
<b>ETHIOPIA</b>															
ADDIS ABABA	BRITISH MEDITERRANEAN AIRWA	S	6	0	0	67	17	0	17	0	19	0	0	0	
	ETHIOPIAN AIRLINES	S	44	0	0	36	25	25	11	2	34	9	53	34	
<b>TOTAL ADDIS ABABA</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>24</b>	<b>22</b>	<b>12</b>	<b>2</b>	<b>32</b>	<b>9</b>	<b>53</b>	<b>34</b>	
<b>TOTAL ETHIOPIA</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>24</b>	<b>22</b>	<b>12</b>	<b>2</b>	<b>32</b>	<b>9</b>	<b>53</b>	<b>34</b>	
<b>FED REP YUGO SERBIA M'ENEGRO</b>															
BELGRADE	JATAIRWAYS	S	55	1	1	56	35	7	2	0	15	64	23	44	
<b>TOTAL BELGRADE</b>			<b>55</b>	<b>1</b>	<b>1</b>	<b>56</b>	<b>35</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>64</b>	<b>23</b>	<b>44</b>	
<b>TOTAL FED REP YUGO SERBIA M'ENEGRO</b>			<b>55</b>	<b>1</b>	<b>1</b>	<b>56</b>	<b>35</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>64</b>	<b>23</b>	<b>44</b>	
<b>FINLAND</b>															
HELSINKI	BRITISH AIRWAYS PLC	S	120	0	0	84	11	3	3	0	9	74	15	120	
	FINNAIR	S	215	0	0	90	7	2	0	0	5	82	8	206	
<b>TOTAL HELSINKI</b>			<b>335</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>11</b>	<b>326</b>	
<b>TOTAL FINLAND</b>			<b>335</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>11</b>	<b>326</b>	
<b>FRANCE</b>															
AJACCIO	BMI BRITISH MIDLAND	C	10	0	0	40	20	20	20	0	30	30	37	10	
<b>TOTAL AJACCIO</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>30</b>	<b>30</b>	<b>37</b>	<b>10</b>	
LYON	BRITISH AIRWAYS PLC	S	178	0	0	70	17	10	3	0	13	0	0	0	
	FLYBE.BRITISH EUROPEAN	S	158	0	0	93	6	0	1	0	4	88	6	156	
<b>TOTAL LYON</b>			<b>336</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>6</b>	<b>156</b>	
NICE	BMI BRITISH MIDLAND	S	120	0	0	67	24	7	3	0	14	54	25	120	
	BRITISH AIRWAYS PLC	S	248	0	1	70	18	9	3	0	13	66	19	258	
	BRITISH AIRWAYS PLC	C	2	0	0	100	0	0	0	0	12	0	0	0	
<b>TOTAL NICE</b>			<b>370</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>20</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>62</b>	<b>21</b>	<b>378</b>	
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	696	2	4	53	23	20	4	0	19	55	22	775	
	BMI BRITISH MIDLAND	S	333	0	0	72	15	9	3	0	14	61	19	402	
	BRITISH AIRWAYS PLC	S	663	0	0	74	15	8	3	0	12	70	18	650	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>1692</b>	<b>2</b>	<b>4</b>	<b>65</b>	<b>18</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>62</b>	<b>20</b>	<b>1827</b>	
TOULOUSE (BLAGNAC)	FLYBE.BRITISH EUROPEAN	S	179	0	0	91	7	2	1	0	7	62	20	163	
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>179</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>62</b>	<b>20</b>	<b>163</b>	
<b>TOTAL FRANCE</b>			<b>2587</b>	<b>5</b>	<b>5</b>	<b>69</b>	<b>17</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>63</b>	<b>19</b>	<b>2534</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2002

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2001		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>GEORGIA</b>															
TBILISI	BRITISH MEDITERRANEAN AIRWA	S	4	0	0	75	25	0	0	0	0	4	0	0	0
TOTAL TBILISI			4	0	0	75	25	0	0	0	4	0	0	0	
TOTAL GEORGIA			4	0	0	75	25	0	0	0	4	0	0	0	
<b>GERMANY</b>															
BERLIN (TEGEL)	BRITISH AIRWAYS PLC	S	358	0	0	80	11	8	1	0	9	85	8	300	
TOTAL BERLIN (TEGEL)			358	0	0	80	11	8	1	0	9	85	8	300	
COLOGNE (BONN)	BRITISH AIRWAYS PLC	S	236	0	0	72	18	8	2	0	12	70	13	180	
	LUFTHANSA	S	170	0	8	60	25	14	1	0	15	0	0	0	
TOTAL COLOGNE (BONN)			406	0	8	67	21	10	2	0	14	70	13	180	
DUSSELDORF	BRITISH AIRWAYS PLC	S	288	0	0	73	17	7	3	0	11	74	15	290	
	LUFTHANSA	S	240	0	0	95	3	2	0	0	4	87	8	239	
TOTAL DUSSELDORF			529	0	0	83	11	5	2	0	8	80	12	529	
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	551	0	2	75	14	8	2	0	12	67	18	380	
	LUFTHANSA	S	600	0	0	72	21	6	1	0	11	71	15	597	
TOTAL FRANKFURT MAIN			1151	0	2	74	17	7	2	0	12	69	16	977	
HAMBURG	BRITISH AIRWAYS PLC	S	240	0	0	82	11	7	0	0	8	83	10	238	
	LUFTHANSA	S	180	0	0	93	7	0	0	0	3	89	6	238	
TOTAL HAMBURG			420	0	0	86	10	4	0	0	6	86	8	476	
HANOVER	BMI BRITISH MIDLAND	S	180	0	0	78	15	5	2	0	9	70	17	178	
TOTAL HANOVER			180	0	0	78	15	5	2	0	9	70	17	178	
MUNICH	BRITISH AIRWAYS PLC	S	342	0	0	79	15	5	1	0	9	71	16	346	
	LUFTHANSA	S	360	0	0	78	15	6	1	0	10	64	19	354	
TOTAL MUNICH			702	0	0	79	15	5	1	0	9	68	17	700	
STUTTGART	BMI BRITISH MIDLAND	S	162	0	0	69	22	9	1	0	12	71	18	174	
	BRITISH AIRWAYS PLC	S	180	0	0	67	21	8	4	1	17	67	15	236	
TOTAL STUTTGART			342	0	0	68	21	8	2	0	14	69	17	410	
TOTAL GERMANY			4088	0	10	77	15	7	1	0	10	74	14	3750	
<b>GHANA</b>															
ACCRA	BRITISH AIRWAYS PLC	S	60	0	0	55	32	7	7	0	19	0	0	0	
	GHANA AIRWAYS	S	26	1	0	8	12	46	27	8	64	14	73	36	
TOTAL ACCRA			86	1	0	41	26	19	13	2	33	14	73	36	
TOTAL GHANA			86	1	0	41	26	19	13	2	33	14	73	36	
<b>GREECE</b>															
ATHENS	BRITISH AIRWAYS PLC	S	120	0	0	77	11	7	5	0	17	63	19	120	
	OLYMPIC AIRWAYS	S	179	0	0	45	28	20	4	2	32	41	29	180	
TOTAL ATHENS			299	2	0	58	21	14	5	1	26	48	27	418	
CORFU	BMI BRITISH MIDLAND	C	6	0	0	83	17	0	0	0	5	32	40	28	
TOTAL CORFU			6	0	0	83	17	0	0	0	5	32	40	28	

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				Actual (7)	Plan (8)										
PREVEZA	BMI BRITISH MIDLAND	C	10	0	0	40	50	10	0	0	0	20	0	90	10
<b>TOTAL PREVEZA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>50</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>90</b>	<b>10</b>
RHODES	BMI BRITISH MIDLAND	C	7	2	0	71	29	0	0	0	10	70	25	10	
<b>TOTAL RHODES</b>			<b>7</b>	<b>2</b>	<b>0</b>	<b>71</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>70</b>	<b>25</b>	<b>10</b>	
VOLOS	BMI BRITISH MIDLAND	C	10	0	0	30	10	20	30	10	62	30	74	10	
<b>TOTAL VOLOS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>10</b>	<b>20</b>	<b>30</b>	<b>10</b>	<b>62</b>	<b>30</b>	<b>74</b>	<b>10</b>	
<b>TOTAL GREECE</b>			<b>332</b>	<b>4</b>	<b>0</b>	<b>57</b>	<b>22</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>27</b>	<b>46</b>	<b>30</b>	<b>476</b>
<b>HONG KONG</b>															
HONG KONG (CHEP LAP KOK)	BRITISH AIRWAYS PLC	S	120	0	0	86	8	5	2	0	8	78	9	60	
	CATHAY PACIFIC AIRWAYS	S	154	0	0	69	16	12	3	0	13	57	18	119	
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	80	15	5	0	0	8	87	9	77	
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>			<b>334</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>13</b>	<b>256</b>	
<b>TOTAL HONG KONG</b>			<b>334</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>13</b>	<b>256</b>	
<b>HUNGARY</b>															
BUDAPEST	BRITISH AIRWAYS PLC	S	119	0	0	76	14	8	2	0	12	73	14	120	
	MALEV (HUNGARIAN AIRLINES)	S	120	0	0	78	16	3	3	0	8	78	11	120	
<b>TOTAL BUDAPEST</b>			<b>239</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>12</b>	<b>240</b>	
<b>TOTAL HUNGARY</b>			<b>239</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>12</b>	<b>240</b>	
<b>ICELAND</b>															
KEFLAVIK	ICELANDAIR	S	104	0	0	73	12	13	3	0	12	75	15	102	
<b>TOTAL KEFLAVIK</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>15</b>	<b>102</b>	
<b>TOTAL ICELAND</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>15</b>	<b>102</b>	
<b>INDIA</b>															
CALCUTTA	BRITISH AIRWAYS PLC	S	18	0	0	78	22	0	0	0	10	0	0	0	
<b>TOTAL CALCUTTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	
DELHI	BRITISH AIRWAYS PLC	S	60	0	0	80	12	8	0	0	10	47	21	60	
	VIRGIN ATLANTIC AIRWAYS LTD	S	16	0	2	38	19	31	13	0	29	35	34	17	
<b>TOTAL DELHI</b>			<b>76</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>13</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>45</b>	<b>23</b>	<b>97</b>	
MADRAS/CHENNAI	BRITISH AIRWAYS PLC	S	17	0	0	59	12	24	6	0	18	61	20	18	
<b>TOTAL MADRAS/CHENNAI</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>12</b>	<b>24</b>	<b>6</b>	<b>0</b>	<b>18</b>	<b>61</b>	<b>20</b>	<b>18</b>	
MUMBAI	AIR INDIA	S	94	0	0	44	24	24	4	3	28	41	44	74	
	BRITISH AIRWAYS PLC	S	60	0	0	80	15	5	0	0	8	50	34	60	
<b>TOTAL MUMBAI</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>21</b>	<b>17</b>	<b>3</b>	<b>2</b>	<b>20</b>	<b>45</b>	<b>40</b>	<b>134</b>	
<b>TOTAL INDIA</b>			<b>265</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>18</b>	<b>15</b>	<b>3</b>	<b>1</b>	<b>18</b>	<b>46</b>	<b>32</b>	<b>249</b>	
<b>IRAN</b>															
TEHRAN	BRITISH MEDITERRANEAN AIRWA	S	33	0	0	39	27	27	0	6	34	62	40	34	
	IRAN AIR	S	33	0	1	33	24	24	15	0	3	68	35	37	
<b>TOTAL TEHRAN</b>			<b>66</b>	<b>0</b>	<b>1</b>	<b>36</b>	<b>26</b>	<b>26</b>	<b>8</b>	<b>3</b>	<b>51</b>	<b>47</b>	<b>53</b>	<b>72</b>	

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				Actual (7)	Plan (8)										
TOTAL IRAN			66	0	1	36	26	26	8	3	2	51	47	53	72
IRISH REPUBLIC															
CORK	AER LINGUS	S	282	0	0	66	19	13	2	0	0	14	70	15	277
TOTAL CORK			282	0	0	66	19	13	2	0	0	14	70	15	277
DUBLIN	AER LINGUS	S	822	0	1	54	25	16	5	0	0	20	65	16	824
	BMI BRITISH MIDLAND	S	533	0	0	61	23	14	2	0	0	15	46	25	465
TOTAL DUBLIN			1355	1	1	57	24	15	4	0	0	18	58	20	1289
SHANNON	AER LINGUS	S	231	0	0	70	12	10	7	0	0	20	56	23	230
TOTAL SHANNON			231	0	0	70	12	10	7	0	0	20	56	23	230
TOTAL IRISH REPUBLIC			1868	1	1	60	22	14	4	0	0	18	60	19	1796
ISRAEL															
TEL AVIV	BRITISH AIRWAYS PLC	S	114	0	0	73	15	5	7	0	0	13	65	17	135
	EL AL	C	6	0	0	100	0	0	0	0	0	1	0	0	0
	EL AL	S	86	0	0	62	22	9	7	0	0	19	48	27	71
TOTAL TEL AVIV			206	0	0	69	17	7	7	0	0	15	59	20	206
TOTAL ISRAEL			206	0	0	69	17	7	7	0	0	15	59	20	206
ITALY															
CAGLIARI (ELMAS)	BMI BRITISH MIDLAND	C	8	0	0	38	0	38	25	0	0	51	10	118	10
TOTAL CAGLIARI (ELMAS)			8	0	0	38	0	38	25	0	0	51	10	118	10
CATANIA (FONTANAROSSA)	BMI BRITISH MIDLAND	C	8	0	0	38	0	50	13	0	0	32	10	78	10
TOTAL CATANIA (FONTANAROSSA)			8	0	0	38	0	50	13	0	0	32	10	78	10
MILAN (LINATE)	ALITALIA	S	171	0	0	45	27	20	7	1	0	26	53	23	180
	BMI BRITISH MIDLAND	S	169	0	0	63	18	15	4	0	0	17	53	26	178
	BRITISH AIRWAYS PLC	S	178	0	0	63	25	8	3	0	0	16	51	24	180
TOTAL MILAN (LINATE)			518	1	0	57	24	14	5	0	0	19	52	24	539
MILAN (MALPENSA)	ALITALIA	S	293	0	3	33	20	28	17	1	0	35	35	31	300
	BRITISH AIRWAYS PLC	S	180	0	0	68	16	9	6	0	1	22	53	27	180
TOTAL MILAN (MALPENSA)			473	0	3	47	19	21	13	0	0	30	44	28	540
NAPLES	BMI BRITISH MIDLAND	C	8	0	0	25	25	38	13	0	0	46	20	69	10
TOTAL NAPLES			8	0	0	25	25	38	13	0	0	46	20	69	10
PALERMO	BMI BRITISH MIDLAND	C	14	0	0	50	14	21	14	0	0	25	22	44	9
TOTAL PALERMO			14	0	0	50	14	21	14	0	0	25	22	44	9
ROME (FIUMICINO)	ALITALIA	S	297	0	0	34	25	27	14	0	0	32	41	29	300
	BRITISH AIRWAYS PLC	S	298	0	0	69	15	9	4	2	1	21	55	21	300
TOTAL ROME (FIUMICINO)			595	0	0	52	20	18	9	1	0	26	51	23	832
TOTAL ITALY			1624	2	3	52	21	18	9	1	0	26	50	25	2130
JAMAICA															
KINGSTON	AIR JAMAICA	S	57	0	0	23	32	18	23	5	0	50	35	42	46
TOTAL KINGSTON			57	0	0	23	32	18	23	5	0	50	35	42	46

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)										
MONTEGO BAY	AIR JAMAICA	S	19	0	0	32	16	37	16	0	0	33	0	0	0
<b>TOTAL MONTEGO BAY</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>16</b>	<b>37</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL JAMAICA</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>28</b>	<b>22</b>	<b>21</b>	<b>4</b>	<b>0</b>	<b>46</b>	<b>35</b>	<b>42</b>	<b>46</b>
<b>JAPAN</b>															
OSAKA (KANSAI)	JAPAN AIRLINES	S	60	0	0	65	23	7	5	0	0	15	72	12	60
<b>TOTAL OSAKA (KANSAI)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>23</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>72</b>	<b>12</b>	<b>60</b>
TOKYO (NARITA)	AEROFLOT	S	18	0	0	72	17	11	0	0	0	11	7	41	15
	ALL NIPPON AIRWAYS	S	60	0	0	85	8	7	0	0	0	8	68	12	60
	BRITISH AIRWAYS PLC	S	120	0	0	78	15	7	1	0	0	9	70	17	120
	JAPAN AIRLINES	S	102	0	0	65	28	5	0	2	0	17	66	16	80
	VIRGIN ATLANTIC AIRWAYS LTD	S	53	7	7	81	9	8	2	0	0	9	73	15	60
<b>TOTAL TOKYO (NARITA)</b>			<b>353</b>	<b>7</b>	<b>7</b>	<b>75</b>	<b>17</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>67</b>	<b>17</b>	<b>335</b>
<b>TOTAL JAPAN</b>			<b>413</b>	<b>7</b>	<b>7</b>	<b>74</b>	<b>18</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>67</b>	<b>16</b>	<b>411</b>
<b>JORDAN</b>															
AMMAN	BRITISH MEDITERRANEAN AIRWA	S	38	0	0	71	18	3	5	3	0	17	61	25	51
	ROYAL JORDANIAN	S	59	1	1	71	15	12	2	0	0	12	50	26	60
<b>TOTAL AMMAN</b>			<b>97</b>	<b>1</b>	<b>1</b>	<b>71</b>	<b>16</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>55</b>	<b>26</b>	<b>111</b>
<b>TOTAL JORDAN</b>			<b>97</b>	<b>1</b>	<b>1</b>	<b>71</b>	<b>16</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>55</b>	<b>26</b>	<b>111</b>
<b>KAZAKHSTAN</b>															
ALMA ATA	BRITISH MEDITERRANEAN AIRWA	S	24	0	0	75	13	8	4	0	0	12	0	0	0
<b>TOTAL ALMA ATA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL KAZAKHSTAN</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>KENYA</b>															
NAIROBI	BRITISH AIRWAYS PLC	S	33	0	0	82	15	3	0	0	0	7	0	0	0
	KENYA AIRWAYS	S	86	0	0	80	16	3	0	0	0	9	60	36	60
<b>TOTAL NAIROBI</b>			<b>119</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>60</b>	<b>36</b>	<b>60</b>
<b>TOTAL KENYA</b>			<b>119</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>60</b>	<b>36</b>	<b>60</b>
<b>KUWAIT</b>															
KUWAIT	BRITISH AIRWAYS PLC	S	60	0	0	83	12	3	2	0	0	7	77	16	60
	KUWAIT AIRWAYS	S	64	0	0	56	16	14	14	0	0	22	46	27	63
<b>TOTAL KUWAIT</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>14</b>	<b>9</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>61</b>	<b>22</b>	<b>123</b>
<b>TOTAL KUWAIT</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>14</b>	<b>9</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>61</b>	<b>22</b>	<b>123</b>
<b>KYRGYZSTAN</b>															
BISHKEK (FRUNZE)	BRITISH MEDITERRANEAN AIRWA	S	26	0	0	58	27	0	12	4	0	27	56	35	18
<b>TOTAL BISHKEK (FRUNZE)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>27</b>	<b>0</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>27</b>	<b>56</b>	<b>35</b>	<b>18</b>
<b>TOTAL KYRGYZSTAN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>27</b>	<b>0</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>27</b>	<b>56</b>	<b>35</b>	<b>18</b>
<b>LATVIA</b>															
RIGA	BRITISH AIRWAYS PLC	S	43	0	0	63	19	12	5	2	0	23	0	0	0

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ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2002

		Reporting Airport: HEATHROW (Full Analysis)											SEPT 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 RIGA			43	0	0	63	19	12	5	2	0	23	0	0	0
TOTAL LATVIA			43	0	0	63	19	12	5	2	0	23	0	0	0
<b>LEBANON</b>															
BEIRUT	BRITISH MEDITERRANEAN AIRWA	S	20	0	0	65	15	5	10	0	5	39	67	16	43
	MEA	S	60	0	0	73	13	10	3	0	0	13	60	22	62
TOTAL BEIRUT			80	0	0	71	14	9	5	0	1	19	63	19	105
TOTAL LEBANON			80	0	0	71	14	9	5	0	1	19	63	19	105
<b>LIBYA</b>															
BENGAZI	LIBYAN ARAB AIRLINES	S	9	0	0	56	22	22	0	0	0	17	0	35	2
TOTAL BENGAZI			9	0	0	56	22	22	0	0	0	17	0	35	2
TRIPOLI	LIBYAN ARAB AIRLINES	S	17	0	0	41	12	35	12	0	0	33	69	18	16
TOTAL TRIPOLI			17	0	0	41	12	35	12	0	0	33	69	18	16
TOTAL LIBYA			26	0	0	46	15	31	8	0	0	27	61	20	18
<b>LUXEMBOURG</b>															
LUXEMBOURG	LUXAIR	S	120	0	0	78	20	2	0	0	0	8	73	15	120
TOTAL LUXEMBOURG			120	0	0	78	20	2	0	0	0	8	73	15	120
TOTAL LUXEMBOURG			120	0	0	78	20	2	0	0	0	8	73	15	120
<b>MALAWI</b>															
LILONGWE	BRITISH AIRWAYS PLC	S	9	0	0	89	0	11	0	0	0	7	0	0	0
TOTAL LILONGWE			9	0	0	89	0	11	0	0	0	7	0	0	0
TOTAL MALAWI			9	0	0	89	0	11	0	0	0	7	0	0	0
<b>MALAYSIA</b>															
KUALA LUMPUR (SEPANG)	MALAYSIAN AIRLINES SYSTEM-MA	S	154	0	0	69	10	17	3	0	0	16	47	30	150
TOTAL KUALA LUMPUR (SEPANG)			154	0	0	69	10	17	3	0	0	16	47	30	150
TOTAL MALAYSIA			154	0	0	69	10	17	3	0	0	16	47	30	150
<b>MALTA</b>															
MALTA	AIR MALTA	S	121	0	0	71	12	9	6	2	0	18	61	18	120
TOTAL MALTA			121	0	0	71	12	9	6	2	0	18	63	16	147
TOTAL MALTA			121	0	0	71	12	9	6	2	0	18	63	16	147
<b>MAURITIUS</b>															
MAURITIUS	AIR MAURITIUS LTD	S	36	0	0	36	22	33	8	0	0	30	29	39	28
	BRITISH AIRWAYS PLC	S	26	0	0	77	23	0	0	0	0	11	0	0	0
TOTAL MAURITIUS			62	0	0	53	23	19	5	0	0	22	29	39	28
TOTAL MAURITIUS			62	0	0	53	23	19	5	0	0	22	29	39	28
<b>MEXICO</b>															
MEXICO CITY	BRITISH AIRWAYS PLC	S	25	0	0	56	28	8	8	0	0	21	40	36	25

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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)
TOTAL MEXICO CITY			25	0	0	56	28	8	8	0	0	21	40	36	25
TOTAL MEXICO			25	0	0	56	28	8	8	0	0	21	40	36	25
MOROCCO															
CASABLANCA MOHAMED V	GB AIRWAYS LTD	S	20	0	0	50	10	35	5	0	0	23	48	24	21
	ROYAL AIR MAROC	S	59	1	1	59	29	12	0	0	0	14	58	27	60
TOTAL CASABLANCA MOHAMED V			79	1	1	57	24	18	1	0	0	16	56	26	81
MARRAKESH	GB AIRWAYS LTD	S	40	0	0	68	23	8	3	0	0	14	59	21	39
TOTAL MARRAKESH			40	0	0	68	23	8	3	0	0	14	59	21	39
TANGIERS (IBN BATUTA)	ROYAL AIR MAROC	S	7	0	1	29	43	29	0	0	0	21	17	27	6
TOTAL TANGIERS (IBN BATUTA)			7	0	1	29	43	29	0	0	0	21	17	27	6
TOTAL MOROCCO			126	1	2	59	25	15	2	0	0	16	55	24	126
NAMIBIA															
WINDHOEK	AIR NAMIBIA	S	8	0	0	50	13	38	0	0	0	19	25	33	8
TOTAL WINDHOEK			8	0	0	50	13	38	0	0	0	19	25	33	8
TOTAL NAMIBIA			8	0	0	50	13	38	0	0	0	19	25	33	8
NATIONALIST CHINA (TAIWAN)															
TAIPEI	EVA AIR	S	34	0	0	56	38	6	0	0	0	15	46	19	26
TOTAL TAIPEI			34	0	0	56	38	6	0	0	0	15	65	15	52
TOTAL NATIONALIST CHINA (TAIWAN)			34	0	0	56	38	6	0	0	0	15	65	15	52
NETHERLANDS															
AMSTERDAM	BMI BRITISH MIDLAND	S	462	0	0	80	13	6	1	0	0	9	55	25	457
	BRITISH AIRWAYS PLC	S	458	0	1	79	14	5	2	0	0	10	68	19	448
	KLM	S	532	0	0	81	12	5	1	0	0	8	69	19	523
	UNITED AIRLINES	S	58	0	0	86	10	3	0	0	0	6	0	0	0
TOTAL AMSTERDAM			1510	0	1	80	13	5	1	0	0	9	64	21	1428
EINDHOVEN	HOLLANDEXEL	S	84	0	0	64	15	11	10	0	0	21	52	23	90
TOTAL EINDHOVEN			84	0	0	64	15	11	10	0	0	21	52	23	90
ROTTERDAM	KLM	S	201	0	3	89	5	6	0	0	0	6	81	11	199
TOTAL ROTTERDAM			201	0	3	89	5	6	0	0	0	6	81	11	199
TOTAL NETHERLANDS			1795	0	4	81	12	6	1	0	0	9	65	20	1717
NEW ZEALAND															
AUCKLAND INTERNATIONAL	AIR NEW ZEALAND LTD	S	59	1	2	78	7	12	3	0	0	15	56	23	52
TOTAL AUCKLAND INTERNATIONAL			59	1	2	78	7	12	3	0	0	15	56	23	52
TOTAL NEW ZEALAND			59	1	2	78	7	12	3	0	0	15	56	23	52
NIGERIA															
ABUJA	BRITISH AIRWAYS PLC	S	25	0	0	72	4	24	0	0	0	16	0	0	0
TOTAL ABUJA			25	0	0	72	4	24	0	0	0	16	0	0	0

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
LAGOS	BRITISH AIRWAYS PLC	S	60	0	0	50	30	15	5	0	0	19	0	0	0
	NIGERIA AIRWAYS	S	24	0	1	29	8	33	25	0	4	64	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	45	3	13	38	33	24	4	0	0	26	26	51	38
<b>TOTAL LAGOS</b>			<b>129</b>	<b>3</b>	<b>14</b>	<b>42</b>	<b>27</b>	<b>22</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>30</b>	<b>26</b>	<b>51</b>	<b>38</b>
<b>TOTAL NIGERIA</b>			<b>154</b>	<b>3</b>	<b>14</b>	<b>47</b>	<b>23</b>	<b>22</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>27</b>	<b>26</b>	<b>51</b>	<b>38</b>
<b>NORWAY</b>															
OSLO (GARDERMOEN)	BRITISH AIRWAYS PLC	S	240	0	0	76	13	8	3	0	0	13	68	18	240
	SAS	S	292	0	0	86	13	2	0	0	0	6	81	11	278
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>532</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>14</b>	<b>518</b>	
STAVANGER	BMI BRITISH MIDLAND	C	2	0	0	50	0	50	0	0	0	16	0	0	0
	SAS	S	52	0	0	88	10	2	0	0	0	4	0	0	0
<b>TOTAL STAVANGER</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL NORWAY</b>			<b>586</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>14</b>	<b>518</b>	
<b>OMAN</b>															
MUSCAT	BRITISH AIRWAYS PLC	S	60	0	0	82	15	3	0	0	0	7	85	23	60
	GULF AIR	S	56	0	0	77	16	4	4	0	0	11	69	17	75
<b>TOTAL MUSCAT</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>16</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>19</b>	<b>135</b>	
<b>TOTAL OMAN</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>16</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>19</b>	<b>135</b>	
<b>PAKISTAN</b>															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	27	1	0	33	33	22	7	4	0	33	16	100	31
<b>TOTAL ISLAMABAD</b>			<b>27</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>22</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>33</b>	<b>29</b>	<b>85</b>	<b>42</b>
KARACHI	PAKISTAN INTL AIRLINES	S	26	1	1	35	23	35	8	0	0	30	38	48	29
<b>TOTAL KARACHI</b>			<b>26</b>	<b>1</b>	<b>1</b>	<b>35</b>	<b>23</b>	<b>35</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>38</b>	<b>48</b>	<b>29</b>
LAHORE	PAKISTAN INTL AIRLINES	S	24	0	0	21	42	29	8	0	0	30	15	52	26
<b>TOTAL LAHORE</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>42</b>	<b>29</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>15</b>	<b>52</b>	<b>26</b>
<b>TOTAL PAKISTAN</b>			<b>77</b>	<b>2</b>	<b>1</b>	<b>30</b>	<b>32</b>	<b>29</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>31</b>	<b>28</b>	<b>65</b>	<b>97</b>
<b>POLAND</b>															
WARSAW	BRITISH AIRWAYS PLC	S	180	0	0	82	11	3	3	1	0	10	78	11	176
	LOT-POLISH AIRLINES	S	180	0	0	77	18	3	2	0	0	11	73	13	180
<b>TOTAL WARSAW</b>			<b>360</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>14</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>12</b>	<b>356</b>	
<b>TOTAL POLAND</b>			<b>360</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>14</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>12</b>	<b>356</b>	
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR PORTUGAL	S	60	0	0	60	22	15	3	0	0	16	60	29	60
	GB AIRWAYS LTD	S	8	0	0	38	13	25	25	0	0	45	10	69	20
<b>TOTAL FARO</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>21</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>19</b>	<b>48</b>	<b>39</b>	<b>80</b>	
LISBON	AIR PORTUGAL	S	180	0	0	32	22	25	20	1	0	39	28	56	180
	BRITISH AIRWAYS PLC	S	240	0	0	70	16	8	3	2	0	17	67	17	240
<b>TOTAL LISBON</b>			<b>420</b>	<b>1</b>	<b>0</b>	<b>54</b>	<b>19</b>	<b>15</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>50</b>	<b>34</b>	<b>420</b>
OPORTO (PORTUGAL)	AIR PORTUGAL	S	120	0	0	53	23	18	6	0	0	21	40	36	120



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2002

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 OPORTO (PORTUGAL)			120	0	0	53	23	18	6	0	0	21	40	36	120
TOTAL PORTUGAL(EXCLUDING MADEIRA)			608	1	0	54	20	16	9	1	0	24	48	35	620
PORTUGAL(MADEIRA)															
FUNCHAL	AIR PORTUGAL	S	18	0	0	0	39	28	33	0	0	51	33	35	18
TOTAL FUNCHAL			18	0	0	0	39	28	33	0	0	51	33	35	18
TOTAL PORTUGAL(MADEIRA)			18	0	0	0	39	28	33	0	0	51	33	35	18
QATAR															
DOHA	BRITISH AIRWAYS PLC	S	60	0	0	83	13	3	0	0	7	83	7	60	
	QATAR AIRWAYS	S	94	0	0	71	16	9	4	0	12	54	24	78	
TOTAL DOHA			154	0	0	76	15	6	3	0	10	71	15	194	
TOTAL QATAR			154	0	0	76	15	6	3	0	10	71	15	194	
REPUBLIC OF KOREA															
SEOUL (INCHEON)	ASIANA AIRLINES	S	24	0	0	38	38	17	8	0	0	26	0	0	0
	KOREAN AIR	S	44	0	0	82	14	2	2	0	0	10	0	0	0
TOTAL SEOUL (INCHEON)			68	0	0	66	22	7	4	0	0	15	0	0	0
TOTAL REPUBLIC OF KOREA			68	0	0	66	22	7	4	0	0	15	68	9	44
REPUBLIC OF SOUTH AFRICA															
CAPE TOWN	BRITISH AIRWAYS PLC	S	60	0	0	75	22	2	2	0	0	9	67	46	60
	SOUTH AFRICAN AIRWAYS	S	60	0	0	68	22	8	2	0	0	13	72	11	60
TOTAL CAPE TOWN			120	0	0	72	22	5	2	0	0	11	69	26	138
JOHANNESBURG	BRITISH AIRWAYS PLC	S	120	0	0	78	15	6	1	0	0	11	71	26	120
	SOUTH AFRICAN AIRWAYS	S	112	0	0	55	29	9	4	3	0	23	53	21	112
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	63	28	7	0	2	0	17	63	16	60
TOTAL JOHANNESBURG			292	0	0	66	23	7	2	1	0	17	62	22	292
TOTAL REPUBLIC OF SOUTH AFRICA			412	0	0	68	23	7	2	1	0	15	64	24	430
REPUBLIC OF YEMEN															
SANAA	YEMENIA	S	16	0	0	56	31	6	6	0	0	18	44	28	18
TOTAL SANAA			16	0	0	56	31	6	6	0	0	18	44	28	18
TOTAL REPUBLIC OF YEMEN			16	0	0	56	31	6	6	0	0	18	44	28	18
RUMANIA															
BUCHAREST (OTOPENI)	BRITISH AIRWAYS PLC	S	60	0	0	90	5	3	2	0	0	5	0	0	0
	TAROM	S	60	0	0	92	7	2	0	0	0	5	78	12	59
TOTAL BUCHAREST (OTOPENI)			120	0	0	91	6	3	1	0	0	5	78	12	59
TOTAL RUMANIA			120	0	0	91	6	3	1	0	0	5	78	12	59
RUSSIA															
MOSCOW (DOMODEDOVO)	TRANSAERO AIRLINES	S	22	0	0	45	27	27	0	0	0	19	53	58	32
TOTAL MOSCOW (DOMODEDOVO)			22	0	0	45	27	27	0	0	0	19	53	58	32
MOSCOW (SHEREMETYEVO)	AEROFLOT	S	120	0	0	62	26	9	3	0	0	16	42	30	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)										
MOSCOW (SHEREMETYEVO)	BRITISH AIRWAYS PLC	S	120	0	0	80	13	3	4	0	0	10	88	8	120
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>20</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>64</b>	<b>19</b>	<b>242</b>
ST PETERSBURG	AEROFLOT	S	8	0	0	63	25	13	0	0	0	13	40	22	10
<b>TOTAL ST PETERSBURG</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>40</b>	<b>22</b>	<b>10</b>
<b>TOTAL RUSSIA</b>			<b>270</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>20</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>62</b>	<b>24</b>	<b>284</b>
<b>SAUDI ARABIA</b>															
JEDDAH	BRITISH AIRWAYS PLC	S	43	0	0	88	5	2	0	2	2	20	76	13	34
	SAUDI ARABIAN AIRLINES	S	50	0	0	40	34	20	6	0	0	25	65	15	60
<b>TOTAL JEDDAH</b>			<b>93</b>	<b>2</b>	<b>0</b>	<b>62</b>	<b>20</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>23</b>	<b>69</b>	<b>14</b>	<b>94</b>
RIYADH	BRITISH AIRWAYS PLC	S	34	0	0	74	18	6	3	0	0	12	85	12	34
	SAUDI ARABIAN AIRLINES	S	33	0	0	55	18	18	3	0	6	105	58	28	36
<b>TOTAL RIYADH</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>57</b>	<b>71</b>	<b>20</b>	<b>70</b>
<b>TOTAL SAUDI ARABIA</b>			<b>161</b>	<b>2</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>37</b>	<b>70</b>	<b>16</b>	<b>168</b>
<b>SEYCHELLES</b>															
SEYCHELLES	BRITISH AIRWAYS PLC	S	18	0	0	78	11	6	6	0	0	11	0	0	0
<b>TOTAL SEYCHELLES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SEYCHELLES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SINGAPORE</b>															
SINGAPORE	SINGAPORE AIRLINES	S	180	0	0	68	21	7	3	1	0	15	55	19	180
<b>TOTAL SINGAPORE</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>21</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>57</b>	<b>18</b>	<b>198</b>
<b>TOTAL SINGAPORE</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>21</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>57</b>	<b>18</b>	<b>198</b>
<b>SPAIN</b>															
BARCELONA	BMI BRITISH MIDLAND	C	10	0	0	80	20	0	0	0	0	8	0	0	0
	BRITISH AIRWAYS PLC	S	258	0	0	62	22	9	5	1	0	21	65	23	260
	IBERIA	S	233	0	1	50	19	15	13	1	0	29	59	21	238
<b>TOTAL BARCELONA</b>			<b>501</b>	<b>0</b>	<b>1</b>	<b>57</b>	<b>21</b>	<b>12</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>62</b>	<b>22</b>	<b>620</b>
BILBAO	IBERIA	S	60	0	0	75	13	7	5	0	0	13	82	11	60
<b>TOTAL BILBAO</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>80</b>	<b>11</b>	<b>61</b>
IBIZA	BRITISH AIRWAYS PLC	C	3	0	0	33	0	33	33	0	0	38	0	0	0
<b>TOTAL IBIZA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>
LA CORUNA	BMI BRITISH MIDLAND	C	8	0	0	75	13	13	0	0	0	12	0	57	4
<b>TOTAL LA CORUNA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>57</b>	<b>4</b>
MADRID	BMI BRITISH MIDLAND	S	180	0	0	62	23	12	3	0	0	16	55	21	236
	BRITISH AIRWAYS PLC	S	298	0	0	64	21	9	6	0	0	16	65	18	298
	IBERIA	S	349	0	3	44	18	21	16	1	0	32	65	18	350
<b>TOTAL MADRID</b>			<b>827</b>	<b>0</b>	<b>3</b>	<b>55</b>	<b>20</b>	<b>15</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>62</b>	<b>19</b>	<b>884</b>
MALAGA	GB AIRWAYS LTD	S	120	0	0	65	23	9	3	0	0	16	51	19	70
	IBERIA	S	60	0	0	23	18	32	27	0	0	43	60	20	60
<b>TOTAL MALAGA</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>21</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>55</b>	<b>20</b>	<b>130</b>

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				Actual (7)	Plan (8)										
PALMA DE MALLORCA	BMI BRITISH MIDLAND	S	68	0	0	60	25	7	7	0	0	18	36	34	70
<b>TOTAL PALMA DE MALLORCA</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>25</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>36</b>	<b>34</b>	<b>70</b>
SANTIAGO DE COMPOSTELA (SPAIN)	IBERIA	S	60	0	0	72	17	7	5	0	0	13	82	11	60
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>18</b>	<b>70</b>
SEVILLE	IBERIA	S	60	0	0	40	27	20	13	0	0	29	73	12	60
<b>TOTAL SEVILLE</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>26</b>	<b>21</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>73</b>	<b>12</b>	<b>60</b>
VALENCIA	IBERIA	S	60	0	0	48	20	20	12	0	0	24	60	17	60
<b>TOTAL VALENCIA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>20</b>	<b>20</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>60</b>	<b>17</b>	<b>60</b>
<b>TOTAL SPAIN</b>			<b>1828</b>	<b>0</b>	<b>4</b>	<b>56</b>	<b>21</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>62</b>	<b>20</b>	<b>1959</b>
<b>SRI LANKA</b>															
COLOMBO	SRILANKAN AIRLINES	S	75	0	1	83	7	5	5	0	0	11	64	21	58
<b>TOTAL COLOMBO</b>			<b>75</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>7</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>64</b>	<b>21</b>	<b>58</b>
<b>TOTAL SRI LANKA</b>			<b>75</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>7</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>64</b>	<b>21</b>	<b>58</b>
<b>SUDAN</b>															
KHARTOUM	SUDAN AIRWAYS	S	18	0	0	39	0	6	11	28	17	155	58	20	19
<b>TOTAL KHARTOUM</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>6</b>	<b>11</b>	<b>28</b>	<b>17</b>	<b>155</b>	<b>58</b>	<b>20</b>	<b>19</b>
<b>TOTAL SUDAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>6</b>	<b>11</b>	<b>28</b>	<b>17</b>	<b>155</b>	<b>58</b>	<b>20</b>	<b>19</b>
<b>SWEDEN</b>															
GOTEBORG	SAS	S	120	0	0	88	6	5	1	0	0	7	82	9	117
<b>TOTAL GOTEBORG</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>9</b>	<b>117</b>
STOCKHOLM (ARLANDA)	BRITISH AIRWAYS PLC	S	343	0	0	77	13	7	2	1	0	12	79	10	300
	SAS	S	406	0	0	86	11	2	1	0	0	6	86	8	436
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>749</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>9</b>	<b>736</b>
<b>TOTAL SWEDEN</b>			<b>869</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>9</b>	<b>853</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	SWISS AIRLINES	S	180	0	0	87	10	3	0	0	0	6	65	20	178
<b>TOTAL BASLE MULHOUSE</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>65</b>	<b>20</b>	<b>178</b>
GENEVA	BRITISH AIRWAYS PLC	S	340	0	0	77	14	6	3	1	0	11	70	15	277
	SWISS AIRLINES	S	238	0	2	90	8	2	0	0	0	4	0	0	0
<b>TOTAL GENEVA</b>			<b>578</b>	<b>1</b>	<b>2</b>	<b>83</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>72</b>	<b>14</b>	<b>511</b>
ZURICH	BRITISH AIRWAYS PLC	S	339	0	1	81	13	4	1	0	0	9	64	20	338
	SWISS AIRLINES	S	420	0	0	79	14	6	1	0	0	10	0	0	0
<b>TOTAL ZURICH</b>			<b>759</b>	<b>1</b>	<b>1</b>	<b>80</b>	<b>14</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>60</b>	<b>20</b>	<b>758</b>
<b>TOTAL SWITZERLAND</b>			<b>1517</b>	<b>2</b>	<b>3</b>	<b>82</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>65</b>	<b>17</b>	<b>1447</b>
<b>SYRIA</b>															
ALEPPO	BRITISH MEDITERRANEAN AIRWA	S	5	0	0	60	40	0	0	0	0	12	0	0	0
<b>TOTAL ALEPPO</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
DAMASCUS	BRITISH MEDITERRANEAN AIRWA	S	35	1	0	77	14	6	3	0	0	10	68	12	22

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2002

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)										
DAMASCUS	SYRIANAIR	S	27	0	0	59	19	11	11	0	0	22	54	25	26
<b>TOTAL DAMASCUS</b>			<b>62</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>60</b>	<b>19</b>	<b>48</b>
<b>TOTAL SYRIA</b>			<b>67</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>18</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>60</b>	<b>19</b>	<b>48</b>
<b>TANZANIA</b>															
DAR-ES-SALAAM	BRITISH AIRWAYS PLC	S	25	0	0	88	4	8	0	0	0	8	0	0	0
<b>TOTAL DAR-ES-SALAAM</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TANZANIA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>THAILAND</b>															
BANGKOK	THAI AIRWAYS INTERNATIONAL	S	86	0	0	78	17	3	1	0	0	9	57	28	86
<b>TOTAL BANGKOK</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>17</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>56</b>	<b>38</b>	<b>112</b>
<b>TOTAL THAILAND</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>17</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>56</b>	<b>38</b>	<b>112</b>
<b>TRINIDAD AND TOBAGO</b>															
PORT OF SPAIN	BWIA	S	58	2	2	14	21	38	28	0	0	47	35	39	60
<b>TOTAL PORT OF SPAIN</b>			<b>58</b>	<b>2</b>	<b>2</b>	<b>14</b>	<b>21</b>	<b>38</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>35</b>	<b>39</b>	<b>60</b>
<b>TOTAL TRINIDAD AND TOBAGO</b>			<b>58</b>	<b>2</b>	<b>2</b>	<b>14</b>	<b>21</b>	<b>38</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>35</b>	<b>39</b>	<b>60</b>
<b>TUNISIA</b>															
TUNIS	TUNISAIR	S	34	0	0	38	32	29	0	0	0	22	31	43	36
<b>TOTAL TUNIS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>32</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>31</b>	<b>43</b>	<b>36</b>
<b>TOTAL TUNISIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>32</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>31</b>	<b>43</b>	<b>36</b>
<b>TURKEY</b>															
ANTALYA	KIBRIS TURKISH AIRLINES - KTHY	S	8	0	0	13	25	25	38	0	0	51	20	28	10
<b>TOTAL ANTALYA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>25</b>	<b>25</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>20</b>	<b>28</b>	<b>10</b>
ISTANBUL	BRITISH AIRWAYS PLC	S	120	0	0	81	13	4	2	0	0	9	73	13	120
	QANTAS	C	2	0	0	0	100	0	0	0	0	26	50	57	2
	THY TURK HAVA YOLLARI TURKIS	S	179	0	1	72	16	7	4	1	0	14	62	17	180
<b>TOTAL ISTANBUL</b>			<b>301</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>16</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>66</b>	<b>16</b>	<b>302</b>
IZMIR (ADNAM MENDERES)	KIBRIS TURKISH AIRLINES - KTHY	S	18	0	0	11	22	28	39	0	0	52	0	0	0
	QANTAS	C	2	0	0	0	0	100	0	0	0	40	0	26	2
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>20</b>	<b>35</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>25</b>	<b>44</b>	<b>20</b>
<b>TOTAL TURKEY</b>			<b>329</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>16</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>62</b>	<b>18</b>	<b>332</b>
<b>TURKMENISTAN</b>															
ASHKHABAD	TURKMENISTAN AIRLINES	S	16	0	0	50	25	19	6	0	0	24	44	32	18
<b>TOTAL ASHKHABAD</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>44</b>	<b>32</b>	<b>18</b>
<b>TOTAL TURKMENISTAN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>44</b>	<b>32</b>	<b>18</b>
<b>TURKS AND CAICOS ISLANDS</b>															
PROVIDENCIALES	BRITISH AIRWAYS PLC	S	10	0	0	70	20	10	0	0	0	13	0	0	0
<b>TOTAL PROVIDENCIALES</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2002

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 TURKS AND CAICOS ISLANDS			10	0	0	70	20	10	0	0	0	13	0	0	0
UGANDA															
ENTEBBE	BRITISH AIRWAYS PLC	S	26	0	0	50	23	15	12	0	0	31	0	0	0
TOTAL ENTEBBE			26	0	0	50	23	15	12	0	0	31	0	0	0
TOTAL UGANDA			26	0	0	50	23	15	12	0	0	31	0	0	0
UKRAINE															
KIEV (BORISPOL)	BRITISH AIRWAYS PLC	S	44	0	0	52	36	11	0	0	0	16	0	0	0
TOTAL KIEV (BORISPOL)			44	0	0	52	36	11	0	0	0	16	0	0	0
TOTAL UKRAINE			44	0	0	52	36	11	0	0	0	16	0	0	0
UNITED ARAB EMIRATES															
ABU DHABI INTERNATIONAL	GULF AIR	S	44	0	0	68	20	7	2	0	2	21	61	20	44
TOTAL ABU DHABI INTERNATIONAL			44	0	0	68	20	7	2	0	2	21	61	20	44
DUBAI	BRITISH AIRWAYS PLC	S	120	0	0	78	14	5	3	0	0	10	80	14	118
	EMIRATES	S	178	2	6	71	14	12	3	0	0	12	56	27	180
TOTAL DUBAI			298	2	6	73	14	9	3	0	0	11	65	21	298
TOTAL UNITED ARAB EMIRATES			342	2	6	73	15	9	3	0	0	13	65	21	342
UNITED KINGDOM															
ABERDEEN	BRITISH AIRWAYS PLC	S	376	0	0	61	24	10	3	1	0	16	74	16	368
TOTAL ABERDEEN			376	0	0	61	24	10	3	1	0	16	74	16	368
BELFAST CITY	BMI BRITISH MIDLAND	S	410	0	0	75	17	7	1	0	0	10	0	0	0
TOTAL BELFAST CITY			410	0	0	75	17	7	1	0	0	10	0	0	0
BELFAST INTERNATIONAL	BMI BRITISH MIDLAND	S	291	0	0	85	11	3	1	0	0	7	69	16	466
TOTAL BELFAST INTERNATIONAL			291	0	0	85	11	3	1	0	0	7	74	15	812
EDINBURGH	BMI BRITISH MIDLAND	S	503	0	3	73	18	7	1	0	0	11	64	18	456
	BRITISH AIRWAYS PLC	S	636	0	1	60	24	12	4	0	0	17	76	13	629
TOTAL EDINBURGH			1139	1	4	66	21	10	3	0	0	14	71	15	1085
GLASGOW	BMI BRITISH MIDLAND	S	464	0	0	70	19	7	2	0	0	14	65	18	458
	BRITISH AIRWAYS PLC	S	632	1	1	71	18	7	3	0	0	14	78	13	633
TOTAL GLASGOW			1096	1	1	71	19	7	3	0	0	14	73	15	1091
LEEDS BRADFORD	BMI BRITISH MIDLAND	S	210	0	0	87	8	5	0	0	0	6	73	15	204
TOTAL LEEDS BRADFORD			210	0	0	87	8	5	0	0	0	6	73	15	204
MANCHESTER	BMI BRITISH MIDLAND	S	411	0	0	76	15	9	1	0	0	10	74	13	404
	BRITISH AIRWAYS PLC	S	585	0	1	63	20	13	4	0	0	16	68	16	574
TOTAL MANCHESTER			996	0	1	69	18	11	2	0	0	14	70	15	978
NEWCASTLE	BRITISH AIRWAYS PLC	S	323	0	0	74	16	6	3	0	0	12	78	14	320
TOTAL NEWCASTLE			323	0	0	74	16	6	3	0	0	12	78	14	320
TEESSIDE	BMI BRITISH MIDLAND	S	172	0	0	91	8	1	0	0	0	5	77	14	170
TOTAL TEESSIDE			172	0	0	91	8	1	0	0	0	5	77	14	170

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2002

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 UNITED KINGDOM			5013	3	6	71	18	8	2	0	0	13	73	15	5188
USA															
BOSTON	AMERICAN AIRLINES	S	118	0	0	81	14	3	2	1	0	10	64	18	103
	BRITISH AIRWAYS PLC	S	176	0	0	84	15	2	0	0	0	6	71	18	141
	UNITED AIRLINES	S	61	0	0	62	28	7	3	0	0	14	67	19	51
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	62	28	10	0	0	0	14	0	0	0
TOTAL BOSTON			415	0	0	77	18	4	1	0	0	10	68	18	295
CHARLOTTE	BRITISH AIRWAYS PLC	S	60	0	0	65	13	15	7	0	0	20	0	0	0
TOTAL CHARLOTTE			60	0	0	65	13	15	7	0	0	20	0	0	0
CHICAGO (O'HARE)	AIR INDIA	S	26	0	0	65	15	15	0	4	0	24	56	28	18
	AMERICAN AIRLINES	S	296	1	1	80	15	3	1	0	0	8	55	25	203
	BRITISH AIRWAYS PLC	S	119	0	0	73	18	7	1	0	1	21	76	15	88
	UNITED AIRLINES	S	178	0	0	71	16	10	3	0	0	13	68	20	161
TOTAL CHICAGO (O'HARE)			620	1	1	75	16	6	2	0	0	13	66	20	522
DETROIT	BRITISH AIRWAYS PLC	S	58	0	0	76	19	5	0	0	0	9	90	8	51
TOTAL DETROIT			58	0	0	76	19	5	0	0	0	9	90	8	51
HOUSTON	BRITISH AIRWAYS PLC	S	58	1	0	76	21	3	0	0	0	8	0	0	0
TOTAL HOUSTON			58	1	0	76	21	3	0	0	0	8	0	0	0
LOS ANGELES INTERNATIONAL	AMERICAN AIRLINES	S	60	0	0	83	17	0	0	0	0	7	55	23	55
	BRITISH AIRWAYS PLC	S	120	0	0	74	18	6	2	0	0	12	62	20	101
	UNITED AIRLINES	S	60	0	0	87	8	3	2	0	0	7	66	20	110
	VIRGIN ATLANTIC AIRWAYS LTD	S	118	0	0	75	14	7	4	0	1	16	61	23	105
TOTAL LOS ANGELES INTERNATIONAL			358	0	0	78	15	5	2	0	0	11	62	21	371
MIAMI INTERNATIONAL	AMERICAN AIRLINES	S	60	0	0	80	8	10	2	0	0	11	49	30	55
	BRITISH AIRWAYS PLC	S	118	0	0	81	8	8	2	0	0	10	64	23	92
TOTAL MIAMI INTERNATIONAL			178	0	0	81	8	9	2	0	0	10	59	26	147
NEW YORK (JF KENNEDY)	AIR INDIA	S	60	0	0	43	23	20	10	3	0	35	23	82	44
	AMERICAN AIRLINES	S	357	0	0	82	10	5	3	0	0	9	52	30	246
	BRITISH AIRWAYS PLC	S	416	0	0	75	18	6	1	1	0	12	77	18	314
	KUWAIT AIRWAYS	S	25	0	0	84	12	4	0	0	0	8	59	21	22
	UNITED AIRLINES	S	118	0	1	79	13	8	1	0	0	9	72	23	159
	VIRGIN ATLANTIC AIRWAYS LTD	S	118	0	0	54	25	11	9	0	0	21	51	29	123
TOTAL NEW YORK (JF KENNEDY)			1094	0	1	74	16	7	3	0	0	13	63	27	908
NEW YORK (NEWARK)	AMERICAN AIRLINES	S	60	0	0	87	7	5	2	0	0	9	57	37	51
	BRITISH AIRWAYS PLC	S	130	0	0	82	12	3	3	0	0	9	74	13	95
	UNITED AIRLINES	S	60	0	0	80	15	2	3	0	0	10	74	16	54
	VIRGIN ATLANTIC AIRWAYS LTD	S	108	0	4	53	29	11	7	0	0	24	51	27	53
TOTAL NEW YORK (NEWARK)			358	0	4	74	16	6	4	0	0	14	66	21	253
PHILADELPHIA INTERNATIONAL	BRITISH AIRWAYS PLC	S	118	0	0	75	17	5	3	0	0	11	69	16	100
TOTAL PHILADELPHIA INTERNATIONAL			118	0	0	75	17	5	3	0	0	11	69	16	100
SAN FRANCISCO	BRITISH AIRWAYS PLC	S	118	0	0	84	14	3	0	0	0	7	75	16	100
	UNITED AIRLINES	S	120	0	0	91	8	1	0	0	0	4	61	22	146
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	80	15	5	0	0	0	9	54	24	52

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2002

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 SAN FRANCISCO			298	0	0	86	12	2	0	0	0	6	64	20	298
SEATTLE (TACOMA)	BRITISH AIRWAYS PLC	S	60	0	0	85	10	2	0	2	2	18	57	56	51
TOTAL SEATTLE (TACOMA)			60	0	0	85	10	2	0	2	2	18	57	56	51
WASHINGTON (DULLES)	BRITISH AIRWAYS PLC	S	116	0	0	78	17	4	0	0	0	8	78	13	130
	UNITED AIRLINES	S	237	0	0	65	21	12	1	0	0	13	55	29	158
	VIRGIN ATLANTIC AIRWAYS LTD	S	59	0	1	76	20	2	2	0	0	10	72	14	54
TOTAL WASHINGTON (DULLES)			412	0	1	71	20	8	1	0	0	11	67	21	342
TOTAL USA			4088	3	7	76	16	6	2	0	0	12	65	23	3338
UZBEKISTAN															
TASHKENT	UZBEKISTAN AIRLINES	S	34	0	0	74	12	9	6	0	0	16	86	6	43
TOTAL TASHKENT			34	0	0	74	12	9	6	0	0	16	86	6	43
TOTAL UZBEKISTAN			34	0	0	74	12	9	6	0	0	16	86	6	43
TOTAL HEATHROW			38807	48	85	71	17	9	3	0	0	14	65	20	37565

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2002

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2001		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>BELGIUM</b>															
ANTWERP	VLM (BELGIUM)	S	238	0	0	79	18	3	0	0	0	8	85	9	204
<b>TOTAL ANTWERP</b>			<b>238</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>9</b>	<b>204</b>
BRUSSELS	VLM (BELGIUM)	S	220	0	0	65	25	9	0	0	0	13	0	0	0
<b>TOTAL BRUSSELS</b>			<b>220</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>25</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>48</b>	<b>19</b>	<b>182</b>
<b>TOTAL BELGIUM</b>			<b>458</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>68</b>	<b>14</b>	<b>386</b>
<b>FRANCE</b>															
CLERMONT FERRAND	REGIONAL COMPAGNIE AERIENN	S	100	0	0	65	23	11	1	0	0	12	71	14	87
<b>TOTAL CLERMONT FERRAND</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>23</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>14</b>	<b>87</b>
PARIS (CHARLES DE GAULLE)	CITY JET	S	246	0	0	64	22	13	2	0	0	15	60	20	207
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>246</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>22</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>60</b>	<b>20</b>	<b>207</b>
<b>TOTAL FRANCE</b>			<b>346</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>22</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>66</b>	<b>16</b>	<b>374</b>
<b>GERMANY</b>															
BERLIN (TEMPLEHOF)	EUROWINGS LUFTVERKEHRS	S	152	0	0	86	13	1	0	0	0	5	0	0	0
<b>TOTAL BERLIN (TEMPLEHOF)</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
DORTMUND	EUROWINGS LUFTVERKEHRS	S	68	2	4	97	3	0	0	0	0	3	0	0	0
<b>TOTAL DORTMUND</b>			<b>68</b>	<b>2</b>	<b>4</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
FRANKFURT MAIN	AUGSBURG AIRWAYS GMBH	S	42	0	0	67	24	10	0	0	0	12	92	6	36
	LUFTHANSA CITY LINE	S	130	0	0	44	32	22	2	0	0	21	40	24	80
<b>TOTAL FRANKFURT MAIN</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>30</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>56</b>	<b>18</b>	<b>116</b>
HAMBURG	AUGSBURG AIRWAYS GMBH	S	141	0	0	83	13	2	1	0	0	7	0	0	0
<b>TOTAL HAMBURG</b>			<b>141</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>13</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
MOENCHENGLADBACH	VLM (BELGIUM)	S	155	0	3	74	17	6	3	0	0	11	69	12	147
<b>TOTAL MOENCHENGLADBACH</b>			<b>155</b>	<b>0</b>	<b>3</b>	<b>74</b>	<b>17</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>12</b>	<b>147</b>
MUNICH	AUGSBURG AIRWAYS GMBH	S	102	0	0	90	8	2	0	0	0	5	0	0	0
<b>TOTAL MUNICH</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GERMANY</b>			<b>790</b>	<b>2</b>	<b>7</b>	<b>77</b>	<b>16</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>69</b>	<b>13</b>	<b>443</b>
<b>IRISH REPUBLIC</b>															
DUBLIN	AER LINGUS	S	196	0	0	52	28	17	3	1	0	20	83	10	222
<b>TOTAL DUBLIN</b>			<b>196</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>28</b>	<b>17</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>83</b>	<b>10</b>	<b>222</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>196</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>28</b>	<b>17</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>83</b>	<b>10</b>	<b>222</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	VLM (BELGIUM)	S	143	0	1	74	18	7	1	0	0	11	57	18	122
<b>TOTAL LUXEMBOURG</b>			<b>143</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>18</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>57</b>	<b>18</b>	<b>122</b>
<b>TOTAL LUXEMBOURG</b>			<b>143</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>18</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>57</b>	<b>18</b>	<b>122</b>
<b>NETHERLANDS</b>															
AMSTERDAM	KLM UK LTD	S	196	0	0	78	12	4	7	0	0	13	67	19	239



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2002

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 AMSTERDAM			196	0	0	78	12	4	7	0	0	13	67	19	239
ROTTERDAM	VLM (BELGIUM)	S	293	0	21	87	8	3	2	0	0	7	79	10	224
TOTAL ROTTERDAM			293	0	21	87	8	3	2	0	0	7	79	10	224
TOTAL NETHERLANDS			489	0	21	83	9	3	4	0	0	9	72	14	463
SWITZERLAND															
BASLE MULHOUSE	SWISS AIRLINES	S	148	0	6	84	13	3	0	0	0	8	59	15	133
TOTAL BASLE MULHOUSE			148	0	6	84	13	3	0	0	0	8	59	15	133
GENEVA	SWISS AIRLINES	S	190	0	6	75	16	8	1	0	0	11	57	16	136
TOTAL GENEVA			190	0	6	75	16	8	1	0	0	11	57	16	136
ZURICH	SWISS AIRLINES	S	336	0	5	58	29	9	4	0	0	16	57	20	271
TOTAL ZURICH			336	0	5	58	29	9	4	0	0	16	57	20	271
TOTAL SWITZERLAND			674	0	17	69	22	7	2	0	0	13	58	18	586
UNITED KINGDOM															
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	238	0	10	82	11	5	1	0	0	10	84	13	192
TOTAL BELFAST CITY			238	0	10	82	11	5	1	0	0	10	84	13	192
DUNDEE	SCOT AIRWAYS	S	226	0	12	73	21	4	2	0	0	11	80	12	171
TOTAL DUNDEE			226	0	12	73	21	4	2	0	0	11	80	12	171
EDINBURGH	SCOT AIRWAYS	S	544	5	50	73	22	5	0	0	0	11	75	12	320
TOTAL EDINBURGH			544	5	50	73	22	5	0	0	0	11	75	13	437
ISLE OF MAN	FLYBE.BRITISH EUROPEAN	S	96	0	2	65	28	6	0	1	0	15	65	17	80
TOTAL ISLE OF MAN			96	0	2	65	28	6	0	1	0	15	65	17	80
JERSEY	FLYBE.BRITISH EUROPEAN	S	191	0	5	68	21	11	0	0	0	13	65	16	179
	VLM (BELGIUM)	S	8	0	0	25	25	50	0	0	0	30	48	17	40
TOTAL JERSEY			199	0	5	66	21	13	0	0	0	13	62	17	219
MANCHESTER	VLM (BELGIUM)	S	170	0	2	91	9	0	0	0	0	5	0	0	0
TOTAL MANCHESTER			170	0	2	91	9	0	0	0	0	5	0	0	0
TOTAL UNITED KINGDOM			1473	9	81	75	19	5	0	0	0	11	75	13	1383
TOTAL LONDON CITY			4569	13	127	73	19	7	1	0	0	11	70	14	3979

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2002

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 2001			
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>BELGIUM</b>															
TOTAL BRUSSELS			2	0	0	50	0	0	50	0	0	57	0	0	0
TOTAL BELGIUM			2	0	0	50	0	0	50	0	0	57	0	0	0
<b>CYPRUS</b>															
LARNACA	BRITANNIA AIRWAYS	C	18	0	0	72	6	11	11	0	0	16	50	27	20
	EUROCYPRIA AIRLINES LTD	C	8	0	0	50	25	0	0	25	0	57	20	143	10
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	0	0	13	0	0	20	75	70	8
	HELIOS AIRWAYS LTD	C	8	0	0	50	0	25	25	0	0	31	25	49	8
	MONARCH AIRLINES	C	8	0	0	63	25	13	0	0	0	14	25	25	8
	MY TRAVEL AIRWAYS UK	C	9	0	0	44	22	22	11	0	0	24	75	13	12
TOTAL LARNACA			59	1	0	63	12	12	10	3	0	25	47	54	81
PAPHOS	BRITANNIA AIRWAYS	C	33	0	0	82	9	3	6	0	0	10	61	24	36
TOTAL PAPHOS			33	0	0	82	9	3	6	0	0	10	52	27	52
TOTAL CYPRUS			92	1	0	70	11	9	9	2	0	20	49	44	133
<b>FRANCE</b>															
NICE	BRITISH AIRWAYS PLC	C	2	0	0	100	0	0	0	0	0	7	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	360	0	0	73	11	8	8	1	0	17	51	31	317
TOTAL NICE			362	6	0	73	10	8	7	1	0	17	51	31	317
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	264	0	0	79	10	5	5	0	0	13	0	0	0
TOTAL PARIS (CHARLES DE GAULLE)			264	1	0	79	10	5	5	0	0	13	0	0	0
TARBES-LOURDES INTERNATIONAL	AIR MEDITERRANEE	C	14	0	0	79	0	7	14	0	0	24	31	30	13
TOTAL TARBES-LOURDES INTERNATIONAL			14	0	0	79	0	7	14	0	0	24	31	30	13
TOTAL FRANCE			640	11	0	75	10	7	7	1	0	15	51	31	334
<b>GERMANY</b>															
DORTMUND	EUROWINGS LUFTVERKEHRS	C	2	0	0	50	50	0	0	0	0	10	0	0	0
TOTAL DORTMUND			2	1	0	50	50	0	0	0	0	10	0	0	0
HANOVER	TITAN AIRWAYS LTD	C	4	2	0	50	25	25	0	0	0	12	0	0	0
TOTAL HANOVER			4	2	0	50	25	25	0	0	0	12	0	0	0
TOTAL GERMANY			7	6	0	43	29	14	14	0	0	20	58	20	111
<b>GIBRALTAR</b>															
GIBRALTAR	MONARCH AIRLINES	S	58	0	2	60	12	21	7	0	0	20	51	36	57
TOTAL GIBRALTAR			58	0	2	60	12	21	7	0	0	20	51	36	57
TOTAL GIBRALTAR			58	0	2	60	12	21	7	0	0	20	51	36	57
<b>GREECE</b>															
ATHENS	EASYJET AIRLINE COMPANY LTD	S	120	0	0	70	21	8	2	0	0	13	54	24	115
TOTAL ATHENS			120	1	0	70	21	8	2	0	0	13	53	24	117
CORFU	BRITANNIA AIRWAYS	C	16	0	0	81	0	0	19	0	0	20	88	9	16
	MONARCH AIRLINES	C	17	0	0	65	29	0	6	0	0	17	75	11	16

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2002

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 CORFU			33	0	0	73	15	0	12	0	0	19	71	20	38
HERAKLION	BRITANNIA AIRWAYS	C	9	0	0	78	0	0	22	0	0	32	86	7	7
TOTAL HERAKLION			9	0	0	78	0	0	22	0	0	32	39	73	23
KEFALLINIA	BRITANNIA AIRWAYS	C	8	0	0	75	0	0	0	25	0	66	50	75	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	50	19	8
TOTAL KEFALLINIA			16	0	0	88	0	0	0	13	0	34	50	47	16
KOS	BRITANNIA AIRWAYS	C	8	0	0	75	0	0	0	25	0	92	25	87	8
TOTAL KOS			8	0	0	75	0	0	0	25	0	92	25	87	8
PREVEZA	MD AIRLINES	C	10	0	0	0	40	30	10	10	10	122	0	0	0
TOTAL PREVEZA			10	0	0	0	40	30	10	10	10	122	0	0	0
RHODES	BRITANNIA AIRWAYS	C	16	1	0	88	6	6	0	0	0	5	30	41	10
TOTAL RHODES			16	1	0	88	6	6	0	0	0	5	30	41	10
SALONIKA	BRITANNIA AIRWAYS	C	10	0	0	100	0	0	0	0	0	3	62	14	13
TOTAL SALONIKA			10	0	0	100	0	0	0	0	0	3	62	14	13
ZAKINTHOS	BRITANNIA AIRWAYS	C	8	0	0	75	13	13	0	0	0	9	88	8	8
	MONARCH AIRLINES	C	8	0	0	25	25	13	13	25	0	83	0	0	0
TOTAL ZAKINTHOS			16	0	0	50	19	13	6	13	0	46	56	38	16
TOTAL GREECE			238	2	0	70	16	6	4	3	0	25	53	33	241
IRISH REPUBLIC															
DUBLIN	RYANAIR	S	291	0	0	84	7	6	3	0	0	9	68	18	268
TOTAL DUBLIN			291	0	0	84	7	6	3	0	0	9	68	18	268
GALWAY	AER ARRAN	S	42	2	2	90	5	0	5	0	0	6	0	0	0
TOTAL GALWAY			42	2	2	90	5	0	5	0	0	6	0	0	0
WATERFORD	EUROCELTIC AIRWAYS LTD	S	100	0	2	82	8	5	3	2	0	16	80	20	97
TOTAL WATERFORD			100	0	2	82	8	5	3	2	0	16	80	20	97
TOTAL IRISH REPUBLIC			433	2	4	84	7	5	3	0	0	10	71	18	365
ITALY															
NAPLES	BRITANNIA AIRWAYS	C	8	0	0	50	25	13	13	0	0	26	13	34	8
TOTAL NAPLES			8	0	0	50	25	13	13	0	0	26	23	28	13
PALERMO	MONARCH AIRLINES	C	11	0	0	55	18	27	0	0	0	17	35	50	17
TOTAL PALERMO			11	0	0	55	18	27	0	0	0	17	35	50	17
TOTAL ITALY			20	6	0	50	25	20	5	0	0	21	30	40	33
MALTA															
MALTA	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	3	88	6	8
TOTAL MALTA			8	1	0	100	0	0	0	0	0	3	88	6	8
TOTAL MALTA			8	1	0	100	0	0	0	0	0	3	88	6	8

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2002

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2001			
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			Actual (7)	Plan (8)												
<b>NETHERLANDS</b>																
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	334	1	0	69	14	12	5	1	0	16	35	52	294	
<b>TOTAL AMSTERDAM</b>			<b>334</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>14</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>35</b>	<b>52</b>	<b>294</b>	
<b>TOTAL NETHERLANDS</b>			<b>335</b>	<b>2</b>	<b>0</b>	<b>69</b>	<b>14</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>35</b>	<b>52</b>	<b>294</b>	
<b>PORTUGAL(EXCLUDING MADEIRA)</b>																
FARO	BRITANNIA AIRWAYS	C	10	0	0	100	0	0	0	0	0	4	11	40	9	
	EUROATLANTIC AIRWAYS	C	10	0	0	70	20	10	0	0	0	9	10	117	10	
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	13	25	0	0	0	17	0	0	0	
	MONARCH AIRLINES	C	18	0	0	72	11	6	11	0	0	25	42	63	26	
	MONARCH AIRLINES	S	26	0	0	62	15	15	8	0	0	18	0	0	0	
	SATA	C	8	0	0	25	25	38	13	0	0	32	0	0	0	
<b>TOTAL FARO</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>14</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>27</b>	<b>80</b>	<b>73</b>	
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>14</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>27</b>	<b>80</b>	<b>73</b>	
<b>PORTUGAL(MADEIRA)</b>																
FUNCHAL	AIR LUXOR	C	10	0	0	60	0	40	0	0	0	19	0	56	6	
<b>TOTAL FUNCHAL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>56</b>	<b>6</b>	
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>56</b>	<b>6</b>	
<b>SPAIN</b>																
ALICANTE	BRITANNIA AIRWAYS	C	17	1	0	82	12	0	0	6	0	19	25	82	8	
	MONARCH AIRLINES	C	9	1	0	78	0	11	11	0	0	22	60	16	10	
	MONARCH AIRLINES	S	60	0	2	72	20	7	2	0	0	13	48	40	58	
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	5	60	27	20	
<b>TOTAL ALICANTE</b>			<b>94</b>	<b>2</b>	<b>2</b>	<b>76</b>	<b>16</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>50</b>	<b>38</b>	<b>96</b>	
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	249	1	0	59	18	16	6	0	0	19	38	44	236	
<b>TOTAL BARCELONA</b>			<b>249</b>	<b>1</b>	<b>0</b>	<b>59</b>	<b>18</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>38</b>	<b>44</b>	<b>236</b>	
GERONA	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	0	50	33	10	
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	25	0	0	0	11	100	3	8	
<b>TOTAL GERONA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>72</b>	<b>20</b>	<b>18</b>	
IBIZA	BRITANNIA AIRWAYS	C	33	1	0	70	6	15	9	0	0	19	50	24	34	
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	1	100	2	8	
<b>TOTAL IBIZA</b>			<b>42</b>	<b>2</b>	<b>0</b>	<b>76</b>	<b>5</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>57</b>	<b>34</b>	<b>51</b>	
MADRID	EASYJET AIRLINE COMPANY LTD	S	120	1	0	67	15	13	5	1	0	17	47	48	114	
<b>TOTAL MADRID</b>			<b>120</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>47</b>	<b>48</b>	<b>114</b>	
MAHON	BRITANNIA AIRWAYS	C	26	0	0	81	19	0	0	0	0	6	50	39	24	
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	80	0	0	10	10	0	33	67	52	6	
	MONARCH AIRLINES	S	26	0	0	88	8	4	0	0	0	5	59	24	22	
	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	3	63	30	8	
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	1	50	27	18	
	SPANAIR	C	4	4	0	75	0	25	0	0	0	15	0	0	0	
<b>TOTAL MAHON</b>			<b>82</b>	<b>4</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>56</b>	<b>35</b>	<b>85</b>	
MALAGA	BRITANNIA AIRWAYS	C	18	0	0	72	11	0	6	0	11	68	22	73	18	

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2002

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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	EASYJET AIRLINE COMPANY LTD	S	189	2	1	63	16	7	12	1	0	23	41	53	155
	FUTURA AIRLINES	C	8	0	0	50	13	38	0	0	0	21	0	0	0
	MONARCH AIRLINES	S	68	2	0	79	9	3	9	0	0	14	49	31	69
	MY TRAVEL AIRWAYS UK	C	10	0	0	100	0	0	0	0	0	3	50	50	10
<b>TOTAL MALAGA</b>			<b>293</b>	<b>5</b>	<b>1</b>	<b>69</b>	<b>13</b>	<b>6</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>23</b>	<b>44</b>	<b>49</b>	<b>275</b>
PALMA DE MALLORCA	AIR EUROPA	C	2	0	0	50	50	0	0	0	0	16	21	51	19
	BRITANNIA AIRWAYS	C	46	0	0	67	17	0	11	4	0	29	64	29	47
	EASYJET AIRLINE COMPANY LTD	S	154	1	0	62	21	11	6	0	0	17	43	39	134
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	63	60	8
	MONARCH AIRLINES	C	8	0	0	38	25	0	38	0	0	62	25	24	12
	MY TRAVEL AIRWAYS UK	C	18	0	0	89	6	6	0	0	0	5	47	29	36
	SPANAIR	C	4	4	0	50	50	0	0	0	0	18	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	5	21	149	24
<b>TOTAL PALMA DE MALLORCA</b>			<b>249</b>	<b>6</b>	<b>0</b>	<b>66</b>	<b>19</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>44</b>	<b>46</b>	<b>284</b>
REUS	BRITANNIA AIRWAYS	C	5	0	0	100	0	0	0	0	0	3	75	14	8
	FIRST CHOICE AIRWAYS LTD	C	7	1	0	86	0	0	0	0	14	78	100	5	7
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	13	13	0	0	0	8	75	11	8
<b>TOTAL REUS</b>			<b>20</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>31</b>	<b>69</b>	<b>16</b>	<b>32</b>
<b>TOTAL SPAIN</b>			<b>1165</b>	<b>22</b>	<b>3</b>	<b>68</b>	<b>15</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>46</b>	<b>43</b>	<b>1192</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	BRITANNIA AIRWAYS	C	8	0	0	38	25	38	0	0	0	21	63	16	8
	MONARCH AIRLINES	C	8	0	0	38	13	25	0	0	25	297	25	274	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	0	13	25	0	0	25	100	2	8
<b>TOTAL ARRECIFE</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>13</b>	<b>25</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>114</b>	<b>63</b>	<b>97</b>	<b>24</b>
FUERTEVENTURA	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	6	33	60	15
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	25	13	0	0	0	12	50	84	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	0	100	2	8
<b>TOTAL FUERTEVENTURA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>54</b>	<b>49</b>	<b>39</b>
LAS PALMAS	BRITANNIA AIRWAYS	C	18	0	0	72	6	0	0	11	11	69	65	39	20
	MONARCH AIRLINES	C	10	0	0	40	40	0	20	0	0	39	67	32	6
	MY TRAVEL AIRWAYS UK	C	9	0	0	100	0	0	0	0	0	4	50	63	10
<b>TOTAL LAS PALMAS</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>45</b>	<b>61</b>	<b>45</b>	<b>36</b>
TENERIFE (SURREINA SOFIA)	BRITANNIA AIRWAYS	C	16	0	0	81	13	6	0	0	0	6	44	23	18
	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	4	75	18	8
	MONARCH AIRLINES	S	16	0	0	81	13	6	0	0	0	10	19	180	16
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	1	67	27	18
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>51</b>	<b>64</b>	<b>69</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>133</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>36</b>	<b>55</b>	<b>61</b>	<b>168</b>
<b>SWITZERLAND</b>															
GENEVA	EASYJET SWITZERLAND	S	232	0	0	67	11	13	8	1	0	21	49	35	164
<b>TOTAL GENEVA</b>			<b>232</b>	<b>4</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>13</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>49</b>	<b>35</b>	<b>164</b>
ZURICH	EASYJET SWITZERLAND	S	162	0	0	66	19	6	8	1	0	20	32	45	158

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Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 ZURICH			162	2	0	66	19	6	8	1	0	20	32	45	158
TOTAL SWITZERLAND			394	6	0	67	14	10	8	1	0	20	41	40	322
TUNISIA															
MONASTIR	NOUVELAIR TUNISIE	C	6	0	0	50	17	0	0	33	0	72	25	95	8
TOTAL MONASTIR			6	0	0	50	17	0	0	33	0	72	31	102	26
TOTAL TUNISIA			6	0	0	50	17	0	0	33	0	72	31	102	26
TURKEY															
BODRUM (MILAS)	BRITANNIA AIRWAYS	C	10	0	0	100	0	0	0	0	0	2	0	0	0
	PEGASUS AIRLINES	C	8	0	0	88	0	13	0	0	0	7	20	39	10
TOTAL BODRUM (MILAS)			18	0	0	94	0	6	0	0	0	4	20	39	10
DALAMAN	FIRST CHOICE AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	0	86	7	7
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	4	25	54	8
TOTAL DALAMAN			17	0	0	100	0	0	0	0	0	2	48	30	27
TOTAL TURKEY			35	2	0	97	0	3	0	0	0	3	36	36	42
UNITED KINGDOM															
ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	102	0	0	63	21	10	7	0	0	17	25	39	93
TOTAL ABERDEEN			102	0	0	63	21	10	7	0	0	17	25	39	93
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	310	0	1	65	17	12	6	0	0	17	39	44	238
TOTAL BELFAST INTERNATIONAL			310	0	1	65	17	12	6	0	0	17	39	44	238
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	366	0	1	61	17	13	8	0	0	20	29	53	308
TOTAL EDINBURGH			367	0	1	61	17	13	8	0	0	20	29	53	308
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	370	0	1	61	18	12	8	0	0	20	39	43	311
TOTAL GLASGOW			370	1	1	61	18	12	8	0	0	20	39	43	315
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	77	0	1	64	16	10	9	1	0	21	37	39	73
TOTAL INVERNESS			77	5	1	64	16	10	9	1	0	21	37	39	73
JERSEY	FLYBE.BRITISH EUROPEAN	S	16	0	0	75	19	6	0	0	0	11	56	31	78
TOTAL JERSEY			16	0	0	75	19	6	0	0	0	11	56	31	78
LEEDS BRADFORD	FLIGHTLINE LTD	C	2	0	0	50	50	0	0	0	0	16	0	0	0
TOTAL LEEDS BRADFORD			2	0	0	50	50	0	0	0	0	16	0	0	0
TOTAL UNITED KINGDOM			1245	69	64	62	18	12	7	0	0	19	38	43	1170
TOTAL LUTON			4903	154	73	69	14	10	6	1	0	18	46	41	4604

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ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2002

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2001		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>AUSTRIA</b>															
INNSBRUCK	FIRST CHOICE AIRWAYS LTD	C	14	0	0	79	14	7	0	0	0	8	53	20	17
<b>TOTAL INNSBRUCK</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>53</b>	<b>20</b>	<b>17</b>
<b>SALZBURG</b>															
	AZZURRA AIR	C	7	0	0	57	43	0	0	0	0	9	0	0	0
	EXCEL AIRWAYS LTD	C	16	0	0	88	0	6	6	0	0	15	90	5	10
	FLYBE.BRITISH EUROPEAN	C	6	0	0	67	0	17	17	0	0	18	44	65	9
<b>TOTAL SALZBURG</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>64</b>	<b>23</b>	<b>42</b>
<b>VIENNA</b>															
VIENNA	LAUDA-AIR	S	60	0	0	82	12	7	0	0	0	8	23	34	90
<b>TOTAL VIENNA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>23</b>	<b>34</b>	<b>90</b>
<b>TOTAL AUSTRIA</b>			<b>103</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>38</b>	<b>29</b>	<b>149</b>
<b>BAHAMAS</b>															
FREEPORT	THOMAS COOK AIRLINES LTD	C	4	0	0	0	75	25	0	0	0	24	0	0	0
<b>TOTAL FREEPORT</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL BAHAMAS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>BARBADOS</b>															
BRIDGETOWN	MY TRAVEL AIRWAYS UK	C	10	0	0	50	30	10	10	0	0	21	22	34	9
<b>TOTAL BRIDGETOWN</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>30</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>38</b>	<b>30</b>	<b>16</b>
<b>TOTAL BARBADOS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>30</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>38</b>	<b>30</b>	<b>16</b>
<b>BELGIUM</b>															
ANTWERP	VLM (BELGIUM)	S	84	0	0	60	27	11	2	0	0	15	0	0	0
<b>TOTAL ANTWERP</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>27</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>BRUSSELS</b>															
	BRITISH AIRWAYS PLC	S	187	0	7	68	19	8	5	0	0	14	59	17	165
	SN BRUSSELS AIRLINES	S	205	0	0	86	12	2	0	0	0	7	0	0	0
<b>TOTAL BRUSSELS</b>			<b>392</b>	<b>0</b>	<b>7</b>	<b>77</b>	<b>15</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>60</b>	<b>17</b>	<b>433</b>
<b>TOTAL BELGIUM</b>			<b>476</b>	<b>0</b>	<b>7</b>	<b>74</b>	<b>17</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>60</b>	<b>17</b>	<b>433</b>
<b>BULGARIA</b>															
BURGAS	HEMUS AIR	C	32	2	0	78	13	6	3	0	0	8	47	27	17
<b>TOTAL BURGAS</b>			<b>32</b>	<b>2</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>47</b>	<b>27</b>	<b>17</b>
<b>SOFIA</b>															
SOFIA	BULGARIAN AIR CHARTER	C	2	0	0	0	50	50	0	0	0	30	0	0	0
<b>TOTAL SOFIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>VARNA</b>															
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	3	0	0	0
	HEMUS AIR	C	21	0	0	67	5	24	5	0	0	19	47	38	17
<b>TOTAL VARNA</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>3</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>47</b>	<b>38</b>	<b>17</b>
<b>TOTAL BULGARIA</b>			<b>63</b>	<b>2</b>	<b>0</b>	<b>75</b>	<b>10</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>47</b>	<b>32</b>	<b>34</b>
<b>CANADA</b>															
MONTREAL (MIRABEL)	CORSAIR	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL MONTREAL (MIRABEL)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
TORONTO	AIR CANADA	S	54	0	0	59	13	22	6	0	0	18	39	29	56

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				Actual (7)	Plan (8)										
TORONTO	AIR TRANSAT	S	24	0	0	75	4	4	17	0	0	23	25	107	24
	MY TRAVEL AIRWAYS UK	C	26	0	0	38	31	23	4	0	4	72	0	0	0
<b>TOTAL TORONTO</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>15</b>	<b>18</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>35</b>	<b>70</b>	<b>118</b>
VANCOUVER	AIR TRANSAT	S	8	0	0	100	0	0	0	0	0	1	36	78	14
	THOMAS COOK AIRLINES LTD	C	10	0	0	70	30	0	0	0	0	11	0	0	0
<b>TOTAL VANCOUVER</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>33</b>	<b>93</b>	<b>30</b>
<b>TOTAL CANADA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>15</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>28</b>	<b>34</b>	<b>75</b>	<b>148</b>
<b>CROATIA</b>															
DUBROVNIK	CROATIA AIRLINES	S	16	0	0	50	6	25	19	0	0	40	31	50	16
<b>TOTAL DUBROVNIK</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>6</b>	<b>25</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>31</b>	<b>50</b>	<b>16</b>
PULA	BRITANNIA AIRWAYS	C	8	0	0	75	13	13	0	0	0	9	0	0	0
	CROATIA AIRLINES	S	10	0	0	40	50	10	0	0	0	18	63	122	8
<b>TOTAL PULA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>33</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>56</b>	<b>75</b>	<b>16</b>
SPLIT	CROATIA AIRLINES	S	10	0	0	70	30	0	0	0	0	9	13	77	8
<b>TOTAL SPLIT</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>13</b>	<b>77</b>	<b>8</b>
<b>TOTAL CROATIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>23</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>38</b>	<b>65</b>	<b>40</b>
<b>CUBA</b>															
CIEGO DE AVILA	THOMAS COOK AIRLINES LTD	C	4	0	0	50	25	25	0	0	0	13	0	0	0
<b>TOTAL CIEGO DE AVILA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
VARADERO	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	13	13	0	0	25	38	199	8
<b>TOTAL VARADERO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>38</b>	<b>199</b>	<b>8</b>
<b>TOTAL CUBA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>8</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>38</b>	<b>199</b>	<b>8</b>
<b>CYPRUS</b>															
LARNACA	AIR CORDIAL LTD	C	10	0	0	30	10	20	20	20	0	80	0	120	10
	BMI BRITISH MIDLAND	C	10	0	0	30	20	50	0	0	0	25	0	57	16
	BRITANNIA AIRWAYS	C	8	0	0	38	13	0	25	0	25	199	41	55	17
	CYPRUS AIRWAYS	S	16	0	0	63	25	6	6	0	0	16	44	32	18
	EUROCYPRIA AIRLINES LTD	C	16	0	0	63	6	13	19	0	0	41	54	30	26
	EXCEL AIRWAYS LTD	C	19	0	0	79	0	0	21	0	0	21	10	122	20
	FIRST CHOICE AIRWAYS LTD	S	36	0	0	89	8	3	0	0	0	4	22	81	36
	HELIOS AIRWAYS LTD	C	10	0	0	30	10	40	20	0	0	41	50	27	10
	MY TRAVEL AIRWAYS UK	C	36	0	0	53	22	8	6	11	0	45	52	84	25
	THOMAS COOK AIRLINES LTD	C	25	1	0	76	8	0	8	8	0	27	21	93	33
<b>TOTAL LARNACA</b>			<b>186</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>12</b>	<b>10</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>36</b>	<b>28</b>	<b>70</b>	<b>235</b>
PAPHOS	AIR ATLANTA ICELANDIC	C	7	1	0	57	0	29	14	0	0	22	25	101	8
	AIR CORDIAL LTD	C	8	0	0	50	25	0	0	25	0	60	38	59	8
	BMI BRITISH MIDLAND	C	8	0	0	50	13	25	13	0	0	22	6	116	16
	BRITANNIA AIRWAYS	C	16	0	0	63	19	19	0	0	0	14	20	64	25
	EUROCYPRIA AIRLINES LTD	C	10	0	0	60	20	0	10	10	0	38	0	0	0
	FIRST CHOICE AIRWAYS LTD	S	18	0	0	72	17	11	0	0	0	10	38	46	24
	HELIOS AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	4	75	23	8
	MONARCH AIRLINES	C	8	0	0	63	38	0	0	0	0	10	67	19	9



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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)										
PAPHOS	MY TRAVEL AIRWAYS UK	C	18	0	0	78	11	11	0	0	0	10	44	89	9
	THOMAS COOK AIRLINES LTD	C	26	0	0	77	8	8	8	0	0	10	40	68	25
<b>TOTAL PAPHOS</b>			<b>128</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>39</b>	<b>62</b>	<b>141</b>
<b>TOTAL CYPRUS</b>			<b>314</b>	<b>2</b>	<b>0</b>	<b>66</b>	<b>13</b>	<b>10</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>28</b>	<b>32</b>	<b>67</b>	<b>376</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	CSA	S	79	0	0	76	19	5	0	0	0	9	58	19	48
	TATRA AIR	C	2	0	0	50	0	0	50	0	0	70	0	0	0
<b>TOTAL PRAGUE</b>			<b>81</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>19</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>58</b>	<b>19</b>	<b>48</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>81</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>19</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>58</b>	<b>19</b>	<b>48</b>
<b>DENMARK</b>															
BILLUND	SUN AIR OF SCANDINAVIA	S	94	0	0	95	3	2	0	0	0	3	85	8	89
<b>TOTAL BILLUND</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>85</b>	<b>8</b>	<b>89</b>
COPENHAGEN	SAS	S	232	0	0	88	10	2	0	0	0	6	82	9	230
<b>TOTAL COPENHAGEN</b>			<b>232</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>9</b>	<b>230</b>
<b>TOTAL DENMARK</b>			<b>326</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>9</b>	<b>319</b>
<b>DOMINICAN REPUBLIC</b>															
LA ROMANA	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL LA ROMANA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>22</b>	<b>128</b>	<b>9</b>
PUERTO PLATA	BRITANNIA AIRWAYS	C	19	0	0	63	5	0	21	11	0	49	75	13	8
	FIRST CHOICE AIRWAYS LTD	C	4	0	0	50	0	50	0	0	0	25	25	107	4
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	13	13	13	0	0	19	13	209	16
<b>TOTAL PUERTO PLATA</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>6</b>	<b>10</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>38</b>	<b>32</b>	<b>138</b>	<b>28</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>5</b>	<b>8</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>31</b>	<b>30</b>	<b>136</b>	<b>37</b>
<b>EGYPT</b>															
HURGHADA	EXCEL AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	5	0	0	0
<b>TOTAL HURGHADA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
LUXOR	BRITANNIA AIRWAYS	C	8	0	0	75	25	0	0	0	0	9	38	17	8
	MONARCH AIRLINES	C	9	0	0	89	11	0	0	0	0	4	0	0	0
<b>TOTAL LUXOR</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>19</b>	<b>35</b>	<b>16</b>
<b>TOTAL EGYPT</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>15</b>	<b>37</b>	<b>20</b>
<b>FINLAND</b>															
HELSINKI	FINNAIR	S	102	0	0	86	12	2	0	0	0	6	89	6	100
<b>TOTAL HELSINKI</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>6</b>	<b>100</b>
<b>TOTAL FINLAND</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>6</b>	<b>100</b>
<b>FRANCE</b>															
CALVI	ASTRAEUS LTD	C	10	0	0	80	20	0	0	0	0	7	0	0	0
<b>TOTAL CALVI</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
LYON	BRITISH REGIONAL AIRLINES LTD	S	52	0	0	88	10	2	0	0	0	6	72	9	50

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL LYON</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>6</b>	90
<b>NICE</b>	BRITISH AIRWAYS PLC	C	2	0	0	50	50	0	0	0	0	12	0	0	0
	BRITISH REGIONAL AIRLINES LTD	S	66	0	0	62	30	5	3	0	0	15	65	15	60
<b>TOTAL NICE</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>31</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>63</b>	<b>19</b>	62
<b>PARIS (CHARLES DE GAULLE)</b>	AIGLE AZUR	C	2	0	0	50	50	0	0	0	0	17	0	0	0
	AIR FRANCE	S	330	0	0	68	19	10	3	0	0	14	56	22	298
	BRITISH AIRWAYS PLC	S	262	0	4	50	22	16	12	0	0	25	63	19	256
	EUROPEAN AIR CHARTER	C	10	0	0	60	30	10	0	0	0	13	0	0	0
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>604</b>	<b>0</b>	<b>4</b>	<b>60</b>	<b>20</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>59</b>	<b>21</b>	555
<b>TARBES-LOURDES INTERNATIONAL</b>	EUROPEAN AIR CHARTER	C	18	0	0	33	33	28	6	0	0	24	0	0	0
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>28</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>38</b>	<b>52</b>	16
<b>TOTAL FRANCE</b>			<b>752</b>	<b>0</b>	<b>4</b>	<b>62</b>	<b>21</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>61</b>	<b>20</b>	737
<b>GERMANY</b>															
<b>BERLIN (TEGEL)</b>	BRITISH REGIONAL AIRLINES LTD	S	60	0	0	82	12	5	2	0	0	8	79	11	58
<b>TOTAL BERLIN (TEGEL)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>11</b>	58
<b>COLOGNE (BONN)</b>	BMI BRITISH MIDLAND	C	2	0	0	100	0	0	0	0	0	8	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	2	0	0	50	0	50	0	0	0	27	0	0	0
<b>TOTAL COLOGNE (BONN)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	0
<b>DUSSELDORF</b>	BRITISH AIRWAYS PLC	S	203	0	2	67	20	10	2	0	0	14	66	15	198
	LUFTHANSA CITY LINE	S	154	0	0	92	4	2	2	0	0	5	0	0	0
<b>TOTAL DUSSELDORF</b>			<b>357</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>13</b>	348
<b>FRANKFURT MAIN</b>	BRITISH AIRWAYS PLC	S	262	0	3	66	16	13	3	1	0	16	66	17	206
	LUFTHANSA	S	180	0	0	67	22	11	0	0	0	13	61	18	240
<b>TOTAL FRANKFURT MAIN</b>			<b>442</b>	<b>0</b>	<b>3</b>	<b>67</b>	<b>19</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>63</b>	<b>17</b>	446
<b>HAMBURG</b>	LUFTHANSA	S	58	0	2	79	10	10	0	0	0	8	62	17	92
	LUFTHANSA CITY LINE	S	42	0	0	83	14	2	0	0	0	6	0	0	0
<b>TOTAL HAMBURG</b>			<b>100</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>62</b>	<b>17</b>	92
<b>HANOVER</b>	BRITISH REGIONAL AIRLINES LTD	S	60	0	0	78	7	10	5	0	0	14	87	8	60
<b>TOTAL HANOVER</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>7</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>87</b>	<b>8</b>	60
<b>MUNICH</b>	LUFTHANSA CITY LINE	S	232	0	0	72	18	6	4	0	0	13	52	22	50
<b>TOTAL MUNICH</b>			<b>232</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>18</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>51</b>	<b>21</b>	172
<b>STUTTART</b>	LUFTHANSA CITY LINE	S	60	0	0	88	8	0	3	0	0	7	67	20	60
<b>TOTAL STUTTART</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>67</b>	<b>20</b>	60
<b>TOTAL GERMANY</b>			<b>1315</b>	<b>0</b>	<b>7</b>	<b>74</b>	<b>15</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>66</b>	<b>16</b>	1237
<b>GREECE</b>															
<b>ATHENS</b>	AZZURRA AIR	C	8	0	0	75	13	13	0	0	0	10	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	13	13	0	0	13	138	0	0	0
	OLYMPIC AIRWAYS	S	16	0	0	13	38	25	25	0	0	43	0	65	26
<b>TOTAL ATHENS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>26</b>	<b>18</b>	<b>15</b>	<b>0</b>	<b>3</b>	<b>58</b>	<b>20</b>	<b>58</b>	45
<b>CHANIA</b>	AIR CORDIAL LTD	C	8	0	0	75	25	0	0	0	0	6	0	0	0

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
CHANIA	EUROPEAN AIR CHARTER	C	8	0	0	0	13	25	50	13	0	91	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	0	13	25	0	0	30	50	33	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	7	25	102	8
<b>TOTAL CHANIA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>13</b>	<b>9</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>33</b>	<b>41</b>	<b>44</b>	<b>32</b>
CORFU	AIR CORDIAL LTD	C	10	0	0	70	20	0	10	0	0	17	0	0	0
	BMI BRITISH MIDLAND	C	9	0	0	67	11	22	0	0	0	14	17	101	18
	BRITANNIA AIRWAYS	C	34	0	0	76	6	18	0	0	0	10	35	62	26
	EUROPEAN AIR CHARTER	C	10	0	0	60	10	10	10	10	0	41	0	0	0
	EXCEL AIRWAYS LTD	C	29	0	0	79	3	7	3	7	0	20	80	23	40
	FIRST CHOICE AIRWAYS LTD	C	64	0	0	84	5	6	3	0	2	16	29	89	48
	MD AIRLINES	C	10	0	0	20	20	30	30	0	0	57	0	0	0
	MONARCH AIRLINES	C	37	0	0	81	8	11	0	0	0	9	28	31	25
	MY TRAVEL AIRWAYS UK	C	19	0	0	32	26	5	26	0	11	109	33	62	12
THOMAS COOK AIRLINES LTD	C	40	0	0	93	3	5	0	0	0	4	42	86	50	
<b>TOTAL CORFU</b>			<b>262</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>8</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>22</b>	<b>43</b>	<b>63</b>	<b>235</b>
HERAKLION	AIR ATLANTA ICELANDIC	C	8	0	0	38	13	38	13	0	0	29	44	153	9
	AIR CORDIAL LTD	C	12	0	0	50	8	8	0	17	17	152	38	40	8
	BMI BRITISH MIDLAND	C	8	0	0	25	25	25	25	0	0	42	38	61	8
	BRITANNIA AIRWAYS	C	18	0	0	56	22	0	0	11	11	113	38	46	16
	EXCEL AIRWAYS LTD	C	7	1	0	86	14	0	0	0	0	3	44	27	16
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	75	13	13	0	0	0	10	52	43	33
	MD AIRLINES	C	8	0	0	88	13	0	0	0	0	3	0	0	0
	MONARCH AIRLINES	C	24	0	0	83	8	4	4	0	0	8	63	65	8
	MY TRAVEL AIRWAYS UK	C	22	1	0	59	14	14	5	9	0	45	53	23	17
THOMAS COOK AIRLINES LTD	C	16	1	0	69	13	6	13	0	0	25	50	40	16	
<b>TOTAL HERAKLION</b>			<b>139</b>	<b>3</b>	<b>0</b>	<b>65</b>	<b>14</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>44</b>	<b>49</b>	<b>44</b>	<b>155</b>
KALAMATA	FIRST CHOICE AIRWAYS LTD	C	10	0	0	80	0	0	20	0	0	17	22	81	9
	MY TRAVEL AIRWAYS UK	C	10	0	0	20	20	20	40	0	0	43	0	0	0
<b>TOTAL KALAMATA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>10</b>	<b>10</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>16</b>	<b>218</b>	<b>19</b>
KAVALLA	AZZURRA AIR	C	8	0	0	100	0	0	0	0	0	0	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	6	50	35	8
	EXCEL AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	88	4	8
	MD AIRLINES	C	8	0	0	38	13	25	13	13	0	62	0	0	0
	MY TRAVEL AIRWAYS UK	C	3	0	0	0	0	33	33	33	0	148	0	0	0
<b>TOTAL KAVALLA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>3</b>	<b>9</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>28</b>	<b>63</b>	<b>25</b>	<b>32</b>
KEFALLINIA	AIR CORDIAL LTD	C	8	0	0	50	25	13	13	0	0	22	20	47	10
	BRITANNIA AIRWAYS	C	7	1	0	100	0	0	0	0	0	0	100	3	8
	EUROPEAN AIR CHARTER	C	8	0	0	100	0	0	0	0	0	2	0	0	0
	EXCEL AIRWAYS LTD	C	10	0	0	70	30	0	0	0	0	8	30	154	10
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	0	10	50	20	20	0	82	20	108	10
	MD AIRLINES	C	8	0	0	13	13	25	50	0	0	69	0	0	0
	MONARCH AIRLINES	C	8	0	0	75	25	0	0	0	0	8	88	5	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	0	13	25	25	0	81	50	15	8
THOMAS COOK AIRLINES LTD	C	10	0	0	70	0	10	20	0	0	19	70	48	10	
<b>TOTAL KEFALLINIA</b>			<b>77</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>33</b>	<b>52</b>	<b>59</b>	<b>64</b>
KOS	AIR CORDIAL LTD	C	17	0	0	53	12	18	6	12	0	46	24	65	17

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2002

Reporting Airport: MANCHESTER (Full Analysis)

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>KOS</b>	ASTRAEUS LTD	C	9	0	0	100	0	0	0	0	0	1	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	50	0	0	25	25	0	100	38	77	8
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	94	6	0	0	0	0	4	46	50	24
	MONARCH AIRLINES	C	17	0	0	88	12	0	0	0	0	4	50	37	18
	MY TRAVEL AIRWAYS UK	C	33	0	0	52	9	21	9	9	0	46	33	130	18
	THOMAS COOK AIRLINES LTD	C	16	0	0	88	13	0	0	0	0	4	42	74	24
<b>TOTAL KOS</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>9</b>	<b>9</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>28</b>	<b>34</b>	<b>71</b>	<b>127</b>
<b>MIKONOS</b>	AIR CORDIAL LTD	C	8	0	0	13	13	25	25	25	0	110	0	0	0
<b>TOTAL MIKONOS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>110</b>	<b>38</b>	<b>37</b>	<b>8</b>
<b>MITILINI</b>	BMI BRITISH MIDLAND	C	8	0	0	50	38	13	0	0	0	16	13	44	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	13	13	25	0	0	43	0	47	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	0	38	118	8
<b>TOTAL MITILINI</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>17</b>	<b>70</b>	<b>24</b>
<b>PREVEZA</b>	AIR CORDIAL LTD	C	10	0	0	70	0	10	20	0	0	23	30	115	20
	AZZURRA AIR	C	10	0	0	20	10	50	20	0	0	53	0	0	0
	BMI BRITISH MIDLAND	C	2	0	0	50	0	50	0	0	0	24	0	0	0
	EXCEL AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	6	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	25	0	13	0	0	27	25	114	8
	MD AIRLINES	C	10	0	0	50	30	0	10	10	0	52	0	0	0
MY TRAVEL AIRWAYS UK	C	6	0	0	83	0	17	0	0	0	7	0	0	0	
<b>TOTAL PREVEZA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>11</b>	<b>17</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>30</b>	<b>32</b>	<b>113</b>	<b>38</b>
<b>RHODES</b>	AIR ATLANTA ICELANDIC	C	9	0	0	22	11	0	67	0	0	73	40	128	10
	AIR CORDIAL LTD	C	9	0	0	11	44	22	22	0	0	42	0	0	0
	ASTRAEUS LTD	C	18	0	0	39	39	11	11	0	0	30	0	0	0
	AZZURRA AIR	C	10	0	0	20	20	40	20	0	0	49	0	0	0
	BRITANNIA AIRWAYS	C	16	0	0	50	38	0	0	13	0	45	67	14	36
	FIRST CHOICE AIRWAYS LTD	C	34	0	0	56	18	12	12	0	3	48	47	40	36
	MD AIRLINES	C	8	0	0	38	13	25	25	0	0	33	0	0	0
	MONARCH AIRLINES	C	33	0	0	88	12	0	0	0	0	4	44	41	16
	MY TRAVEL AIRWAYS UK	C	23	0	0	61	22	4	13	0	0	24	23	153	26
THOMAS COOK AIRLINES LTD	C	25	0	0	92	4	4	0	0	0	4	40	83	40	
<b>TOTAL RHODES</b>			<b>185</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>20</b>	<b>9</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>30</b>	<b>45</b>	<b>62</b>	<b>190</b>
<b>SALONIKA</b>	BRITANNIA AIRWAYS	C	10	0	0	90	0	10	0	0	0	6	50	34	16
	EUROPEAN AIR CHARTER	C	8	0	0	50	50	0	0	0	0	18	0	0	0
	EXCEL AIRWAYS LTD	C	16	0	0	69	6	0	25	0	0	29	50	37	8
	FIRST CHOICE AIRWAYS LTD	C	8	1	0	63	38	0	0	0	0	10	6	51	16
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	7	43	259	7
THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	0	25	66	8	
<b>TOTAL SALONIKA</b>			<b>58</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>16</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>33</b>	<b>73</b>	<b>55</b>
<b>SAMOS</b>	BRITANNIA AIRWAYS	C	10	0	0	90	10	0	0	0	0	4	70	18	10
	EXCEL AIRWAYS LTD	C	8	0	0	63	13	0	25	0	0	46	50	43	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	5	38	69	8
<b>TOTAL SAMOS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>54</b>	<b>41</b>	<b>26</b>
<b>SKIATHOS</b>	AZZURRA AIR	C	10	0	0	30	10	10	50	0	0	50	0	0	0
	EUROPEAN AIR CHARTER	C	4	1	0	75	0	0	25	0	0	39	0	0	0
	EXCEL AIRWAYS LTD	C	15	3	0	80	7	0	7	7	0	22	81	7	16

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2002

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)											
SKIATHOS	FIRST CHOICE AIRWAYS LTD	C	22	2	0	73	0	5	5	18	0	56	33	50	24
	MY TRAVEL AIRWAYS UK	C	5	0	0	20	0	20	40	20	0	82	0	0	0
	THOMAS COOK AIRLINES LTD	C	5	3	0	80	20	0	0	0	0	5	25	62	8
<b>TOTAL SKIATHOS</b>			<b>61</b>	<b>9</b>	<b>0</b>	<b>64</b>	<b>5</b>	<b>5</b>	<b>16</b>	<b>10</b>	<b>0</b>	<b>43</b>	<b>39</b>	<b>48</b>	<b>64</b>
THIRA (SANTORINI)	AIR CORDIAL LTD	C	8	0	0	50	38	13	0	0	0	12	0	0	0
	ASTRAEUS LTD	C	8	0	0	38	0	25	38	0	0	55	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	13	0	0	0	6	75	22	8
<b>TOTAL THIRA (SANTORINI)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>13</b>	<b>17</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>69</b>	<b>57</b>	<b>16</b>
VOLOS	EUROPEAN AIR CHARTER	C	14	0	0	57	14	7	14	7	0	41	0	0	0
<b>TOTAL VOLOS</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>14</b>	<b>7</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>41</b>	<b>70</b>	<b>19</b>	<b>10</b>
ZAKINTHOS	AIR CORDIAL LTD	C	9	1	0	89	11	0	0	0	0	2	0	0	0
	ASTRAEUS LTD	C	10	0	0	10	0	60	30	0	0	47	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	61	17	11	11	0	0	29	63	15	16
	EXCEL AIRWAYS LTD	C	20	0	0	75	10	5	10	0	0	18	80	13	20
	FIRST CHOICE AIRWAYS LTD	C	26	0	0	77	15	0	8	0	0	12	29	70	34
	MONARCH AIRLINES	C	26	0	0	69	8	15	8	0	0	22	28	35	18
	MY TRAVEL AIRWAYS UK	C	39	0	0	64	18	10	8	0	0	16	12	119	26
	THOMAS COOK AIRLINES LTD	C	26	0	0	73	12	15	0	0	0	10	32	92	59
<b>TOTAL ZAKINTHOS</b>			<b>174</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>13</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>36</b>	<b>66</b>	<b>196</b>
<b>TOTAL GREECE</b>			<b>1343</b>	<b>15</b>	<b>0</b>	<b>66</b>	<b>12</b>	<b>10</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>29</b>	<b>41</b>	<b>63</b>	<b>1336</b>
<b>IRISH REPUBLIC</b>															
CONNAUGHT	BRITISH REGIONAL AIRLINES LTD	S	42	0	0	60	19	5	14	2	0	27	48	20	42
<b>TOTAL CONNAUGHT</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>19</b>	<b>5</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>48</b>	<b>20</b>	<b>42</b>
CORK	BRITISH REGIONAL AIRLINES LTD	S	160	0	2	91	3	6	1	0	0	5	86	7	156
<b>TOTAL CORK</b>			<b>160</b>	<b>0</b>	<b>2</b>	<b>91</b>	<b>3</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>7</b>	<b>156</b>
DUBLIN	AER LINGUS	S	341	0	2	88	8	4	0	0	0	5	80	12	334
	LUXAIR	S	60	0	0	92	7	2	0	0	0	3	64	18	50
	RYANAIR	S	250	0	0	76	17	5	2	0	0	9	50	25	276
<b>TOTAL DUBLIN</b>			<b>651</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>66</b>	<b>18</b>	<b>660</b>
SHANNON	BRITISH REGIONAL AIRLINES LTD	S	60	0	0	90	3	3	3	0	0	6	86	11	96
<b>TOTAL SHANNON</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>11</b>	<b>97</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>913</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>15</b>	<b>955</b>
<b>ISRAEL</b>															
TEL AVIV	ARKIA	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	EL AL	C	3	0	0	100	0	0	0	0	0	6	0	0	0
	ISRAIR LTD	C	5	0	0	40	0	60	0	0	0	30	0	0	0
<b>TOTAL TEL AVIV</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ISRAEL</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>ITALY</b>															
BERGAMO	EUROPEAN AIR CHARTER	C	8	0	0	100	0	0	0	0	0	5	0	0	0
	HOLLANDEXEL	C	2	0	0	50	50	0	0	0	0	13	0	0	0

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			Actual (7)	Plan (8)											
TOTAL BERGAMO			10	0	0	90	10	0	0	0	0	6	0	0	0
BRESCIA/MONTICHIARI	EXCEL AIRWAYS LTD	C	7	0	0	86	14	0	0	0	0	2	0	0	0
TOTAL BRESCIA/MONTICHIARI			7	0	0	86	14	0	0	0	0	2	0	0	0
CAGLIARI (ELMAS)	TRANSAVIA	C	2	0	0	0	0	50	50	0	0	52	0	0	0
TOTAL CAGLIARI (ELMAS)			2	0	0	0	0	50	50	0	0	52	0	0	0
CATANIA (FONTANAROSSA)	BMI BRITISH MIDLAND	C	8	0	0	50	25	13	13	0	0	26	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	0	13	38	50	0	0	63	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	13	25	0	0	14	40	80	10	
TOTAL CATANIA (FONTANAROSSA)			24	0	0	38	17	25	21	0	0	34	40	88	20
GENOA	CHANNEL EXPRESS (AIR SVS)	C	2	0	0	0	0	100	0	0	0	41	0	0	0
TOTAL GENOA			2	0	0	0	0	100	0	0	0	41	0	0	0
MILAN (MALPENSA)	BRITISH AIRWAYS PLC	S	102	0	0	47	24	19	9	0	2	35	54	22	150
	EUROPEAN AIR CHARTER	C	16	0	0	25	31	19	19	6	0	47	0	0	0
TOTAL MILAN (MALPENSA)			118	0	0	44	25	19	10	1	2	36	52	24	167
NAPLES	BRITANNIA AIRWAYS	C	18	0	0	44	0	22	33	0	0	40	56	23	16
	EUROPEAN AIR CHARTER	C	8	0	0	0	63	25	13	0	0	30	0	102	16
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	11	13	23	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	0	13	0	0	0	5	25	88	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	0	13	0	0	8	63	119	8
TOTAL NAPLES			50	0	0	58	10	16	16	0	0	23	30	69	56
OLBIA	CHANNEL EXPRESS (AIR SVS)	C	8	0	0	13	25	63	0	0	0	35	0	0	0
TOTAL OLBIA			8	0	0	13	25	63	0	0	0	35	0	0	0
PISA	BRITANNIA AIRWAYS	C	8	0	0	50	25	0	0	0	25	162	0	65	10
TOTAL PISA			8	0	0	50	25	0	0	0	25	162	21	61	19
RIMINI	MY TRAVEL AIRWAYS UK	C	7	0	0	86	0	14	0	0	0	8	43	85	7
TOTAL RIMINI			7	0	0	86	0	14	0	0	0	8	43	85	7
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	52	0	0	29	21	33	17	0	0	37	42	22	50
TOTAL ROME (FIUMICINO)			52	0	0	29	21	33	17	0	0	37	42	22	50
VENICE	BRITANNIA AIRWAYS	C	7	0	0	86	14	0	0	0	0	5	14	45	7
	BRITISH REGIONAL AIRLINES LTD	S	58	0	0	36	33	16	10	5	0	41	0	0	0
	EXCEL AIRWAYS LTD	C	2	0	0	0	0	0	100	0	0	96	0	0	0
	MONARCH AIRLINES	C	10	0	0	70	10	20	0	0	0	11	20	107	10
TOTAL VENICE			77	1	0	44	27	14	10	4	0	35	22	80	36
VERONA	AIR CORDIAL LTD	C	2	0	0	0	50	50	0	0	0	41	0	0	0
	BRITANNIA AIRWAYS	C	14	2	0	29	21	14	36	0	0	55	25	108	8
	BRITISH AIRWAYS PLC	C	17	0	0	29	29	24	6	0	12	73	15	58	20
	EXCEL AIRWAYS LTD	C	6	0	0	100	0	0	0	0	0	1	38	97	8
	MONARCH AIRLINES	C	8	0	0	50	25	13	13	0	0	22	20	76	10
TOTAL VERONA			47	2	0	40	23	17	15	0	4	48	21	70	66
TOTAL ITALY			412	3	0	45	21	20	12	1	1	37	38	48	421

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Reporting Airport: MANCHESTER (Full Analysis)

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			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>JAMAICA</b>															
MONTEGO BAY	AIR JAMAICA	S	16	0	0	25	0	19	38	19	0	83	0	0	0
	MY TRAVEL AIRWAYS UK	C	9	0	0	100	0	0	0	0	0	3	50	29	8
<b>TOTAL MONTEGO BAY</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>0</b>	<b>12</b>	<b>24</b>	<b>12</b>	<b>0</b>	<b>55</b>	<b>50</b>	<b>29</b>	<b>8</b>
<b>TOTAL JAMAICA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>0</b>	<b>12</b>	<b>24</b>	<b>12</b>	<b>0</b>	<b>55</b>	<b>50</b>	<b>29</b>	<b>8</b>
<b>KENYA</b>															
MOMBASA	MONARCH AIRLINES	C	10	0	0	80	0	20	0	0	0	13	67	34	9
<b>TOTAL MOMBASA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>34</b>	<b>9</b>
<b>TOTAL KENYA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>34</b>	<b>9</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	LUXAIR	S	60	0	0	90	10	0	0	0	0	3	86	12	50
<b>TOTAL LUXEMBOURG</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>12</b>	<b>50</b>
<b>TOTAL LUXEMBOURG</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>12</b>	<b>50</b>
<b>MALAYSIA</b>															
KUALA LUMPUR (SEPANG)	MALAYSIAN AIRLINES SYSTEM-MA	S	26	0	0	62	12	19	4	4	0	23	38	35	26
<b>TOTAL KUALA LUMPUR (SEPANG)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>12</b>	<b>19</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>23</b>	<b>38</b>	<b>35</b>	<b>26</b>
<b>TOTAL MALAYSIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>12</b>	<b>19</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>23</b>	<b>38</b>	<b>35</b>	<b>26</b>
<b>MALTA</b>															
MALTA	AIR MALTA	C	14	0	0	100	0	0	0	0	0	0	43	26	23
	AIR MALTA	S	72	0	0	81	6	7	6	1	0	16	51	28	74
	ASTRAEUS LTD	C	8	0	0	75	0	0	25	0	0	22	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	38	13	0	50	0	0	84	36	26	11
	EXCEL AIRWAYS LTD	S	24	0	0	75	17	8	0	0	0	9	56	17	16
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	25	25	13	38	0	0	51	25	78	8
	MY TRAVEL AIRWAYS UK	C	16	0	0	100	0	0	0	0	0	1	25	26	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	0	23	91	26
<b>TOTAL MALTA</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>7</b>	<b>5</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>43</b>	<b>39</b>	<b>166</b>
<b>TOTAL MALTA</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>7</b>	<b>5</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>43</b>	<b>39</b>	<b>166</b>
<b>MEXICO</b>															
ACAPULCO	MY TRAVEL AIRWAYS UK	C	2	2	0	50	50	0	0	0	0	13	22	140	9
<b>TOTAL ACAPULCO</b>			<b>2</b>	<b>2</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>22</b>	<b>140</b>	<b>9</b>
CANCUN	BRITANNIA AIRWAYS	C	10	0	0	50	30	20	0	0	0	18	56	29	9
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	70	20	10	0	0	0	12	25	69	8
	MY TRAVEL AIRWAYS UK	C	13	3	0	92	0	8	0	0	0	6	35	96	17
<b>TOTAL CANCUN</b>			<b>33</b>	<b>3</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>40</b>	<b>64</b>	<b>43</b>
PUERTO VALLARTA	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	25	13	0	0	0	12	43	166	7
<b>TOTAL PUERTO VALLARTA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>43</b>	<b>166</b>	<b>7</b>
<b>TOTAL MEXICO</b>			<b>43</b>	<b>5</b>	<b>0</b>	<b>70</b>	<b>19</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>37</b>	<b>88</b>	<b>59</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			Actual (7)	Plan (8)											
<b>MOROCCO</b>															
AGADIR	ASTRAEUS LTD	C	10	0	0	40	10	10	40	0	0	39	0	0	0
TOTAL AGADIR			10	0	0	40	10	10	40	0	0	39	33	128	9
TOTAL MOROCCO			10	0	0	40	10	10	40	0	0	39	33	128	9
<b>NETHERLANDS</b>															
AMSTERDAM	BRITISH AIRWAYS PLC	S	249	0	8	61	23	11	5	0	0	16	54	24	236
	KLM UK LTD	S	412	0	0	66	13	10	10	1	0	22	47	41	472
TOTAL AMSTERDAM			661	0	8	64	17	11	8	0	0	20	49	36	710
TOTAL NETHERLANDS			661	0	8	64	17	11	8	0	0	20	51	34	794
<b>NORWAY</b>															
OSLO (GARDERMOEN)	BRAATHENS ASA	C	2	0	0	0	100	0	0	0	0	23	0	0	0
	BRITISH REGIONAL AIRLINES LTD	S	100	0	2	81	11	7	1	0	0	9	88	7	109
TOTAL OSLO (GARDERMOEN)			102	0	2	79	13	7	1	0	0	9	88	7	109
TOTAL NORWAY			102	0	2	79	13	7	1	0	0	9	88	7	109
<b>PAKISTAN</b>															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	34	0	2	24	24	29	18	3	3	52	16	184	19
TOTAL ISLAMABAD			34	0	2	24	24	29	18	3	3	52	16	184	19
KARACHI	PAKISTAN INTL AIRLINES	S	39	0	0	36	23	21	15	3	3	56	22	149	50
TOTAL KARACHI			39	0	0	36	23	21	15	3	3	56	22	149	50
LAHORE	PAKISTAN INTL AIRLINES	S	8	0	0	38	38	25	0	0	0	25	17	70	12
TOTAL LAHORE			8	0	0	38	38	25	0	0	0	25	17	70	12
TOTAL PAKISTAN			81	0	2	31	25	25	15	2	2	51	20	145	81
<b>POLAND</b>															
WARSAW	LOT-POLISH AIRLINES	S	51	0	0	94	2	4	0	0	0	5	0	0	0
TOTAL WARSAW			51	0	0	94	2	4	0	0	0	5	85	5	48
TOTAL POLAND			51	0	0	94	2	4	0	0	0	5	85	5	48
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR CORDIAL LTD	C	16	0	0	13	25	25	31	6	0	70	10	168	10
	AZZURRA AIR	C	8	0	0	50	13	25	0	13	0	41	0	0	0
	BMI BRITISH MIDLAND	C	8	0	0	38	25	38	0	0	0	23	36	78	11
	BRITANNIA AIRWAYS	C	18	0	0	100	0	0	0	0	0	3	58	70	24
	BRITISH AIRWAYS PLC	C	8	0	0	25	0	63	13	0	0	36	40	51	10
	CHANNEL EXPRESS (AIR SVS)	C	6	0	0	50	0	50	0	0	0	20	0	0	0
	EXCEL AIRWAYS LTD	C	8	0	0	75	13	0	0	13	0	31	0	243	1
	FIRST CHOICE AIRWAYS LTD	C	34	2	0	53	21	15	6	6	0	32	19	112	27
	FIRST CHOICE AIRWAYS LTD	S	16	0	0	75	0	6	19	0	0	25	33	97	18
	MONARCH AIRLINES	S	26	0	0	69	19	12	0	0	0	12	0	0	0
	MONARCH AIRLINES	C	26	0	0	62	31	4	4	0	0	15	35	123	52
	MY TRAVEL AIRWAYS UK	C	26	0	0	69	19	8	0	0	4	32	21	91	28
	THOMAS COOK AIRLINES LTD	C	50	2	0	68	10	12	10	0	0	18	26	118	76



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			Actual (7)	Plan (8)											
TOTAL FARO			251	6	0	62	15	14	7	2	0	25	28	104	288
LISBON	PORTUGALIA	S	28	2	1	61	25	11	4	0	0	14	46	31	46
TOTAL LISBON			28	2	1	61	25	11	4	0	0	14	46	31	46
OPORTO (PORTUGAL)	PORTUGALIA	S	31	0	0	77	10	10	3	0	0	8	0	34	4
TOTAL OPORTO (PORTUGAL)			31	0	0	77	10	10	3	0	0	8	0	34	4
TOTAL PORTUGAL(EXCLUDING MADEIRA)			310	8	1	63	15	13	6	2	0	22	30	93	338
PORTUGAL(MADEIRA)															
FUNCHAL	BRITANNIA AIRWAYS	C	10	0	0	80	20	0	0	0	0	5	50	66	8
	EXCEL AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	0	75	18	8
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	70	10	20	0	0	0	16	25	237	8
	THOMAS COOK AIRLINES LTD	C	20	0	0	100	0	0	0	0	0	0	50	65	16
TOTAL FUNCHAL			50	0	0	90	6	4	0	0	0	5	50	90	40
TOTAL PORTUGAL(MADEIRA)			50	0	0	90	6	4	0	0	0	5	50	90	40
SINGAPORE															
SINGAPORE	SINGAPORE AIRLINES	S	60	0	0	50	23	18	8	0	0	23	27	42	60
TOTAL SINGAPORE			60	0	0	50	23	18	8	0	0	23	27	42	60
TOTAL SINGAPORE			60	0	0	50	23	18	8	0	0	23	27	42	60
SLOVENIA															
LJUBLJANA	ADRIA AIRWAYS	S	8	0	0	38	63	0	0	0	0	14	75	9	8
TOTAL LJUBLJANA			8	0	0	38	63	0	0	0	0	14	75	9	8
TOTAL SLOVENIA			8	0	0	38	63	0	0	0	0	14	75	9	8
SPAIN															
ALICANTE	ASTRAEUS LTD	C	8	0	0	100	0	0	0	0	0	1	0	0	0
	AZZURRA AIR	C	9	0	0	0	11	33	33	22	0	86	0	0	0
	BMI BRITISH MIDLAND	C	8	0	0	38	13	25	25	0	0	29	0	0	0
	BRITANNIA AIRWAYS	C	41	1	0	51	12	12	17	7	0	49	45	68	44
	BRITISH AIRWAYS PLC	C	8	0	0	13	25	25	38	0	0	44	50	26	10
	EUROPEAN AIR CHARTER	C	8	1	0	50	13	13	25	0	0	27	0	50	10
	EXCEL AIRWAYS LTD	C	8	0	0	63	13	0	0	25	0	72	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	57	0	0	72	18	5	5	0	0	12	49	53	39
	MONARCH AIRLINES	C	35	0	0	54	20	20	6	0	0	20	51	47	37
	MONARCH AIRLINES	S	60	0	1	88	7	5	0	0	0	7	65	31	52
	MY TRAVEL AIRWAYS UK	C	33	2	0	64	3	24	9	0	0	25	29	88	55
	THOMAS COOK AIRLINES LTD	C	40	0	0	78	3	13	8	0	0	13	40	67	52
TOTAL ALICANTE			315	4	1	66	11	12	9	2	0	23	46	59	347
ALMERIA	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	2	50	15	8
	EUROPEAN AIR CHARTER	C	14	0	0	43	36	21	0	0	0	17	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	7	50	23	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	38	0	0	0	0	16	38	111	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	0	13	103	8
TOTAL ALMERIA			46	0	0	76	17	7	0	0	0	10	38	55	40

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			Actual (7)	Plan (8)											
BARCELONA	BRITANNIA AIRWAYS	C	2	0	0	0	0	0	0	0	100	499	0	0	0
	CHANNEL EXPRESS (AIR SVS)	C	9	0	0	44	44	11	0	0	0	15	0	0	0
	IBERIA	S	60	0	0	48	15	20	13	3	0	35	55	22	60
	IBERWORLD	C	2	0	0	0	100	0	0	0	0	22	0	0	0
<b>TOTAL BARCELONA</b>			<b>73</b>	<b>1</b>	<b>0</b>	<b>45</b>	<b>21</b>	<b>18</b>	<b>11</b>	<b>3</b>	<b>3</b>	<b>45</b>	<b>55</b>	<b>22</b>	<b>60</b>
GERONA	BMI BRITISH MIDLAND	C	10	0	0	40	10	50	0	0	0	28	50	53	10
	BRITANNIA AIRWAYS	C	17	0	0	88	0	0	12	0	0	11	22	46	18
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	88	0	6	6	0	0	11	50	20	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	25	13	0	0	0	11	25	65	8
	SPANAIR	C	8	0	0	38	38	13	13	0	0	21	0	0	0
	THOMAS COOK AIRLINES LTD	C	23	0	0	100	0	0	0	0	0	2	22	92	23
<b>TOTAL GERONA</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>7</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>30</b>	<b>62</b>	<b>67</b>
IBIZA	BRITANNIA AIRWAYS	C	52	0	0	75	4	6	12	4	0	25	44	43	59
	BRITISH AIRWAYS PLC	C	2	0	0	0	50	50	0	0	0	30	28	33	18
	EXCEL AIRWAYS LTD	C	10	0	0	80	20	0	0	0	0	4	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	43	3	0	72	5	16	5	2	0	22	25	80	36
	IBERWORLD	C	5	0	0	40	40	20	0	0	0	17	0	0	0
	MONARCH AIRLINES	C	28	1	0	79	14	7	0	0	0	7	40	56	20
	MY TRAVEL AIRWAYS UK	C	54	0	0	74	6	2	17	2	0	26	39	79	54
	THOMAS COOK AIRLINES LTD	C	37	0	0	89	0	0	5	5	0	20	31	101	52
<b>TOTAL IBIZA</b>			<b>231</b>	<b>4</b>	<b>0</b>	<b>76</b>	<b>7</b>	<b>6</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>35</b>	<b>70</b>	<b>259</b>
MADRID	BRITISH AIRWAYS PLC	S	101	0	1	49	25	23	4	0	0	21	73	14	100
<b>TOTAL MADRID</b>			<b>101</b>	<b>0</b>	<b>1</b>	<b>49</b>	<b>25</b>	<b>23</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>73</b>	<b>13</b>	<b>101</b>
MAHON	AIR CORDIAL LTD	C	5	0	0	60	0	0	20	20	0	70	0	0	0
	ASTRAEUS LTD	C	2	1	0	0	50	50	0	0	0	31	0	0	0
	BRITANNIA AIRWAYS	C	34	0	0	94	6	0	0	0	0	3	21	58	34
	EXCEL AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	39	38	18
	FIRST CHOICE AIRWAYS LTD	C	52	0	0	87	10	4	0	0	0	6	48	62	40
	MONARCH AIRLINES	C	26	0	0	85	8	0	8	0	0	14	44	95	16
	MY TRAVEL AIRWAYS UK	C	39	1	0	74	15	8	3	0	0	9	24	68	45
	THOMAS COOK AIRLINES LTD	C	34	0	0	94	0	6	0	0	0	4	56	87	50
<b>TOTAL MAHON</b>			<b>200</b>	<b>2</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>36</b>	<b>71</b>	<b>237</b>
MALAGA	AIR ATLANTA ICELANDIC	C	8	0	0	0	0	38	63	0	0	88	0	237	10
	AIR CORDIAL LTD	C	11	0	0	55	27	18	0	0	0	19	60	74	10
	BRITANNIA AIRWAYS	C	26	1	0	46	12	12	27	4	0	45	36	57	28
	ELECTRA AIRLINES	C	17	1	0	59	24	12	6	0	0	19	0	0	0
	EUROPEAN AIR CHARTER	C	9	0	0	44	22	22	11	0	0	25	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	55	1	0	55	9	20	16	0	0	31	45	50	56
	MONARCH AIRLINES	C	47	0	0	77	6	13	0	2	2	36	40	77	45
	MONARCH AIRLINES	S	60	0	1	73	20	7	0	0	0	9	48	28	60
	MY TRAVEL AIRWAYS UK	C	36	0	0	50	11	14	19	0	6	62	20	233	35
	THOMAS COOK AIRLINES LTD	C	52	0	0	98	0	2	0	0	0	2	59	45	37
<b>TOTAL MALAGA</b>			<b>322</b>	<b>3</b>	<b>1</b>	<b>66</b>	<b>11</b>	<b>12</b>	<b>9</b>	<b>1</b>	<b>28</b>	<b>42</b>	<b>73</b>	<b>370</b>	
MURCIA SAN JAVIER	ASTRAEUS LTD	C	8	0	0	75	0	0	25	0	0	27	0	0	0
	BRITISH AIRWAYS PLC	C	8	0	0	50	25	25	0	0	0	15	20	52	10
<b>TOTAL MURCIA SAN JAVIER</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>20</b>	<b>52</b>	<b>10</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)										
PALMA DE MALLORCA	AIR CORDIAL LTD	C	16	0	0	38	0	0	50	6	6	116	10	64	10
	AIR EUROPA	C	9	1	0	78	22	0	0	0	0	8	0	56	12
	BMI BRITISH MIDLAND	C	2	0	0	0	0	0	100	0	0	95	21	101	19
	BRITANNIA AIRWAYS	C	95	1	0	59	7	8	22	3	0	34	42	45	113
	BRITISH AIRWAYS PLC	C	16	1	0	13	13	19	56	0	0	70	28	81	40
	EUROPEAN AIR CHARTER	C	8	0	0	0	0	50	25	25	0	107	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	78	0	0	69	10	6	14	0	0	19	22	81	36
	IBERWORLD	C	6	2	0	33	0	17	50	0	0	47	0	0	0
	MONARCH AIRLINES	C	28	0	0	43	29	18	11	0	0	27	29	117	21
	MY TRAVEL AIRWAYS UK	C	115	3	0	63	16	5	17	0	0	26	25	81	110
	SPANAIR	C	31	0	0	39	10	39	6	0	6	61	33	40	27
THOMAS COOK AIRLINES LTD	C	65	2	0	75	17	8	0	0	0	7	35	77	103	
VOLAR AIRLINES	C	11	0	0	45	45	9	0	0	0	15	0	0	0	
<b>TOTAL PALMA DE MALLORCA</b>			<b>481</b>	<b>11</b>	<b>0</b>	<b>58</b>	<b>14</b>	<b>10</b>	<b>17</b>	<b>1</b>	<b>1</b>	<b>32</b>	<b>29</b>	<b>70</b>	<b>586</b>
REUS	BRITANNIA AIRWAYS	C	14	0	0	50	14	7	29	0	0	45	28	66	18
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	69	0	25	6	0	17	25	74	8	
	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	100	0	8	
	MY TRAVEL AIRWAYS UK	C	34	1	0	76	9	3	6	6	0	25	46	101	35
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	4	81	9	16
<b>TOTAL REUS</b>			<b>80</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>8</b>	<b>8</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>56</b>	<b>60</b>	<b>95</b>
<b>TOTAL SPAIN</b>			<b>1947</b>	<b>26</b>	<b>3</b>	<b>66</b>	<b>12</b>	<b>11</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>39</b>	<b>64</b>	<b>2183</b>
SPAIN(CANARY ISLANDS)															
ARRECIFE	AIR CORDIAL LTD	C	4	0	0	100	0	0	0	0	0	4	0	0	0
	ASTRAEUS LTD	C	7	0	0	29	57	14	0	0	0	21	0	0	0
	AZZURRA AIR	C	9	0	0	78	22	0	0	0	0	7	0	0	0
	BRITANNIA AIRWAYS	C	26	0	0	58	23	12	8	0	0	23	44	52	18
	FIRST CHOICE AIRWAYS LTD	C	30	2	0	53	13	30	3	0	0	20	36	133	11
	MONARCH AIRLINES	C	16	0	0	56	19	0	25	0	0	36	29	221	7
	MY TRAVEL AIRWAYS UK	C	27	0	0	81	15	4	0	0	0	6	42	49	24
	THOMAS COOK AIRLINES LTD	C	33	1	0	97	3	0	0	0	0	3	44	59	32
<b>TOTAL ARRECIFE</b>			<b>152</b>	<b>3</b>	<b>1</b>	<b>70</b>	<b>16</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>15</b>	<b>38</b>	<b>69</b>	<b>120</b>	
FUERTEVENTURA	BMI BRITISH MIDLAND	C	8	0	0	75	0	0	25	0	0	26	25	103	8
	BRITANNIA AIRWAYS	C	16	0	0	88	0	13	0	0	0	8	75	9	8
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	63	19	6	13	0	0	25	38	22	8
	FUTURA AIRLINES	C	8	0	0	50	13	38	0	0	0	21	50	61	8
	MY TRAVEL AIRWAYS UK	C	16	0	0	100	0	0	0	0	0	3	17	97	18
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	0	44	30	16
<b>TOTAL FUERTEVENTURA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>13</b>	<b>39</b>	<b>56</b>	<b>74</b>	
LAS PALMAS	AIR EUROPA	C	2	0	0	100	0	0	0	0	0	3	0	0	0
	BRITANNIA AIRWAYS	C	26	0	0	73	15	4	8	0	0	14	50	45	24
	EXCEL AIRWAYS LTD	C	9	0	0	78	0	22	0	0	0	12	40	133	10
	FIRST CHOICE AIRWAYS LTD	C	22	0	0	86	9	5	0	0	0	6	19	50	16
	MONARCH AIRLINES	C	10	0	0	100	0	0	0	0	0	1	38	46	8
	MY TRAVEL AIRWAYS UK	C	34	0	0	71	3	9	18	0	0	25	47	74	47
	THOMAS COOK AIRLINES LTD	C	27	0	0	67	15	11	7	0	0	17	56	63	52
<b>TOTAL LAS PALMAS</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>15</b>	<b>49</b>	<b>61</b>	<b>180</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2001		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TENERIFE (SURREINA SOFIA)	AIR ATLANTA ICELANDIC	C	8	0	0	0	0	75	25	0	0	68	0	151	6
	AIR CORDIAL LTD	C	10	0	0	20	30	10	40	0	0	52	41	62	17
	ASTRAEUS LTD	C	2	0	0	100	0	0	0	0	0	8	0	0	0
	AZZURRA AIR	C	7	0	0	86	14	0	0	0	0	5	0	0	0
	BRITANNIA AIRWAYS	C	42	0	0	71	12	2	14	0	0	24	44	37	27
	ELECTRA AIRLINES	C	16	0	0	69	6	6	19	0	0	21	0	0	0
	EXCEL AIRWAYS LTD	C	12	0	0	92	8	0	0	0	0	3	31	28	16
	FIRST CHOICE AIRWAYS LTD	C	48	0	0	73	10	6	10	0	0	17	76	15	25
	FIRST CHOICE AIRWAYS LTD	S	8	0	0	75	13	0	0	0	13	60	72	24	25
	FUTURA AIRLINES	C	8	0	0	13	25	13	50	0	0	68	100	0	7
	MONARCH AIRLINES	C	28	0	0	61	25	0	7	7	0	30	38	66	40
	MY TRAVEL AIRWAYS UK	C	58	1	0	69	10	10	7	3	0	26	52	43	42
	THOMAS COOK AIRLINES LTD	C	50	0	0	66	8	14	4	8	0	30	37	68	67
VOLAR AIRLINES	C	2	0	0	0	0	0	100	0	0	129	50	24	8	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>299</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>12</b>	<b>9</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>28</b>	<b>49</b>	<b>45</b>	<b>333</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>653</b>	<b>4</b>	<b>1</b>	<b>70</b>	<b>11</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>46</b>	<b>54</b>	<b>707</b>
<b>SWEDEN</b>															
GOTEBORG	BRITISH REGIONAL AIRLINES LTD	S	52	0	0	92	4	0	4	0	0	7	94	3	50
	CITY AIRLINE	S	93	0	0	61	27	10	2	0	0	15	0	0	0
<b>TOTAL GOTEBORG</b>			<b>145</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>19</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>94</b>	<b>3</b>	<b>50</b>
STOCKHOLM (ARLANDA)	MD AIRLINES	C	2	0	0	50	50	0	0	0	0	12	0	0	0
	SKYWAYS EXPRESS	S	94	0	0	90	6	3	0	0	0	5	82	11	98
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>11</b>	<b>98</b>
<b>TOTAL SWEDEN</b>			<b>241</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>9</b>	<b>212</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	SWISS AIRLINES	S	154	0	0	82	10	8	0	0	0	7	59	20	148
<b>TOTAL BASLE MULHOUSE</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>59</b>	<b>20</b>	<b>148</b>
GENEVA	BRITISH AIRWAYS PLC	S	58	0	2	64	14	10	12	0	0	18	58	19	60
<b>TOTAL GENEVA</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>64</b>	<b>14</b>	<b>10</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>58</b>	<b>19</b>	<b>60</b>
ZURICH	BRITISH AIRWAYS PLC	S	102	0	0	63	26	9	2	0	0	14	0	0	0
	SWISS AIRLINES	S	180	0	0	66	23	8	3	0	0	15	0	0	0
<b>TOTAL ZURICH</b>			<b>282</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>24</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>50</b>	<b>27</b>	<b>120</b>
<b>TOTAL SWITZERLAND</b>			<b>494</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>18</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>55</b>	<b>22</b>	<b>328</b>
<b>TRINIDAD AND TOBAGO</b>															
PORT OF SPAIN	BWIA	S	12	0	2	83	0	0	0	8	8	51	0	0	0
<b>TOTAL PORT OF SPAIN</b>			<b>12</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>51</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TRINIDAD AND TOBAGO</b>			<b>12</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>51</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TUNISIA</b>															
MONASTIR	BRITANNIA AIRWAYS	C	8	0	0	25	25	25	25	0	0	37	25	79	8
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	80	10	10	0	0	0	9	0	0	0
	MY TRAVEL AIRWAYS UK	C	37	0	0	73	14	0	8	5	0	27	19	154	26
	THOMAS COOK AIRLINES LTD	C	10	0	0	50	20	20	10	0	0	22	0	121	10

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			Actual (7)	Plan (8)											
<b>TOTAL MONASTIR</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>8</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>16</b>	<b>129</b>	<b>63</b>
<b>TOTAL TUNISIA</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>8</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>16</b>	<b>129</b>	<b>63</b>
<b>TURKEY</b>															
<b>ANTALYA</b>	FIRST CHOICE AIRWAYS LTD	C	10	0	0	70	10	0	20	0	0	23	33	62	9
	MY TRAVEL AIRWAYS UK	C	10	0	0	40	10	10	40	0	0	37	0	0	0
	THOMAS COOK AIRLINES LTD	C	28	0	0	82	0	11	7	0	0	11	68	49	25
<b>TOTAL ANTALYA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>4</b>	<b>8</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>60</b>	<b>47</b>	<b>43</b>
<b>BODRUM (MILAS)</b>	BRITANNIA AIRWAYS	C	10	0	0	80	0	0	0	20	0	47	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	20	0	0	95	0	0	0	0	5	43	53	71	17
	MONARCH AIRLINES	C	10	0	0	70	20	10	0	0	0	12	25	29	8
	MY TRAVEL AIRWAYS UK	C	18	0	0	78	11	0	0	11	0	26	13	124	8
	ONUR AIR	C	9	0	0	0	22	56	0	22	0	69	0	73	8
	THOMAS COOK AIRLINES LTD	C	28	0	0	93	0	0	7	0	0	9	25	94	16
<b>TOTAL BODRUM (MILAS)</b>			<b>95</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>6</b>	<b>1</b>	<b>29</b>	<b>38</b>	<b>61</b>	<b>80</b>
<b>DALAMAN</b>	AIR CORDIAL LTD	C	26	0	0	58	19	15	8	0	0	26	6	113	17
	ASTRAEUS LTD	C	16	0	0	19	50	13	19	0	0	36	0	0	0
	BRITANNIA AIRWAYS	C	9	0	0	78	11	11	0	0	0	7	75	19	8
	FIRST CHOICE AIRWAYS LTD	C	46	0	0	85	9	2	4	0	0	7	43	58	35
	KIBRIS TURKISH AIRLINES - KTHY	S	16	0	0	69	13	6	13	0	0	19	67	22	18
	MY TRAVEL AIRWAYS UK	C	42	0	0	79	10	7	5	0	0	16	40	56	35
	THOMAS COOK AIRLINES LTD	C	28	0	0	96	0	0	4	0	0	6	57	45	35
<b>TOTAL DALAMAN</b>			<b>183</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>48</b>	<b>55</b>	<b>206</b>
<b>ISTANBUL</b>	BOSPHORUS EUROPEAN AIRWAY	C	2	0	0	50	50	0	0	0	0	20	0	0	0
	PEGASUS AIRLINES	C	2	0	0	50	0	50	0	0	0	24	0	0	0
	THY TURK HAVA YOLLARI TURKIS	S	34	0	0	62	26	9	3	0	0	18	34	23	44
<b>TOTAL ISTANBUL</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>26</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>34</b>	<b>31</b>	<b>47</b>
<b>IZMIR (ADNAM MENDERES)</b>	MY TRAVEL AIRWAYS UK	C	6	0	0	67	0	0	33	0	0	22	0	0	0
	THOMAS COOK AIRLINES LTD	C	19	0	0	100	0	0	0	0	0	1	75	40	12
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>55</b>	<b>39</b>	<b>20</b>
<b>TOTAL TURKEY</b>			<b>389</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>46</b>	<b>52</b>	<b>396</b>
<b>TURKMENISTAN</b>															
<b>ASHKHABAD</b>	TURKMENISTAN AIRLINES	C	2	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL ASHKHABAD</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TURKMENISTAN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>UNITED ARAB EMIRATES</b>															
<b>DUBAI</b>	EMIRATES	S	60	0	0	77	15	5	3	0	0	13	63	45	60
<b>TOTAL DUBAI</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>45</b>	<b>60</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>45</b>	<b>60</b>
<b>UNITED KINGDOM</b>															
<b>ABERDEEN</b>	BMI REGIONAL	S	144	0	0	97	1	1	1	0	0	3	87	14	137
	BRITISH AIRWAYS CITIEXPRESS L	S	211	0	0	84	6	4	6	0	0	11	68	20	281

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2002

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)										
ABERDEEN	BRITISH AIRWAYS PLC	S	41	1	1	66	12	10	12	0	0	21	0	0	0
<b>TOTAL ABERDEEN</b>			<b>396</b>	<b>1</b>	<b>1</b>	<b>87</b>	<b>5</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>18</b>	<b>418</b>
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	295	0	0	81	7	6	6	0	0	13	78	14	212
<b>TOTAL BELFAST CITY</b>			<b>295</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>7</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>14</b>	<b>212</b>
CITY OF DERRY (EGLINTON)	LOGANAIR	S	58	0	0	72	12	10	5	0	0	12	0	0	0
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>12</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>11</b>	<b>56</b>
EDINBURGH	BMI REGIONAL	S	237	0	0	98	2	0	0	0	0	2	70	14	248
	BRITISH AIRWAYS PLC	S	283	1	10	81	10	5	5	0	0	11	52	21	132
<b>TOTAL EDINBURGH</b>			<b>520</b>	<b>1</b>	<b>10</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>67</b>	<b>17</b>	<b>528</b>
GATWICK	BRITISH AIRWAYS PLC	S	382	1	1	61	19	13	7	0	0	18	0	0	0
<b>TOTAL GATWICK</b>			<b>384</b>	<b>1</b>	<b>1</b>	<b>60</b>	<b>18</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>66</b>	<b>15</b>	<b>378</b>
GLASGOW	BMI REGIONAL	S	228	0	0	100	0	0	0	0	0	2	79	10	207
	BRITISH AIRWAYS PLC	S	229	1	7	78	12	6	3	1	0	12	66	18	50
<b>TOTAL GLASGOW</b>			<b>458</b>	<b>3</b>	<b>7</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>17</b>	<b>486</b>
GUERNSEY	AURIGNY AIR SERVICES	S	186	0	0	75	15	8	3	0	0	12	55	32	114
	BRITISH REGIONAL AIRLINES LTD	S	18	0	0	67	11	22	0	0	0	16	66	19	59
<b>TOTAL GUERNSEY</b>			<b>204</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>59</b>	<b>27</b>	<b>173</b>
HEATHROW	BMI BRITISH MIDLAND	S	411	0	0	77	15	7	1	0	0	10	69	14	402
	BRITISH AIRWAYS PLC	S	585	1	1	70	15	12	3	0	0	14	71	14	574
<b>TOTAL HEATHROW</b>			<b>996</b>	<b>1</b>	<b>1</b>	<b>73</b>	<b>15</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>14</b>	<b>976</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	179	0	0	73	14	7	6	1	0	17	85	11	185
<b>TOTAL ISLE OF MAN</b>			<b>179</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>85</b>	<b>11</b>	<b>185</b>
JERSEY	BRITISH AIRWAYS CITIEXPRESS L	C	20	0	0	60	30	5	5	0	0	14	0	0	0
	BRITISH REGIONAL AIRLINES LTD	S	156	0	14	76	10	8	6	0	0	15	51	29	144
	FLYBE.BRITISH EUROPEAN	C	8	0	0	0	38	13	50	0	0	67	0	83	8
<b>TOTAL JERSEY</b>			<b>184</b>	<b>14</b>	<b>14</b>	<b>71</b>	<b>14</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>46</b>	<b>33</b>	<b>193</b>
LONDON CITY	VLM (BELGIUM)	S	170	0	2	96	4	0	0	0	0	2	0	0	0
<b>TOTAL LONDON CITY</b>			<b>170</b>	<b>0</b>	<b>2</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
NORWICH	EASTERN AIRWAYS	S	126	0	0	94	1	3	2	0	0	4	84	8	158
<b>TOTAL NORWICH</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>8</b>	<b>158</b>
SOUTHAMPTON	BRITISH REGIONAL AIRLINES LTD	S	134	0	2	78	10	6	4	1	0	13	70	14	128
<b>TOTAL SOUTHAMPTON</b>			<b>134</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>70</b>	<b>15</b>	<b>129</b>
STANSTED	BRITISH REGIONAL AIRLINES LTD	S	126	0	0	79	16	4	1	0	0	8	80	19	155
	TITAN AIRWAYS LTD	C	4	0	0	75	25	0	0	0	0	8	0	0	0
<b>TOTAL STANSTED</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>16</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>19</b>	<b>155</b>
<b>TOTAL UNITED KINGDOM</b>			<b>4236</b>	<b>36</b>	<b>38</b>	<b>79</b>	<b>10</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>16</b>	<b>4287</b>
<b>USA</b>															
ATLANTA	DELTA AIRLINES	S	60	0	0	72	15	8	5	0	0	14	83	12	52
<b>TOTAL ATLANTA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>83</b>	<b>12</b>	<b>52</b>
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	60	0	0	92	3	2	3	0	0	6	78	14	54

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2002

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)										
CHICAGO (O'HARE)	BMI BRITISH MIDLAND	S	60	0	0	85	12	3	0	0	0	5	88	6	52
<b>TOTAL CHICAGO (O'HARE)</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>10</b>	<b>106</b>
LAS VEGAS	MY TRAVEL AIRWAYS UK	C	8	0	0	50	13	13	25	0	0	49	29	32	7
<b>TOTAL LAS VEGAS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>29</b>	<b>32</b>	<b>7</b>
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	56	0	0	86	9	5	0	0	0	6	90	5	49
	PAKISTAN INTL AIRLINES	S	41	0	0	49	17	17	7	7	2	55	18	219	38
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>97</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>12</b>	<b>10</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>27</b>	<b>59</b>	<b>99</b>	<b>87</b>
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	60	0	0	85	8	2	5	0	0	8	67	28	54
<b>TOTAL NEW YORK (NEWARK)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>67</b>	<b>28</b>	<b>54</b>
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	51	0	0	71	12	4	6	4	4	77	67	26	46
<b>TOTAL ORLANDO</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>12</b>	<b>4</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>77</b>	<b>68</b>	<b>54</b>	<b>65</b>
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	60	0	0	82	17	0	2	0	0	7	65	23	52
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>17</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>65</b>	<b>23</b>	<b>52</b>
SANFORD	BRITANNIA AIRWAYS	C	11	0	0	73	27	0	0	0	0	11	0	0	0
	EUROPEAN AIR CHARTER	C	25	0	0	44	16	28	8	4	0	38	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	75	19	0	6	0	0	13	45	25	22
	MY TRAVEL AIRWAYS UK	C	41	0	0	39	24	20	12	5	0	41	28	94	47
	THOMAS COOK AIRLINES LTD	C	17	0	0	71	18	0	12	0	0	16	0	0	0
<b>TOTAL SANFORD</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>21</b>	<b>14</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>37</b>	<b>64</b>	<b>128</b>
WASHINGTON (DULLES)	BMI BRITISH MIDLAND	S	52	0	0	94	4	2	0	0	0	3	76	7	45
<b>TOTAL WASHINGTON (DULLES)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>76</b>	<b>7</b>	<b>45</b>
<b>TOTAL USA</b>			<b>618</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>64</b>	<b>42</b>	<b>596</b>
VENEZUELA															
PORLAMAR	FIRST CHOICE AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	3	25	24	4
<b>TOTAL PORLAMAR</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>25</b>	<b>24</b>	<b>4</b>
<b>TOTAL VENEZUELA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>25</b>	<b>24</b>	<b>4</b>
<b>TOTAL MANCHESTER</b>			<b>16847</b>	<b>103</b>	<b>81</b>	<b>72</b>	<b>13</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>56</b>	<b>36</b>	<b>17109</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2002

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2001		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>AUSTRIA</b>															
INNSBRUCK	TYROLEAN AIRWAYS	C	5	0	0	40	20	20	0	20	0	66	0	0	0
<b>TOTAL INNSBRUCK</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>66</b>	<b>0</b>	<b>0</b>	<b>0</b>
SALZBURG	AERO LLOYD	C	7	0	0	100	0	0	0	0	0	0	0	0	0
	FLYBE.BRITISH EUROPEAN	C	5	0	0	80	20	0	0	0	0	6	0	0	0
<b>TOTAL SALZBURG</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>23</b>	<b>31</b>	<b>13</b>
<b>TOTAL AUSTRIA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>21</b>	<b>23</b>	<b>31</b>	<b>13</b>
<b>BELGIUM</b>															
BRUSSELS	SN BRUSSELS AIRLINES	S	213	0	0	92	5	3	0	0	0	4	0	0	0
<b>TOTAL BRUSSELS</b>			<b>213</b>	<b>2</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>39</b>	<b>25</b>	<b>203</b>
<b>TOTAL BELGIUM</b>			<b>213</b>	<b>2</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>39</b>	<b>25</b>	<b>203</b>
<b>BULGARIA</b>															
BURGAS	HEMUS AIR	C	10	0	0	50	30	20	0	0	0	20	50	27	8
<b>TOTAL BURGAS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>30</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>50</b>	<b>27</b>	<b>8</b>
VARNA	HEMUS AIR	C	8	0	0	88	13	0	0	0	0	2	71	15	7
<b>TOTAL VARNA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>15</b>	<b>7</b>
<b>TOTAL BULGARIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>60</b>	<b>22</b>	<b>15</b>
<b>CANADA</b>															
TORONTO	AIR TRANSAT	S	8	0	0	25	25	0	13	38	0	111	33	21	6
<b>TOTAL TORONTO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>13</b>	<b>38</b>	<b>0</b>	<b>111</b>	<b>33</b>	<b>21</b>	<b>6</b>
<b>TOTAL CANADA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>13</b>	<b>38</b>	<b>0</b>	<b>111</b>	<b>33</b>	<b>21</b>	<b>6</b>
<b>CYPRUS</b>															
LARNACA	AIR CORDIAL LTD	C	10	0	0	60	40	0	0	0	0	14	40	23	10
	BRITANNIA AIRWAYS	C	10	0	0	80	0	20	0	0	0	8	70	24	10
	HELIOS AIRWAYS LTD	C	8	0	0	75	0	13	13	0	0	16	100	1	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	4	50	25	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	3	25	54	8
<b>TOTAL LARNACA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>58</b>	<b>24</b>	<b>55</b>
PAPHOS	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	1	40	37	10
	EUROCYPRIA AIRLINES LTD	C	8	0	0	25	25	25	0	25	0	78	75	7	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	1	22	101	9
<b>TOTAL PAPHOS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>27</b>	<b>49</b>	<b>42</b>	<b>35</b>
<b>TOTAL CYPRUS</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>54</b>	<b>31</b>	<b>90</b>
<b>FRANCE</b>															
PARIS (CHARLES DE GAULLE)	FLYBE.BRITISH EUROPEAN	S	154	0	0	78	11	7	4	0	0	12	30	100	23
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>55</b>	<b>39</b>	<b>121</b>
<b>TOTAL FRANCE</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>55</b>	<b>39</b>	<b>121</b>



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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>GERMANY</b>															
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	52	0	0	79	15	6	0	0	0	10	0	0	0
<b>TOTAL DUSSELDORF</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>92</b>	<b>7</b>	<b>50</b>
<b>TOTAL GERMANY</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>92</b>	<b>7</b>	<b>51</b>
<b>GREECE</b>															
ATHENS	AEGEAN AIRLINES	C	8	0	0	0	13	88	0	0	0	40	25	25	8
<b>TOTAL ATHENS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>25</b>	<b>25</b>	<b>8</b>
CORFU	AEGEAN AIRLINES	C	8	0	0	25	13	13	50	0	0	54	0	0	0
	AIR CORDIAL LTD	C	10	0	0	80	20	0	0	0	0	6	25	50	8
	BRITANNIA AIRWAYS	C	8	0	0	75	25	0	0	0	0	8	50	44	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	50	30	10	10	0	0	22	50	107	8
	THOMAS COOK AIRLINES LTD	C	9	0	0	100	0	0	0	0	0	0	25	26	8
<b>TOTAL CORFU</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>18</b>	<b>4</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>51</b>	<b>44</b>	<b>41</b>
<b>HERAKLION</b>															
	AEGEAN AIRLINES	C	7	0	0	14	14	43	0	29	0	121	0	0	0
	AIR CORDIAL LTD	C	8	0	0	0	0	38	63	0	0	79	56	30	9
	BRITANNIA AIRWAYS	C	8	0	0	50	0	13	38	0	0	44	88	3	8
	ISLANDSFLUG	C	8	0	0	25	13	13	50	0	0	46	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	2	63	17	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	0	13	50	8
<b>TOTAL HERAKLION</b>			<b>47</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>4</b>	<b>17</b>	<b>26</b>	<b>4</b>	<b>0</b>	<b>47</b>	<b>47</b>	<b>26</b>	<b>49</b>
<b>KEFALLINIA</b>															
	EXCEL AIRWAYS LTD	C	8	0	0	50	25	13	0	13	0	38	80	6	20
	ISLANDSFLUG	C	8	0	0	13	38	25	25	0	0	41	0	0	0
<b>TOTAL KEFALLINIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>31</b>	<b>19</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>39</b>	<b>80</b>	<b>6</b>	<b>20</b>
<b>KOS</b>															
	AIR CORDIAL LTD	C	9	0	0	44	11	0	44	0	0	42	20	74	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	25	0	25	0	0	43	88	7	8
<b>TOTAL KOS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>18</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>50</b>	<b>44</b>	<b>18</b>
<b>RHODES</b>															
	AIR CORDIAL LTD	C	8	0	0	25	38	38	0	0	0	22	38	26	8
	BRITANNIA AIRWAYS	C	8	0	0	88	0	13	0	0	0	6	88	8	8
	ISLANDSFLUG	C	10	0	0	60	10	30	0	0	0	17	0	0	0
	MD AIRLINES	C	8	0	0	63	0	38	0	0	0	21	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	0	0	25	180	0	0	0
	THOMAS COOK AIRLINES LTD	C	7	1	0	100	0	0	0	0	0	1	38	98	8
<b>TOTAL RHODES</b>			<b>49</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>8</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>41</b>	<b>61</b>	<b>28</b>	<b>44</b>
<b>SALONIKA</b>															
	AIR CORDIAL LTD	C	8	0	0	50	25	0	0	25	0	68	0	106	8
	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	1	50	19	8
<b>TOTAL SALONIKA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>34</b>	<b>25</b>	<b>62</b>	<b>16</b>
<b>SKIATHOS</b>															
	AIR CORDIAL LTD	C	10	0	0	60	30	10	0	0	0	15	75	18	8
	MD AIRLINES	C	8	0	0	50	0	25	25	0	0	38	0	0	0
<b>TOTAL SKIATHOS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>17</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>75</b>	<b>18</b>	<b>8</b>
<b>THIRA (SANTORINI)</b>															
	AIR CORDIAL LTD	C	8	0	0	63	0	38	0	0	0	17	43	18	7
<b>TOTAL THIRA (SANTORINI)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>43</b>	<b>18</b>	<b>7</b>
<b>ZAKINTHOS</b>															
	AEGEAN AIRLINES	C	10	0	0	10	10	40	20	0	20	123	0	0	0

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				Actual (7)	Plan (8)										
ZAKINTHOS	BRITANNIA AIRWAYS	C	10	0	0	70	10	10	10	0	0	15	63	33	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	0	13	38	0	0	42	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	10	10	0	0	0	9	33	23	9
<b>TOTAL ZAKINTHOS</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>8</b>	<b>18</b>	<b>16</b>	<b>0</b>	<b>5</b>	<b>47</b>	<b>63</b>	<b>20</b>	<b>27</b>
<b>TOTAL GREECE</b>			<b>262</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>12</b>	<b>16</b>	<b>13</b>	<b>2</b>	<b>2</b>	<b>37</b>	<b>54</b>	<b>30</b>	<b>238</b>
<b>IRISH REPUBLIC</b>															
DUBLIN	BRITISH AIRWAYS CITIEXPRESS L	S	221	0	0	81	11	6	1	0	0	10	78	11	178
<b>TOTAL DUBLIN</b>			<b>221</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>9</b>	<b>276</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>221</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>9</b>	<b>326</b>
<b>ITALY</b>															
NAPLES	MY TRAVEL AIRWAYS UK	C	8	0	0	50	0	38	13	0	0	29	13	108	8
<b>TOTAL NAPLES</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>13</b>	<b>108</b>	<b>8</b>
<b>TOTAL TURIN</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>
VENICE	FLYBE.BRITISH EUROPEAN	C	10	0	0	80	10	10	0	0	0	9	0	0	0
<b>TOTAL VENICE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
VERONA	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	0	25	0	0	0	15	25	85	8
	FLYBE.BRITISH EUROPEAN	C	14	0	0	29	0	57	14	0	0	40	11	49	9
<b>TOTAL VERONA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>45</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>18</b>	<b>66</b>	<b>17</b>
<b>TOTAL ITALY</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>5</b>	<b>35</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>16</b>	<b>79</b>	<b>25</b>
<b>MALTA</b>															
MALTA	AIR MALTA	C	16	0	0	50	19	19	13	0	0	24	50	36	16
<b>TOTAL MALTA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>19</b>	<b>19</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>67</b>	<b>25</b>	<b>24</b>
<b>TOTAL MALTA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>19</b>	<b>19</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>67</b>	<b>25</b>	<b>24</b>
<b>NETHERLANDS</b>															
AMSTERDAM	KLM UK LTD	S	344	0	0	72	15	10	2	0	0	13	59	28	287
<b>TOTAL AMSTERDAM</b>			<b>345</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>59</b>	<b>28</b>	<b>287</b>
ROTTERDAM	KLM	C	4	0	0	75	0	25	0	0	0	13	0	0	0
<b>TOTAL ROTTERDAM</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NETHERLANDS</b>			<b>349</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>59</b>	<b>28</b>	<b>287</b>
<b>NORWAY</b>															
STAVANGER	WIDEROE FLYVESELSKAP A/S	S	52	0	0	94	2	2	2	0	0	5	0	0	0
<b>TOTAL STAVANGER</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>89</b>	<b>7</b>	<b>100</b>
<b>TOTAL NORWAY</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>87</b>	<b>7</b>	<b>149</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR LUXOR	C	8	0	0	50	13	13	0	0	25	109	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	20	0	10	0	0	26	20	42	10
	THOMAS COOK AIRLINES LTD	C	18	0	0	94	0	0	6	0	0	11	39	100	18

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				Actual (7)	Plan (8)										
<b>TOTAL FARO</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>8</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>37</b>	<b>28</b>	<b>74</b>	<b>46</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>8</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>37</b>	<b>28</b>	<b>74</b>	<b>46</b>
<b>PORTUGAL(MADEIRA)</b>															
<b>FUNCHAL</b>	EUROATLANTIC AIRWAYS	C	10	0	0	100	0	0	0	0	0	1	25	156	8
<b>TOTAL FUNCHAL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>25</b>	<b>156</b>	<b>8</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>25</b>	<b>156</b>	<b>8</b>
<b>SPAIN</b>															
<b>ALICANTE</b>	BRITANNIA AIRWAYS	C	25	0	0	88	4	0	8	0	0	11	77	12	26
	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	0	70	19	10
	MY TRAVEL AIRWAYS UK	C	16	0	0	25	25	38	13	0	0	33	22	85	18
	THOMAS COOK AIRLINES LTD	C	16	0	0	94	6	0	0	0	0	5	67	17	18
<b>TOTAL ALICANTE</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>9</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>56</b>	<b>33</b>	<b>82</b>
<b>BARCELONA</b>	SPANAIR	C	8	0	0	38	63	0	0	0	0	16	29	41	7
<b>TOTAL BARCELONA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>29</b>	<b>41</b>	<b>7</b>
<b>GERONA</b>	BRITANNIA AIRWAYS	C	9	0	0	100	0	0	0	0	0	2	90	7	10
	MY TRAVEL AIRWAYS UK	C	9	1	0	78	11	0	11	0	0	18	88	12	8
<b>TOTAL GERONA</b>			<b>18</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>89</b>	<b>9</b>	<b>18</b>
<b>IBIZA</b>	BRITANNIA AIRWAYS	C	26	0	0	81	4	4	12	0	0	14	68	17	25
	MY TRAVEL AIRWAYS UK	C	18	0	0	67	11	0	0	6	17	85	50	72	8
	THOMAS COOK AIRLINES LTD	C	17	0	0	88	6	6	0	0	0	5	44	30	18
<b>TOTAL IBIZA</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>7</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>5</b>	<b>32</b>	<b>47</b>	<b>45</b>	<b>70</b>
<b>MAHON</b>	BRITANNIA AIRWAYS	C	16	0	0	94	6	0	0	0	0	3	67	13	18
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	4	50	11	8
	IBERWORLD	C	8	0	0	100	0	0	0	0	0	4	0	0	0
	MY TRAVEL AIRWAYS UK	C	16	0	0	63	19	0	6	0	13	59	100	3	8
<b>TOTAL MAHON</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>22</b>	<b>67</b>	<b>19</b>	<b>42</b>
<b>MALAGA</b>	AIR CORDIAL LTD	C	8	0	0	38	0	38	25	0	0	37	20	59	10
	BRITANNIA AIRWAYS	C	18	0	0	72	11	6	11	0	0	18	35	21	20
	MY TRAVEL AIRWAYS UK	C	17	0	0	65	6	0	18	0	12	106	20	110	10
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	4	80	9	10
<b>TOTAL MALAGA</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>6</b>	<b>8</b>	<b>13</b>	<b>0</b>	<b>4</b>	<b>46</b>	<b>35</b>	<b>45</b>	<b>68</b>
<b>PALMA DE MALLORCA</b>	AIR CORDIAL LTD	C	8	0	0	25	0	0	75	0	0	73	40	65	10
	BRITANNIA AIRWAYS	C	42	0	0	83	12	0	5	0	0	12	60	48	45
	IBERWORLD	C	31	2	0	71	6	10	13	0	0	24	8	76	12
	MY TRAVEL AIRWAYS UK	C	16	0	0	63	19	6	13	0	0	21	38	101	26
	SPANAIR	C	33	1	0	64	12	18	6	0	0	20	45	49	20
	THOMAS COOK AIRLINES LTD	C	16	0	0	94	6	0	0	0	0	4	78	21	18
<b>TOTAL PALMA DE MALLORCA</b>			<b>146</b>	<b>3</b>	<b>0</b>	<b>72</b>	<b>10</b>	<b>7</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>47</b>	<b>56</b>	<b>157</b>
<b>REUS</b>	BRITANNIA AIRWAYS	C	8	0	0	88	0	0	13	0	0	16	100	6	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	0	0	13	0	0	14	75	19	8
	MY TRAVEL AIRWAYS UK	C	20	0	0	40	20	25	5	10	0	42	88	5	8
<b>TOTAL REUS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>11</b>	<b>14</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>30</b>	<b>88</b>	<b>10</b>	<b>24</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2002

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2001		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL SPAIN</b>			<b>435</b>	<b>4</b>	<b>0</b>	<b>74</b>	<b>10</b>	<b>6</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>25</b>	<b>52</b>	<b>41</b>	<b>468</b>
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	BRITANNIA AIRWAYS	C	8	0	0	63	0	25	13	0	0	19	63	17	8
	MY TRAVEL AIRWAYS UK	C	9	0	0	56	22	11	11	0	0	21	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	0	63	50	8
<b>TOTAL ARRECIFE</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>8</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>47</b>	<b>46</b>	<b>32</b>
<b>FUERTEVENTURA</b>	SPANAIR	C	8	0	0	88	13	0	0	0	0	6	75	44	8
<b>TOTAL FUERTEVENTURA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>69</b>	<b>29</b>	<b>16</b>
<b>LAS PALMAS</b>	BRITANNIA AIRWAYS	C	9	0	0	89	0	11	0	0	0	6	88	6	8
	FUTURA AIRLINES	C	18	0	0	89	6	6	0	0	0	6	0	0	0
	MY TRAVEL AIRWAYS UK	C	9	0	0	44	0	44	11	0	0	25	20	103	10
<b>TOTAL LAS PALMAS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>3</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>47</b>	<b>45</b>	<b>36</b>
<b>TENERIFE (SURREINA SOFIA)</b>	AIR CORDIAL LTD	C	8	0	0	38	0	25	38	0	0	44	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	44	22	0	33	0	0	38	82	14	17
	MY TRAVEL AIRWAYS UK	C	16	0	0	94	0	0	6	0	0	6	22	59	9
	THOMAS COOK AIRLINES LTD	C	16	0	0	88	13	0	0	0	0	4	59	26	17
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>10</b>	<b>3</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>59</b>	<b>31</b>	<b>59</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>127</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>55</b>	<b>38</b>	<b>143</b>
<b>TUNISIA</b>															
<b>MONASTIR</b>	MY TRAVEL AIRWAYS UK	C	10	0	0	90	0	0	10	0	0	11	0	0	0
<b>TOTAL MONASTIR</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>100</b>	<b>7</b>	<b>8</b>
<b>TOTAL TUNISIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>100</b>	<b>7</b>	<b>8</b>
<b>TURKEY</b>															
<b>ANTALYA</b>	SUNEXPRESS	C	8	0	0	88	13	0	0	0	0	4	0	0	0
<b>TOTAL ANTALYA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>BODRUM (MILAS)</b>	MY TRAVEL AIRWAYS UK	C	9	0	0	89	0	11	0	0	0	5	0	0	0
	ONUR AIR	C	8	0	0	88	13	0	0	0	0	4	100	1	8
<b>TOTAL BODRUM (MILAS)</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>67</b>	<b>11</b>	<b>18</b>
<b>DALAMAN</b>	MY TRAVEL AIRWAYS UK	C	16	0	0	63	13	6	13	6	0	36	63	26	8
	ONUR AIR	C	20	0	0	90	10	0	0	0	0	4	50	40	8
	PEGASUS AIRLINES	C	7	0	0	86	14	0	0	0	0	2	88	5	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	0	10	0	0	0	4	75	15	8
<b>TOTAL DALAMAN</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>18</b>	<b>40</b>
<b>TOTAL TURKEY</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>16</b>	<b>58</b>
<b>UKRAINE</b>															
<b>KIEV (BORISPOL)</b>	KHORS AIRCOMPANY	C	2	0	0	50	50	0	0	0	0	15	0	0	0
<b>TOTAL KIEV (BORISPOL)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UKRAINE</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>UNITED KINGDOM</b>															
<b>ABERDEEN</b>	BRITISH AIRWAYS CITIEXPRESS L	S	219	0	0	84	8	5	4	0	0	9	75	17	249

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2002

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 ABERDEEN			219	0	0	84	8	5	4	0	0	9	82	13	357
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	283	0	0	96	1	1	0	1	0	4	86	12	64
TOTAL BELFAST CITY			283	0	0	96	1	1	0	1	0	4	92	7	201
BIGGIN HILL	FLIGHTLINE LTD	C	2	0	0	50	50	0	0	0	0	9	0	0	0
TOTAL BIGGIN HILL			2	0	0	50	50	0	0	0	0	9	0	51	1
BIRMINGHAM	BRITISH REGIONAL AIRLINES LTD	S	175	0	0	87	7	2	3	0	0	8	76	22	122
TOTAL BIRMINGHAM			175	0	0	87	7	2	3	0	0	8	76	22	122
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	240	0	0	76	14	9	1	0	0	9	77	13	153
TOTAL BRISTOL			240	0	0	76	14	9	1	0	0	9	77	13	153
GATWICK	CITY FLYER EXPRESS	S	238	0	0	53	21	19	6	0	0	21	68	16	258
TOTAL GATWICK			238	0	0	53	21	19	6	0	0	21	68	16	258
HEATHROW	BRITISH AIRWAYS PLC	S	323	0	1	79	12	6	3	0	0	11	78	13	319
TOTAL HEATHROW			323	0	1	79	12	6	3	0	0	11	78	13	319
ISLE OF MAN	FLYBE.BRITISH EUROPEAN	S	8	0	1	100	0	0	0	0	0	0	0	0	0
TOTAL ISLE OF MAN			8	0	1	100	0	0	0	0	0	0	0	0	0
JERSEY	BRITISH AIRWAYS CITIEXPRESS L	C	6	0	0	83	0	0	17	0	0	19	67	14	3
	FLYBE.BRITISH EUROPEAN	S	8	0	0	13	25	50	13	0	0	35	0	0	0
	FLYBE.BRITISH EUROPEAN	C	6	0	0	17	17	67	0	0	0	30	50	37	10
TOTAL JERSEY			20	0	0	35	15	40	10	0	0	29	49	32	41
SOUTHAMPTON	BRITISH AIRWAYS CITIEXPRESS L	S	104	0	0	73	8	13	6	1	0	16	66	27	106
TOTAL SOUTHAMPTON			104	0	0	73	8	13	6	1	0	16	66	27	106
STANSTED	GO FLY LTD	S	162	0	0	73	19	4	4	0	0	12	0	0	0
TOTAL STANSTED			162	0	0	73	19	4	4	0	0	12	88	7	102
TOTAL UNITED KINGDOM			1774	0	2	78	11	7	3	0	0	11	78	14	1731
USA															
SANFORD	BRITANNIA AIRWAYS	C	8	0	0	75	13	13	0	0	0	9	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	13	13	13	0	0	17	0	0	0
TOTAL SANFORD			16	0	0	69	13	13	6	0	0	13	63	37	19
TOTAL USA			16	0	0	69	13	13	6	0	0	13	63	37	27
TOTAL NEWCASTLE			3963	7	2	76	11	8	4	1	0	15	68	23	4037

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2002

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2001		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
GRAZ	RYANAIR	S	60	0	1	85	8	7	0	0	0	7	0	0	0
<b>TOTAL GRAZ</b>			<b>60</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
KLAGENFURT	RYANAIR	S	60	0	0	80	7	10	0	3	0	14	0	0	0
<b>TOTAL KLAGENFURT</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>10</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
SALZBURG	RYANAIR	S	120	0	0	76	7	11	7	0	0	16	43	31	120
<b>TOTAL SALZBURG</b>			<b>121</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>7</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>43</b>	<b>32</b>	<b>127</b>
<b>TOTAL AUSTRIA</b>			<b>241</b>	<b>1</b>	<b>1</b>	<b>79</b>	<b>7</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>47</b>	<b>27</b>	<b>239</b>
<b>BELGIUM</b>															
BRUSSELS	SOBELAIR	C	4	0	0	75	0	25	0	0	0	9	0	0	0
<b>TOTAL BRUSSELS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>67</b>	<b>10</b>	<b>6</b>
CHARLEROI	RYANAIR	S	232	0	0	77	9	9	4	1	0	16	56	23	155
<b>TOTAL CHARLEROI</b>			<b>232</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>9</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>56</b>	<b>23</b>	<b>155</b>
LIEGE	FLYGLOBESPAN	C	2	0	0	0	0	50	50	0	0	62	0	0	0
<b>TOTAL LIEGE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>50</b>	<b>38</b>	<b>2</b>
<b>TOTAL BELGIUM</b>			<b>238</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>9</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>56</b>	<b>23</b>	<b>164</b>
<b>CROATIA</b>															
SPLIT	FLYGLOBESPAN	C	2	0	0	100	0	0	0	0	0	10	0	0	0
<b>TOTAL SPLIT</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CROATIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CYPRUS</b>															
LARNACA	CYPRUS AIRWAYS	S	34	0	0	56	35	0	9	0	0	20	48	41	25
<b>TOTAL LARNACA</b>			<b>34</b>	<b>2</b>	<b>0</b>	<b>56</b>	<b>35</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>50</b>	<b>39</b>	<b>26</b>
PAPHOS	FIRST CHOICE AIRWAYS LTD	S	8	0	0	75	13	0	13	0	0	15	50	61	8
<b>TOTAL PAPHOS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>50</b>	<b>61</b>	<b>8</b>
<b>TOTAL CYPRUS</b>			<b>42</b>	<b>2</b>	<b>0</b>	<b>60</b>	<b>31</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>50</b>	<b>44</b>	<b>34</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	CHANNEL EXPRESS (AIR SVS)	C	3	1	0	100	0	0	0	0	0	2	0	0	0
	CSA	S	58	2	0	84	12	3	0	0	0	8	48	33	60
	GO FLY LTD	S	120	0	0	58	23	12	8	0	0	21	26	49	120
<b>TOTAL PRAGUE</b>			<b>182</b>	<b>3</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>33</b>	<b>43</b>	<b>180</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>182</b>	<b>3</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>33</b>	<b>43</b>	<b>180</b>
<b>DENMARK</b>															
AARHUS (TIRSTRUP)	RYANAIR	S	102	0	0	69	23	7	2	0	0	12	49	28	120
<b>TOTAL AARHUS (TIRSTRUP)</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>23</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>49</b>	<b>28</b>	<b>120</b>
COPENHAGEN	GO FLY LTD	S	102	0	0	63	21	17	0	0	0	14	36	38	100
<b>TOTAL COPENHAGEN</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>21</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>64</b>	<b>22</b>	<b>208</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2002

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)										
ESBJERG	RYANAIR	S	60	0	0	78	13	8	0	0	0	9	75	11	60
<b>TOTAL ESBJERG</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>11</b>	<b>60</b>
<b>TOTAL DENMARK</b>			<b>264</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>20</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>61</b>	<b>22</b>	<b>388</b>
<b>FED REP YUGO SERBIA M'ENEGRO</b>															
PRISTINA	EUROPEAN AIR CHARTER	C	8	0	0	88	13	0	0	0	0	2	0	0	0
<b>TOTAL PRISTINA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>33</b>	<b>42</b>	<b>12</b>
<b>TOTAL FED REP YUGO SERBIA M'ENEGRO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>33</b>	<b>42</b>	<b>12</b>
<b>FRANCE</b>															
BERGERAC	KLM UK LTD	S	66	2	0	41	30	17	12	0	0	25	0	0	0
<b>TOTAL BERGERAC</b>			<b>66</b>	<b>2</b>	<b>0</b>	<b>41</b>	<b>30</b>	<b>17</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>
BIARRITZ	RYANAIR	S	110	0	0	80	13	6	1	0	0	9	46	33	74
<b>TOTAL BIARRITZ</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>46</b>	<b>33</b>	<b>74</b>
BORDEAUX	KLM UK LTD	S	120	6	0	75	12	10	2	2	0	13	52	21	136
<b>TOTAL BORDEAUX</b>			<b>120</b>	<b>6</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>52</b>	<b>21</b>	<b>136</b>
BREST	KLM UK LTD	S	57	3	0	82	9	5	0	4	0	14	0	0	0
<b>TOTAL BREST</b>			<b>57</b>	<b>3</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
CAEN	KLM UK LTD	S	57	1	1	84	14	2	0	0	0	7	0	0	0
<b>TOTAL CAEN</b>			<b>57</b>	<b>1</b>	<b>1</b>	<b>84</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
CALVI	EUROPEAN AIR CHARTER	C	10	0	0	60	30	10	0	0	0	12	20	27	10
<b>TOTAL CALVI</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>27</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>20</b>	<b>27</b>	<b>10</b>
CARCASSONNE	RYANAIR	S	120	0	0	80	12	5	3	0	0	11	56	22	120
<b>TOTAL CARCASSONNE</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>56</b>	<b>22</b>	<b>120</b>
DIJON	KLM UK LTD	S	60	0	0	78	10	8	3	0	0	10	0	0	0
<b>TOTAL DIJON</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
DINARD	RYANAIR	S	60	0	0	72	20	2	7	0	0	15	70	14	60
<b>TOTAL DINARD</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>20</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>70</b>	<b>14</b>	<b>60</b>
FIGARI	EUROPEAN AIR CHARTER	C	10	0	0	60	40	0	0	0	0	13	30	35	10
<b>TOTAL FIGARI</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>30</b>	<b>35</b>	<b>10</b>
GRENOBLE	KLM UK LTD	S	60	0	0	63	17	15	3	2	0	18	0	0	0
<b>TOTAL GRENOBLE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>17</b>	<b>15</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
LA ROCHELLE	KLM UK LTD	S	83	1	1	49	24	16	11	0	0	25	74	20	38
<b>TOTAL LA ROCHELLE</b>			<b>83</b>	<b>1</b>	<b>1</b>	<b>49</b>	<b>24</b>	<b>16</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>74</b>	<b>20</b>	<b>38</b>
LIMOGES	KLM UK LTD	S	60	0	0	65	22	13	0	0	0	13	0	0	0
<b>TOTAL LIMOGES</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>22</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
MARSEILLE	KLM UK LTD	S	118	0	0	80	6	5	7	3	0	16	64	25	128
<b>TOTAL MARSEILLE</b>			<b>119</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>6</b>	<b>5</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>64</b>	<b>25</b>	<b>128</b>
MONTPELLIER	RYANAIR	S	60	0	0	83	12	3	2	0	0	8	0	0	0

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Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 MONTPELLIER			60	0	0	83	12	3	2	0	0	8	0	42	4
NICE	FLIGHTLINE LTD	C	2	0	0	100	0	0	0	0	0	12	0	0	0
	GO FLY LTD	S	119	1	1	74	18	4	3	1	0	13	18	41	82
TOTAL NICE			121	1	1	74	18	4	2	1	0	13	17	42	86
NIMES	RYANAIR	S	120	0	0	34	29	28	6	3	0	30	63	24	120
TOTAL NIMES			120	0	0	34	29	28	6	3	0	30	63	24	120
PARIS (CHARLES DE GAULLE)	KLM UK LTD	S	182	0	2	76	11	9	4	0	0	13	65	16	198
TOTAL PARIS (CHARLES DE GAULLE)			182	1	2	76	11	9	4	0	0	13	65	16	198
PERPIGNAN	RYANAIR	S	60	0	0	52	22	23	3	0	0	22	43	31	60
TOTAL PERPIGNAN			60	0	0	52	22	23	3	0	0	22	43	31	60
POITIERS	KLM UK LTD	S	60	0	1	63	10	22	5	0	0	19	52	30	42
TOTAL POITIERS			60	0	1	63	10	22	5	0	0	19	52	30	42
ROUEN	KLM UK LTD	S	4	0	0	75	0	25	0	0	0	11	0	0	0
TOTAL ROUEN			4	0	0	75	0	25	0	0	0	11	0	0	0
ST ETIENNE	RYANAIR	S	60	0	0	53	22	15	10	0	0	26	53	28	60
TOTAL ST ETIENNE			60	0	0	53	22	15	10	0	0	26	53	28	60
TARBES-LOURDES INTERNATIONAL	EUROPEAN AIR CHARTER	C	18	0	0	56	22	11	11	0	0	22	0	0	0
TOTAL TARBES-LOURDES INTERNATIONAL			18	0	0	56	22	11	11	0	0	22	57	29	7
TOULON / HYERES	KLM UK LTD	S	90	0	0	67	17	9	6	1	1	24	0	0	0
TOTAL TOULON / HYERES			90	0	0	67	17	9	6	1	1	24	100	6	2
TOULOUSE (BLAGNAC)	KLM UK LTD	S	60	0	0	82	7	12	0	0	0	9	100	5	6
TOTAL TOULOUSE (BLAGNAC)			60	0	0	82	7	12	0	0	0	9	100	5	6
TOURS	KLM UK LTD	S	62	0	0	74	11	5	10	0	0	16	0	0	0
TOTAL TOURS			62	2	0	74	11	5	10	0	0	16	0	0	0
TOTAL FRANCE			1891	17	6	69	16	10	4	1	0	16	56	24	1225
GERMANY															
BERLIN (SCHONEFELD)	KLM UK LTD	S	142	0	1	78	15	4	3	0	0	10	66	17	195
TOTAL BERLIN (SCHONEFELD)			142	0	1	78	15	4	3	0	0	10	66	17	195
BERLIN (TEGEL)	AIR BERLIN	C	2	0	0	0	50	0	50	0	0	56	0	0	0
TOTAL BERLIN (TEGEL)			2	0	0	0	50	0	50	0	0	56	0	37	1
DORTMUND	AIR BERLIN	C	2	0	0	50	0	0	50	0	0	59	0	0	0
TOTAL DORTMUND			2	0	0	50	0	0	50	0	0	59	50	19	120
DUSSELDORF	KLM UK LTD	S	140	0	0	73	11	11	5	0	0	13	67	14	131
TOTAL DUSSELDORF			140	0	0	73	11	11	5	0	0	13	67	14	131
FRANKFURT MAIN	KLM UK LTD	S	134	0	0	72	17	5	5	0	0	15	63	20	139
TOTAL FRANKFURT MAIN			135	1	0	73	17	5	5	0	0	15	67	19	315
FRIEDRICHSHAFEN	RYANAIR	S	60	0	0	43	27	27	3	0	0	22	0	0	0
TOTAL FRIEDRICHSHAFEN			60	0	0	43	27	27	3	0	0	22	0	0	0



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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)										
HAHN	RYANAIR	S	220	0	2	60	22	10	6	2	0	22	53	26	170
<b>TOTAL HAHN</b>			<b>220</b>	<b>0</b>	<b>2</b>	<b>60</b>	<b>22</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>53</b>	<b>26</b>	<b>170</b>
LUBECK	RYANAIR	S	102	0	14	82	12	5	0	1	0	11	65	18	109
<b>TOTAL LUBECK</b>			<b>102</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>65</b>	<b>18</b>	<b>109</b>
MUNICH	FLYGLOBESPAN	C	2	0	0	0	50	0	50	0	0	56	0	0	0
	GO FLY LTD	S	144	0	0	83	11	3	3	0	0	8	51	31	109
<b>TOTAL MUNICH</b>			<b>146</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>60</b>	<b>20</b>	<b>303</b>
MUNSTER-OSNABRUCK	AIR BERLIN	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL MUNSTER-OSNABRUCK</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>66</b>	<b>4</b>
PADERBORN	AIR BERLIN	C	2	0	0	50	0	50	0	0	0	18	0	0	0
<b>TOTAL PADERBORN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>83</b>	<b>11</b>	<b>24</b>
<b>TOTAL GERMANY</b>			<b>954</b>	<b>4</b>	<b>17</b>	<b>71</b>	<b>16</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>62</b>	<b>18</b>	<b>1908</b>
<b>GREECE</b>															
CORFU	BRITANNIA AIRWAYS	C	8	0	0	63	13	13	13	0	0	22	50	16	8
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	0	13	139	8
	THOMAS COOK AIRLINES LTD	C	9	0	0	100	0	0	0	0	0	2	63	20	8
<b>TOTAL CORFU</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>42</b>	<b>58</b>	<b>24</b>
HERAKLION	AEGEAN AIRLINES	C	2	0	0	0	0	0	0	100	0	211	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	75	0	13	13	0	0	14	63	55	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	13	13	0	0	0	11	25	79	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	0	13	189	8
<b>TOTAL HERAKLION</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>4</b>	<b>8</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>24</b>	<b>33</b>	<b>108</b>	<b>24</b>
KOS	MY TRAVEL AIRWAYS UK	C	9	0	0	89	0	0	11	0	0	8	60	23	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	2	25	49	8
<b>TOTAL KOS</b>			<b>17</b>	<b>2</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>44</b>	<b>34</b>	<b>18</b>
RHODES	AEGEAN AIRLINES	C	8	0	0	25	50	0	25	0	0	37	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	38	38	25	0	0	0	16	70	22	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	4	50	15	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL RHODES</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>22</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>61</b>	<b>19</b>	<b>18</b>
SALONIKA	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	4	0	0	0
<b>TOTAL SALONIKA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
ZAKINTHOS	FLYGLOBESPAN	C	10	0	0	50	10	20	20	0	0	26	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	0	13	0	0	0	5	75	9	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	60	20	10	10	0	0	20	100	1	10
<b>TOTAL ZAKINTHOS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>11</b>	<b>14</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>84</b>	<b>11</b>	<b>19</b>
<b>TOTAL GREECE</b>			<b>137</b>	<b>3</b>	<b>0</b>	<b>77</b>	<b>9</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>50</b>	<b>53</b>	<b>105</b>
<b>IRISH REPUBLIC</b>															
CONNAUGHT	RYANAIR	S	120	0	0	39	32	22	8	0	0	24	35	39	119
<b>TOTAL CONNAUGHT</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>32</b>	<b>22</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>35</b>	<b>39</b>	<b>119</b>
CORK	RYANAIR	S	240	0	0	51	28	18	3	0	0	19	39	33	239

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2002

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 CORK			240	0	0	51	28	18	3	0	0	19	39	33	239
DUBLIN	RYANAIR	S	714	0	0	61	22	14	3	0	0	17	38	34	594
TOTAL DUBLIN			714	0	0	61	22	14	3	0	0	17	38	34	594
KERRY COUNTY	RYANAIR	S	60	0	0	42	28	30	0	0	0	21	30	34	60
TOTAL KERRY COUNTY			60	0	0	42	28	30	0	0	0	21	30	34	60
SHANNON	RYANAIR	S	240	0	0	80	11	7	2	0	0	10	61	33	237
TOTAL SHANNON			240	0	0	80	11	7	2	0	0	10	61	33	237
TOTAL IRISH REPUBLIC			1374	0	0	60	22	15	3	0	0	17	42	34	1249
ISRAEL															
TEL AVIV	EL AL	S	14	1	0	36	0	36	14	14	0	65	53	20	17
TOTAL TEL AVIV			14	1	0	36	0	36	14	14	0	65	58	19	19
TOTAL ISRAEL			14	1	0	36	0	36	14	14	0	65	58	19	19
ITALY															
ALGHERO/SASSARI	EUROPEAN AIR CHARTER	C	8	1	0	50	25	25	0	0	0	16	50	19	10
	RYANAIR	S	118	0	2	33	19	31	16	0	0	33	50	21	60
TOTAL ALGHERO/SASSARI			126	1	2	34	20	31	15	0	0	32	50	21	70
ANCONA	RYANAIR	S	118	0	2	44	37	18	1	0	0	19	43	31	120
TOTAL ANCONA			118	0	2	44	37	18	1	0	0	19	43	31	120
BERGAMO	CHANNEL EXPRESS (AIR SVS)	C	2	0	0	0	50	50	0	0	0	34	0	0	0
	RYANAIR	S	119	0	2	59	23	14	4	0	0	18	0	0	0
TOTAL BERGAMO			121	0	2	58	23	15	4	0	0	18	50	42	2
BOLOGNA	GO FLY LTD	S	96	0	0	82	8	3	6	0	0	12	27	44	60
TOTAL BOLOGNA			96	0	0	82	8	3	6	0	0	12	27	44	60
BRESCIA/MONTICHIARI	RYANAIR	S	118	0	2	50	25	22	3	0	0	21	14	39	119
TOTAL BRESCIA/MONTICHIARI			118	0	2	50	25	22	3	0	0	21	14	39	119
CATANIA (FONTANAROSSA)	CHANNEL EXPRESS (AIR SVS)	C	2	0	0	0	50	50	0	0	0	32	0	0	0
TOTAL CATANIA (FONTANAROSSA)			2	0	0	0	50	50	0	0	0	32	0	39	2
FORLI	RYANAIR	S	60	0	0	33	23	27	17	0	0	33	0	0	0
TOTAL FORLI			60	0	0	33	23	27	17	0	0	33	100	0	1
GENOA	CHANNEL EXPRESS (AIR SVS)	C	2	0	0	0	50	50	0	0	0	29	0	0	0
	RYANAIR	S	118	0	2	73	15	12	0	0	0	11	34	38	120
TOTAL GENOA			120	0	2	72	16	13	0	0	0	12	34	38	120
MILAN (LINATE)	GO FLY LTD	S	60	0	0	52	32	8	8	0	0	21	37	38	59
TOTAL MILAN (LINATE)			60	0	0	52	32	8	8	0	0	21	56	25	218
MILAN (MALPENSA)	EUROPEAN AIR CHARTER	C	8	0	0	13	50	13	25	0	0	46	0	0	0
	FLYGLOBESPAN	C	2	0	0	0	0	50	50	0	0	66	0	0	0
	LAUDA-AIR	C	2	0	0	0	50	50	0	0	0	26	0	0	0
TOTAL MILAN (MALPENSA)			12	0	0	8	42	25	25	0	0	46	33	35	12
NAPLES	GO FLY LTD	S	120	0	0	50	28	18	4	0	0	20	29	48	94

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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 NAPLES			120	0	0	50	28	18	4	0	0	20	29	48	94
OLBIA	EUROPEAN AIR CHARTER	C	8	0	0	25	63	13	0	0	20	20	38	10	
TOTAL OLBIA			8	0	0	25	63	13	0	0	20	20	38	10	
PESCARA	RYANAIR	S	58	0	2	72	16	7	5	0	13	43	26	60	
TOTAL PESCARA			58	0	2	72	16	7	5	0	13	43	26	60	
PISA	RYANAIR	S	236	1	4	52	26	14	8	0	21	42	31	190	
TOTAL PISA			236	1	4	52	26	14	8	0	21	42	31	190	
ROME (CIAMPINO)	GO FLY LTD	S	120	0	0	74	18	8	0	0	11	29	40	179	
	RYANAIR	S	176	0	4	39	24	21	16	0	33	0	0	0	
TOTAL ROME (CIAMPINO)			296	0	4	53	21	16	10	0	24	29	41	182	
TREVISO	RYANAIR	S	176	1	2	53	24	19	3	0	20	51	25	170	
TOTAL TREVISO			176	1	2	53	24	19	3	0	20	51	25	170	
TRIESTE (RONCHI DEI LEGIONARI)	RYANAIR	S	60	0	0	37	22	33	8	0	29	18	80	60	
TOTAL TRIESTE (RONCHI DEI LEGIONARI)			60	0	0	37	22	33	8	0	29	18	80	60	
TURIN	RYANAIR	S	60	0	0	88	5	3	3	0	8	58	25	110	
TOTAL TURIN			60	0	0	88	5	3	3	0	8	58	25	110	
VENICE	CHANNEL EXPRESS (AIR SVS)	C	2	0	0	100	0	0	0	0	9	0	0	0	
	GO FLY LTD	S	120	0	0	57	21	16	7	0	22	35	44	120	
TOTAL VENICE			122	0	0	57	20	16	7	0	22	35	44	120	
VERONA	EUROPEAN AIR CHARTER	C	7	0	0	43	43	14	0	0	16	0	63	8	
TOTAL VERONA			7	0	0	43	43	14	0	0	16	0	63	8	
TOTAL ITALY			1976	3	22	54	23	17	7	0	21	39	35	1734	
KAZAKHSTAN															
URALSK	EUROPEAN AIR CHARTER	C	8	0	0	88	13	0	0	0	7	0	0	0	
TOTAL URALSK			8	0	0	88	13	0	0	0	7	50	11	8	
TOTAL KAZAKHSTAN			8	0	0	88	13	0	0	0	7	50	11	8	
LUXEMBOURG															
LUXEMBOURG	LUXAIR	S	118	0	0	94	4	2	0	0	3	78	18	88	
TOTAL LUXEMBOURG			118	0	0	94	4	2	0	0	3	78	18	88	
TOTAL LUXEMBOURG			118	0	0	94	4	2	0	0	3	78	18	88	
MALTA															
MALTA	AIR MALTA	S	19	0	0	68	11	11	0	11	32	55	25	11	
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	6	71	54	7	
TOTAL MALTA			27	0	0	74	11	7	0	7	24	61	37	18	
TOTAL MALTA			27	0	0	74	11	7	0	7	24	61	37	18	
NETHERLANDS															
AMSTERDAM	KLM	C	6	0	0	100	0	0	0	0	2	0	0	0	
	KLM UK LTD	S	351	0	0	75	12	8	6	0	13	43	36	457	

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				Actual (7)	Plan (8)										
<b>TOTAL AMSTERDAM</b>			<b>357</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>43</b>	<b>36</b>	<b>457</b>
EINDHOVEN	HOLLANDEXEL	S	135	0	1	73	22	4	1	0	0	10	67	17	124
	RYANAIR	S	60	0	0	70	22	3	3	0	2	20	0	0	0
<b>TOTAL EINDHOVEN</b>			<b>195</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>22</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>67</b>	<b>17</b>	<b>124</b>
MAASTRICHT	HOLLANDEXEL	S	141	0	1	70	24	5	1	0	0	10	57	18	168
<b>TOTAL MAASTRICHT</b>			<b>141</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>24</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>57</b>	<b>18</b>	<b>168</b>
<b>TOTAL NETHERLANDS</b>			<b>693</b>	<b>1</b>	<b>2</b>	<b>73</b>	<b>17</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>50</b>	<b>29</b>	<b>749</b>
<b>NORWAY</b>															
SANDEFJORD(TORP)	RYANAIR	S	112	0	0	46	22	28	3	1	0	24	41	32	110
<b>TOTAL SANDEFJORD(TORP)</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>22</b>	<b>28</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>41</b>	<b>32</b>	<b>110</b>
<b>TOTAL NORWAY</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>22</b>	<b>28</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>65</b>	<b>19</b>	<b>220</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	BRITANNIA AIRWAYS	C	10	0	0	70	20	0	10	0	0	14	50	24	10
	FIRST CHOICE AIRWAYS LTD	C	36	0	0	78	14	8	0	0	0	9	14	94	36
	FLYGLOBESPAN	C	10	0	0	30	20	20	20	10	0	60	0	0	0
	GO FLY LTD	S	188	0	0	69	16	7	7	0	0	16	41	39	133
	MY TRAVEL AIRWAYS UK	C	10	0	0	90	10	0	0	0	0	4	70	37	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	2	50	101	8
<b>TOTAL FARO</b>			<b>264</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>16</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>37</b>	<b>50</b>	<b>203</b>
LISBON	CHANNEL EXPRESS (AIR SVS)	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL LISBON</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>266</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>37</b>	<b>50</b>	<b>203</b>
<b>SPAIN</b>															
ALICANTE	BRITANNIA AIRWAYS	C	8	0	0	50	25	13	13	0	0	21	50	26	10
	GO FLY LTD	S	224	0	0	70	16	9	4	1	0	16	32	41	129
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	0	50	0	0	0	22	30	62	10
<b>TOTAL ALICANTE</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>34</b>	<b>41</b>	<b>166</b>
BARCELONA	CHANNEL EXPRESS (AIR SVS)	C	2	0	0	100	0	0	0	0	0	6	0	0	0
	GO FLY LTD	S	128	0	0	63	16	13	6	2	0	21	27	59	130
	HEAVYLIFT	C	2	0	0	0	50	50	0	0	0	37	0	0	0
<b>TOTAL BARCELONA</b>			<b>132</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>17</b>	<b>14</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>27</b>	<b>59</b>	<b>132</b>
BILBAO	GO FLY LTD	S	120	0	0	66	21	8	5	0	0	15	28	40	60
<b>TOTAL BILBAO</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>21</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>28</b>	<b>40</b>	<b>60</b>
GERONA	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	2	50	22	10
	KLM UK LTD	S	30	2	0	60	10	20	7	3	0	28	56	25	36
<b>TOTAL GERONA</b>			<b>38</b>	<b>2</b>	<b>0</b>	<b>68</b>	<b>8</b>	<b>16</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>54</b>	<b>24</b>	<b>46</b>
IBIZA	BRITANNIA AIRWAYS	C	32	1	0	63	22	13	0	0	3	28	48	23	27
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	78	22	0	0	0	0	5	20	113	10
	GO FLY LTD	S	94	0	0	52	19	21	7	0	0	23	71	17	51
	MY TRAVEL AIRWAYS UK	C	18	0	0	89	6	6	0	0	0	4	53	111	15

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			Actual (7)	Plan (8)											
<b>TOTAL IBIZA</b>			<b>153</b>	<b>2</b>	<b>0</b>	<b>60</b>	<b>18</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>21</b>	<b>56</b>	<b>41</b>	105
JEREZ	KLM UK LTD	S	10	0	0	60	10	20	10	0	0	19	53	20	38
<b>TOTAL JEREZ</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>10</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>53</b>	<b>20</b>	40
MAHON	BRITANNIA AIRWAYS	C	18	0	0	100	0	0	0	0	0	2	38	25	16
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	89	11	0	0	0	0	7	31	89	16
	MY TRAVEL AIRWAYS UK	C	16	0	0	94	6	0	0	0	0	3	39	43	28
	THOMAS COOK AIRLINES LTD	C	17	0	0	82	6	6	6	0	0	8	78	15	18
<b>TOTAL MAHON</b>			<b>69</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>48</b>	<b>41</b>	80
MALAGA	BRITANNIA AIRWAYS	C	10	0	0	60	20	20	0	0	0	17	30	55	10
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	78	22	0	0	0	0	8	22	93	18
	FUTURA AIRLINES	C	6	0	0	0	17	33	50	0	0	62	0	0	0
	GO FLY LTD	S	178	1	0	74	18	8	0	0	1	13	39	44	139
	MY TRAVEL AIRWAYS UK	C	10	0	0	100	0	0	0	0	0	3	60	40	10
<b>TOTAL MALAGA</b>			<b>222</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>39</b>	<b>48</b>	185
MURCIA SAN JAVIER	KLM UK LTD	S	102	0	0	55	26	13	6	0	0	18	44	22	54
<b>TOTAL MURCIA SAN JAVIER</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>26</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>44</b>	<b>22</b>	54
PALMA DE MALLORCA	BRITANNIA AIRWAYS	C	45	0	0	84	7	0	9	0	0	15	45	39	44
	EUROPEAN AIR CHARTER	C	12	0	0	17	42	8	33	0	0	41	40	85	10
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	81	6	13	0	0	0	9	44	53	18
	GO FLY LTD	S	70	0	0	71	17	11	0	0	0	12	45	31	65
	MY TRAVEL AIRWAYS UK	C	27	0	0	85	4	4	7	0	0	10	52	66	27
	RYANAIR	C	16	0	0	88	13	0	0	0	0	6	40	42	10
	THOMAS COOK AIRLINES LTD	C	25	0	0	100	0	0	0	0	0	3	35	63	26
<b>TOTAL PALMA DE MALLORCA</b>			<b>212</b>	<b>2</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>41</b>	<b>48</b>	223
REUS	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	2	13	70	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	20	10	0	0	0	9	75	32	8
<b>TOTAL REUS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>44</b>	<b>51</b>	16
<b>TOTAL SPAIN</b>			<b>1316</b>	<b>9</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>40</b>	<b>43</b>	1109
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	BRITANNIA AIRWAYS	C	8	0	0	75	25	0	0	0	0	13	38	57	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	13	50	38	0	0	0	27	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	2	63	18	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	4	50	73	8
<b>TOTAL ARRECIFE</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>19</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>38</b>	<b>79</b>	32
FUERTEVENTURA	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	2	0	0	0
	FUTURA AIRLINES	C	8	0	0	63	25	13	0	0	0	16	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	13	13	0	0	0	11	75	8	8
<b>TOTAL FUERTEVENTURA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>38</b>	<b>54</b>	26
LAS PALMAS	AIR EUROPA	C	10	0	0	60	20	20	0	0	0	17	63	12	8
	BRITANNIA AIRWAYS	C	10	0	0	90	10	0	0	0	0	6	50	24	8
	VOLAR AIRLINES	C	8	0	0	25	0	13	38	25	0	98	0	0	0
<b>TOTAL LAS PALMAS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>36</b>	<b>35</b>	<b>40</b>	26
TENERIFE (SURREINA SOFIA)	BRITANNIA AIRWAYS	C	8	0	0	75	13	13	0	0	0	11	50	46	18

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2002

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2001		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TENERIFE (SURREINA SOFIA)	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	7	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	13	13	0	16	56	42	9	
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	1	75	32	8	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>32</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>59</b>	<b>41</b>	<b>54</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>116</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>16</b>	<b>46</b>	<b>52</b>	<b>138</b>	
<b>SWEDEN</b>															
GOTEBORG (SAVE)	RYANAIR	S	102	0	0	39	34	22	5	0	23	66	24	98	
<b>TOTAL GOTEBORG (SAVE)</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>34</b>	<b>22</b>	<b>5</b>	<b>0</b>	<b>23</b>	<b>66</b>	<b>24</b>	<b>98</b>	
MALMO	RYANAIR	S	110	0	0	55	18	14	13	0	23	52	26	120	
<b>TOTAL MALMO</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>18</b>	<b>14</b>	<b>13</b>	<b>0</b>	<b>23</b>	<b>52</b>	<b>26</b>	<b>120</b>	
STOCKHOLM (SKAVSTA)	RYANAIR	S	121	0	1	77	13	6	4	0	12	46	23	156	
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>121</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>13</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>46</b>	<b>23</b>	<b>156</b>	
VASTERAS	RYANAIR	S	60	0	0	52	35	13	0	0	14	47	27	60	
<b>TOTAL VASTERAS</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>35</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>47</b>	<b>27</b>	<b>60</b>	
<b>TOTAL SWEDEN</b>			<b>393</b>	<b>0</b>	<b>1</b>	<b>57</b>	<b>23</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>18</b>	<b>52</b>	<b>24</b>	<b>434</b>	
<b>SWITZERLAND</b>															
ZURICH	SWISS AIRLINES	C	2	0	0	0	0	100	0	0	41	0	0	0	
<b>TOTAL ZURICH</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>65</b>	<b>100</b>	<b>7</b>	<b>3</b>	
<b>TOTAL SWITZERLAND</b>			<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>65</b>	<b>100</b>	<b>7</b>	<b>3</b>	
<b>TUNISIA</b>															
MONASTIR	MY TRAVEL AIRWAYS UK	C	10	0	0	90	0	0	10	0	12	0	0	0	
<b>TOTAL MONASTIR</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>70</b>	<b>10</b>	
<b>TOTAL TUNISIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>70</b>	<b>10</b>	
<b>TURKEY</b>															
ANTALYA	KIBRIS TURKISH AIRLINES - KTHY	S	51	1	0	49	24	22	6	0	23	23	35	61	
	THOMAS COOK AIRLINES LTD	C	10	0	0	70	10	20	0	0	11	63	47	8	
<b>TOTAL ANTALYA</b>			<b>61</b>	<b>1</b>	<b>0</b>	<b>52</b>	<b>21</b>	<b>21</b>	<b>5</b>	<b>0</b>	<b>21</b>	<b>28</b>	<b>36</b>	<b>69</b>	
BODRUM (MILAS)	FIRST CHOICE AIRWAYS LTD	C	10	0	0	100	0	0	0	0	1	11	113	9	
<b>TOTAL BODRUM (MILAS)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>96</b>	<b>11</b>	
<b>DALAMAN</b>															
DALAMAN	BRITANNIA AIRWAYS	C	10	0	0	80	0	20	0	0	13	0	0	0	
	FLYGLOBESPAN	C	8	0	0	75	0	25	0	0	11	0	0	0	
	KIBRIS TURKISH AIRLINES - KTHY	S	43	0	0	47	14	14	26	0	47	26	61	31	
	PEGASUS AIRLINES	C	10	0	0	30	40	20	10	0	26	0	0	0	
	THOMAS COOK AIRLINES LTD	C	10	0	0	50	40	10	0	0	15	33	23	6	
<b>TOTAL DALAMAN</b>			<b>81</b>	<b>1</b>	<b>0</b>	<b>52</b>	<b>17</b>	<b>16</b>	<b>15</b>	<b>0</b>	<b>33</b>	<b>26</b>	<b>66</b>	<b>54</b>	
<b>ISTANBUL</b>															
ISTANBUL	BOSPHORUS EUROPEAN AIRWAY	C	16	0	0	31	19	13	19	13	6	90	0	0	
	CHANNEL EXPRESS (AIR SVS)	C	2	0	0	0	50	50	0	0	26	0	0	0	
<b>TOTAL ISTANBUL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>22</b>	<b>17</b>	<b>17</b>	<b>11</b>	<b>6</b>	<b>83</b>	<b>5</b>	<b>56</b>	
IZMIR (ADNAM MENDERES)	KIBRIS TURKISH AIRLINES - KTHY	S	26	0	1	65	23	4	8	0	22	50	20	26	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2002

Reporting Airport: STANSTED (Full Analysis)

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL IZMIR (ADNAM MENDERES)			26	0	1	65	23	4	8	0	0	22	50	20	26
TOTAL TURKEY			196	2	1	54	19	15	10	1	1	31	27	49	179
UNITED KINGDOM															
BELFAST INTERNATIONAL	GO FLY LTD	S	314	0	1	74	15	9	2	0	0	12	35	43	220
TOTAL BELFAST INTERNATIONAL			314	1	1	74	15	9	2	0	0	12	35	43	220
CITY OF DERRY (EGLINTON)	RYANAIR	S	112	0	0	63	26	11	0	1	0	15	51	30	108
TOTAL CITY OF DERRY (EGLINTON)			112	0	0	63	26	11	0	1	0	15	51	30	108
EDINBURGH	GO FLY LTD	S	368	0	0	69	19	10	2	0	0	13	45	28	368
TOTAL EDINBURGH			369	2	0	69	19	9	2	0	0	13	45	28	368
GLASGOW	GO FLY LTD	S	262	0	2	69	20	8	3	1	0	15	49	29	265
TOTAL GLASGOW			262	0	2	69	20	8	3	1	0	15	50	29	266
GUERNSEY	AURIGNY AIR SERVICES	S	214	0	0	65	23	11	1	0	0	13	61	20	203
TOTAL GUERNSEY			214	0	0	65	23	11	1	0	0	13	61	20	203
INVERNESS	FLIGHTLINE LTD	C	7	0	0	29	14	29	29	0	0	61	0	0	0
TOTAL INVERNESS			7	0	0	29	14	29	29	0	0	61	75	10	8
JERSEY	BRITISH AIRWAYS CITIEXPRESS L	C	6	0	0	0	50	50	0	0	0	34	0	0	0
	BRITISH AIRWAYS PLC	C	6	0	0	0	67	33	0	0	0	24	0	0	0
	CHANNEL EXPRESS (AIR SVS)	C	2	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL JERSEY			14	1	0	14	50	36	0	0	0	25	9	36	22
MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	126	0	0	72	21	6	1	0	0	12	76	13	153
TOTAL MANCHESTER			126	3	0	72	21	6	1	0	0	12	76	13	153
NEWCASTLE	GO FLY LTD	S	162	0	0	73	19	6	3	0	0	12	0	0	0
TOTAL NEWCASTLE			162	0	0	73	19	6	3	0	0	12	87	7	100
NEWQUAY	RYANAIR	S	60	0	0	72	18	8	2	0	0	12	0	0	0
TOTAL NEWQUAY			60	0	0	72	18	8	2	0	0	12	0	0	0
PRESTWICK	RYANAIR	S	496	0	0	78	15	6	1	0	0	9	48	30	450
TOTAL PRESTWICK			496	0	0	78	15	6	1	0	0	9	48	30	450
TOTAL UNITED KINGDOM			2137	15	3	71	19	8	2	0	0	12	52	27	1904
USA															
INDIANAPOLIS	EUROPEAN AIR CHARTER	C	2	0	0	0	0	50	50	0	0	67	0	0	0
TOTAL INDIANAPOLIS			2	0	0	0	0	50	50	0	0	67	50	9	2
TOTAL USA			2	0	0	0	0	50	50	0	0	67	79	9	47
TOTAL STANSTED			12722	68	54	66	18	11	4	0	0	16	50	30	12529

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2001				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
AARHUS (TIRSTRUP)																		
	STANSTED	RYANAIR		S A	51	0	0	86	8	4	2	0	0	8	73	18	60	
	STANSTED	RYANAIR		S D	51	0	0	51	37	10	2	0	0	17	25	38	60	
<b>TOTAL AARHUS (TIRSTRUP)</b>					<b>103</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>22</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>49</b>	<b>28</b>	<b>28</b>	
ABERDEEN																		
	MANCHESTER	BMI REGIONAL		S A	72	0	0	94	3	1	1	0	0	5	85	13	68	
	MANCHESTER	BMI REGIONAL		S D	72	0	0	99	0	1	0	0	0	2	88	14	69	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S A	69	0	0	84	7	6	3	0	0	7	85	11	73	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S D	69	0	0	81	4	10	4	0	0	10	88	10	72	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	104	0	0	81	9	4	6	1	0	13	60	23	140	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S D	107	0	0	87	3	5	6	0	0	8	75	17	141	
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD		S A	109	0	0	94	2	4	1	0	0	4	81	13	127	
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD		S D	110	0	0	74	14	5	6	1	0	15	69	22	122	
	GATWICK	BRITISH AIRWAYS PLC		S A	111	0	0	64	17	12	6	0	1	20	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC		S D	111	0	0	62	16	17	5	0	0	18	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC		S A	188	0	0	54	31	11	3	1	0	18	70	19	184	
	HEATHROW	BRITISH AIRWAYS PLC		S D	188	0	0	69	18	10	3	1	0	14	79	13	184	
	MANCHESTER	BRITISH AIRWAYS PLC		S A	21	1	0	57	19	10	14	0	0	26	0	0	0	
	MANCHESTER	BRITISH AIRWAYS PLC		S D	20	0	1	75	5	10	10	0	0	15	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	51	0	0	73	10	12	6	0	0	14	35	34	46	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	51	0	0	53	31	8	8	0	0	19	15	43	47	
<b>TOTAL ABERDEEN</b>					<b>1453</b>	<b>6</b>	<b>1</b>	<b>74</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>16</b>	<b>16</b>	
ABIDJAN																		
ABU DHABI INTERNATIONAL																		
	HEATHROW	GULF AIR		S A	21	0	0	95	0	0	5	0	0	5	63	21	30	
	HEATHROW	GULF AIR		S D	23	0	0	43	39	13	0	0	4	35	57	19	14	
<b>TOTAL ABU DHABI INTERNATIONAL</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>20</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>21</b>	<b>61</b>	<b>20</b>	<b>20</b>	
ABUJA																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	13	0	0	85	8	8	0	0	0	7	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC		S D	12	0	0	58	0	42	0	0	0	25	0	0	0	



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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 2001					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
ABUJA																		
<b>TOTAL ABUJA</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>4</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>68</b>	<b>12</b>	<b>12</b>	
ACAPULCO																		
<b>TOTAL ACAPULCO</b>					<b>2</b>	<b>2</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>22</b>	<b>140</b>	<b>140</b>		
ACCRA																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	30	0	0	50	33	7	10	0	0	23	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC		S D	30	0	0	60	30	7	3	0	0	14	0	0	0	
	HEATHROW	GHANA AIRWAYS		S A	13	0	0	15	23	46	0	15	0	56	22	73	18	
	HEATHROW	GHANA AIRWAYS		S D	13	1	0	0	0	46	54	0	0	73	6	74	18	
<b>TOTAL ACCRA</b>					<b>86</b>	<b>1</b>	<b>0</b>	<b>41</b>	<b>26</b>	<b>19</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>33</b>	<b>31</b>	<b>48</b>	<b>48</b>	
ADDIS ABABA																		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS		S D	6	0	0	67	17	0	17	0	0	19	0	0	0	
	HEATHROW	ETHIOPIAN AIRLINES		S A	22	0	0	23	27	36	9	5	0	40	6	48	17	
	HEATHROW	ETHIOPIAN AIRLINES		S D	22	0	0	50	23	14	14	0	0	28	12	58	17	
<b>TOTAL ADDIS ABABA</b>					<b>50</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>24</b>	<b>22</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>9</b>	<b>53</b>	<b>53</b>	
ADLER / SOCHI																		
AGADIR																		
	MANCHESTER	ASTRAEUS LTD		C A	5	0	0	0	0	20	80	0	0	71	0	0	0	
	MANCHESTER	ASTRAEUS LTD		C D	5	0	0	80	20	0	0	0	0	7	0	0	0	
	GATWICK	GB AIRWAYS LTD		S A	4	0	0	50	0	25	25	0	0	26	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK		C A	5	0	0	100	0	0	0	0	0	3	75	12	4	
	GATWICK	MY TRAVEL AIRWAYS UK		C D	5	0	0	80	20	0	0	0	0	4	75	11	4	
<b>TOTAL AGADIR</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>8</b>	<b>8</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>46</b>	<b>63</b>	<b>63</b>	
AJACCIO																		
	HEATHROW	BMI BRITISH MIDLAND		C A	5	0	0	20	20	40	20	0	0	39	0	42	5	
	HEATHROW	BMI BRITISH MIDLAND		C D	5	0	0	60	20	0	20	0	0	21	60	33	5	
	GATWICK	BRITISH AIRWAYS PLC		C A	5	0	0	80	0	20	0	0	0	14	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC		C D	5	0	0	80	0	20	0	0	0	12	0	0	0	
<b>TOTAL AJACCIO</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>10</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>35</b>	<b>27</b>	<b>27</b>	
ALEPPO																		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS		S D	5	0	0	60	40	0	0	0	0	12	0	0	0	

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

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					Actual (7)	Plan (8)												
ALEPPO																		
<b>TOTAL ALEPPO</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
ALESUND																		
ALEXANDRIA (BORG EL ARA)																		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	13	0	0	77	8	8	0	8	0	20	0	0	0	0
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	7	0	0	43	0	57	0	0	0	28	0	0	0	0
<b>TOTAL ALEXANDRIA (BORG EL ARAB)</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>5</b>	<b>25</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
ALEXANDRIA (NOUZHA)																		
ALGHERO/SASSARI																		
	STANSTED	EUROPEAN AIR CHARTER	C	A	4	1	0	50	25	25	0	0	0	12	80	10	5	5
	STANSTED	EUROPEAN AIR CHARTER	C	D	4	0	0	50	25	25	0	0	0	21	20	28	5	5
	STANSTED	RYANAIR	S	A	59	0	1	25	10	37	27	0	0	44	30	25	30	30
	STANSTED	RYANAIR	S	D	59	0	1	41	29	25	5	0	0	23	70	18	30	30
<b>TOTAL ALGHERO/SASSARI</b>					<b>126</b>	<b>1</b>	<b>2</b>	<b>34</b>	<b>20</b>	<b>31</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>50</b>	<b>21</b>	<b>21</b>	<b>21</b>
ALGIERS																		
	HEATHROW	AIR ALGERIE	S	A	13	0	0	0	15	46	38	0	0	54	0	81	13	13
	HEATHROW	AIR ALGERIE	S	D	13	0	0	8	23	23	46	0	0	58	15	83	13	13
<b>TOTAL ALGIERS</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>19</b>	<b>35</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>8</b>	<b>82</b>	<b>82</b>	<b>82</b>
ALICANTE																		
	EDINBURGH	AIR EUROPA	C	A	4	0	0	50	0	0	50	0	0	60	0	0	0	0
	EDINBURGH	AIR EUROPA	C	D	4	0	0	50	0	0	50	0	0	64	0	0	0	0
	GATWICK	ASTRAEUS LTD	C	A	15	0	0	73	13	0	13	0	0	20	0	0	0	0
	GATWICK	ASTRAEUS LTD	C	D	13	0	0	77	0	8	15	0	0	21	0	0	0	0
	MANCHESTER	ASTRAEUS LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	0
	MANCHESTER	ASTRAEUS LTD	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0	0
	MANCHESTER	AZZURRA AIR	C	A	5	0	0	0	0	40	40	20	0	80	0	0	0	0
	MANCHESTER	AZZURRA AIR	C	D	4	0	0	0	25	25	25	25	0	94	0	0	0	0
	GLASGOW	BMI BRITISH MIDLAND	C	A	4	0	0	50	50	0	0	0	0	15	0	82	5	5
	GLASGOW	BMI BRITISH MIDLAND	C	D	4	0	0	50	50	0	0	0	0	15	20	42	5	5
	MANCHESTER	BMI BRITISH MIDLAND	C	A	4	0	0	25	25	25	25	0	0	31	0	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	C	D	4	0	0	50	0	25	25	0	0	28	0	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	33	22	11	22	11	0	62	0	45	9	9

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
ALICANTE																		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	8	0	0	50	0	13	25	13	0	64	56	21	9	
	GATWICK	BRITANNIA AIRWAYS	C	A	21	2	0	67	19	10	5	0	0	16	6	163	18	
	GATWICK	BRITANNIA AIRWAYS	C	D	20	0	0	80	5	10	5	0	0	15	17	139	18	
	GLASGOW	BRITANNIA AIRWAYS	C	A	9	0	0	56	11	0	33	0	0	39	44	28	9	
	GLASGOW	BRITANNIA AIRWAYS	C	D	8	0	0	63	0	13	25	0	0	28	44	24	9	
	LUTON	BRITANNIA AIRWAYS	C	A	9	0	0	78	11	0	0	11	0	33	25	87	4	
	LUTON	BRITANNIA AIRWAYS	C	D	8	1	0	88	13	0	0	0	0	3	25	76	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	21	0	0	43	10	19	19	10	0	63	41	74	22	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	20	1	0	60	15	5	15	5	0	35	50	62	22	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	13	0	0	92	0	0	8	0	0	12	62	16	13	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	12	0	0	83	8	0	8	0	0	10	92	7	13	
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	25	50	0	25	0	0	32	40	34	5	
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	11	60	17	5	
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	A	4	0	0	50	50	0	0	0	0	14	20	46	10	
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	D	4	0	0	75	0	25	0	0	0	12	70	22	10	
	GATWICK	BRITISH AIRWAYS PLC	C	A	17	1	0	29	18	29	18	6	0	45	0	39	6	
	GATWICK	BRITISH AIRWAYS PLC	C	D	10	1	0	50	20	10	10	10	0	36	50	19	6	
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	4	0	0	0	0	25	75	0	0	62	40	34	5	
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	4	0	0	25	50	25	0	0	0	25	60	18	5	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	27	0	3	93	7	0	0	0	0	3	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	27	0	3	78	22	0	0	0	0	9	0	0	0	
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	4	1	0	25	25	25	25	0	0	38	0	59	5	
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	4	0	0	75	0	0	25	0	0	16	0	40	5	
	GATWICK	EXCEL AIRWAYS LTD	C	A	21	0	0	71	14	0	10	5	0	29	60	47	10	
	GATWICK	EXCEL AIRWAYS LTD	C	D	21	0	0	76	10	0	10	5	0	29	70	40	10	
	GLASGOW	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	GLASGOW	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	50	25	0	0	25	0	74	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	75	0	0	0	25	0	70	0	0	0	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	18	0	0	0	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	24	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	S	A	4	0	1	75	25	0	0	0	0	10	46	55	13	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	23	0	0	91	4	0	4	0	0	6	64	47	22	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2001				
					23	MISMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
ALICANTE																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	23	0	0	83	13	4	0	0	0	7	64	44	22	
	GATWICK	FIRST CHOICE AIRWAYS LTD	S	D	4	0	1	50	50	0	0	0	0	11	46	61	13	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	12	0	0	0	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	14	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	29	0	0	66	21	7	7	0	0	15	30	62	20	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	28	0	0	79	14	4	4	0	0	9	68	43	19	
	GATWICK	FLYBE.BRITISH EUROPEAN	C	A	2	0	0	100	0	0	0	0	0	8	20	80	5	
	GATWICK	GB AIRWAYS LTD	S	A	42	0	0	29	48	17	5	2	0	31	62	30	34	
	GATWICK	GB AIRWAYS LTD	S	D	41	0	0	51	34	15	0	0	0	16	59	16	34	
	STANSTED	GO FLY LTD	S	A	112	0	0	73	13	8	4	1	0	14	34	39	65	
	STANSTED	GO FLY LTD	S	D	112	0	0	67	18	11	4	1	0	18	30	42	64	
	GLASGOW	HOLA AIRLINES	C	A	4	0	0	0	25	75	0	0	0	33	0	0	0	
	GLASGOW	HOLA AIRLINES	C	D	4	0	0	100	0	0	0	0	0	1	0	0	0	
	GATWICK	IBERIA	S	A	30	0	0	77	3	0	20	0	0	20	70	9	30	
	GATWICK	IBERIA	S	D	29	1	2	76	3	7	14	0	0	17	67	13	30	
	BIRMINGHAM	MONARCH AIRLINES	C	A	14	0	0	79	21	0	0	0	0	9	21	65	14	
	BIRMINGHAM	MONARCH AIRLINES	C	D	14	0	0	86	14	0	0	0	0	4	29	59	14	
	EDINBURGH	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	6	63	14	8	
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	2	75	13	8	
	GATWICK	MONARCH AIRLINES	C	A	24	0	0	58	8	13	17	0	4	39	32	46	25	
	GATWICK	MONARCH AIRLINES	C	D	22	0	0	64	0	9	23	0	5	45	43	48	21	
	LUTON	MONARCH AIRLINES	C	A	5	1	0	80	0	20	0	0	0	14	60	18	5	
	LUTON	MONARCH AIRLINES	S	A	30	0	1	67	27	3	3	0	0	14	41	55	29	
	LUTON	MONARCH AIRLINES	S	D	30	0	1	77	13	10	0	0	0	11	55	25	29	
	LUTON	MONARCH AIRLINES	C	D	4	0	0	75	0	0	25	0	0	32	60	13	5	
	MANCHESTER	MONARCH AIRLINES	C	A	18	0	0	33	33	28	6	0	0	25	42	48	19	
	MANCHESTER	MONARCH AIRLINES	S	A	30	0	0	87	7	7	0	0	0	9	62	35	26	
	MANCHESTER	MONARCH AIRLINES	S	D	30	0	1	90	7	3	0	0	0	5	69	28	26	
	MANCHESTER	MONARCH AIRLINES	C	D	17	0	0	76	6	12	6	0	0	14	61	45	18	
	NEWCASTLE	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	0	80	8	5	
	NEWCASTLE	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	0	60	30	5	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	8	0	0	75	0	13	13	0	0	23	22	141	9	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	8	0	0	75	0	0	25	0	0	32	25	32	8	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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	
ALICANTE																			
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	0	25	0	0	29	100	0	4		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	28	75	9	4		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	12	0	0	67	25	0	8	0	0	15	44	35	9		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	12	0	0	67	17	8	8	0	0	21	44	39	9		
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	5	70	31	10		
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	4	50	24	10		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	17	1	0	65	0	29	6	0	0	25	26	78	27		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	16	1	0	63	6	19	13	0	0	25	32	98	28		
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	8	0	0	25	38	25	13	0	0	29	22	92	9		
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	8	0	0	25	13	50	13	0	0	37	22	77	9		
	GATWICK	SPANAIR	C	A	8	0	0	25	38	25	13	0	0	34	0	90	2		
	GATWICK	SPANAIR	C	D	6	1	0	33	17	33	17	0	0	39	0	208	1		
	GLASGOW	SPANAIR	C	A	2	1	0	50	0	0	50	0	0	43	0	0	0		
	GLASGOW	SPANAIR	C	D	4	0	0	25	0	50	25	0	0	54	0	0	0		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	6	0	122	5		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	10	80	44	5		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	29	0	0	86	3	3	7	0	0	10	44	52	27		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	29	0	0	86	3	7	0	3	0	11	56	33	27		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	15	33	68	9		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	13	44	44	9		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	20	0	0	75	5	10	10	0	0	14	38	72	26		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	20	0	0	80	0	15	5	0	0	12	42	62	26		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	8	0	0	100	0	0	0	0	0	4	44	23	9		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	13	0	0	0	0	7	89	10	9		
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	95	5		
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	0	0	100	0	0	0	45	60	29	5		
<b>TOTAL ALICANTE</b>					<b>1419</b>	<b>17</b>	<b>13</b>	<b>68</b>	<b>14</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>45</b>	<b>47</b>	<b>47</b>		
ALMA ATA																			
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	13	0	0	85	0	15	0	0	0	9	0	0	0		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	11	0	0	64	27	0	9	0	0	15	0	0	0		
<b>TOTAL ALMA ATA</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>15</b>	<b>15</b>		
ALMERIA																			

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
ALMERIA	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	0	25	0	0	39	0	86	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	34	50	67	4
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	5	100	4	4
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	12	50	19	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	3	25	26	4
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	75	5	4
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	A	5	0	0	100	0	0	0	0	0	6	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	D	5	0	0	100	0	0	0	0	0	2	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	C	A	5	0	0	40	20	40	0	0	0	29	20	44	5
	GATWICK	BRITISH AIRWAYS PLC	C	D	5	0	0	60	20	20	0	0	0	20	0	46	5
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	7	0	0	29	43	29	0	0	0	22	0	0	0
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	7	0	0	57	29	14	0	0	0	12	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	0	25	75	0	0	0	36	0	150	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	20	0	171	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	11	50	27	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	50	20	4
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	25	25	0	25	0	79	0	147	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	25	0	0	25	0	72	25	133	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	6	75	9	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	5	75	21	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	8	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	8	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	11	25	34	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	25	0	0	22	75	9	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	50	0	0	0	0	19	25	118	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	12	50	104	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	50	26	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	0	0	118	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	25	88	4
<b>TOTAL ALMERIA</b>					<b>130</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>42</b>	<b>54</b>	<b>54</b>
AMMAN	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	20	0	0	90	10	0	0	0	0	3	82	15	22

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 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)											
AMMAN	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	18	0	0	50	28	6	11	6	0	33	45	33	29
	HEATHROW	ROYAL JORDANIAN	S	A	29	1	1	90	3	7	0	0	0	6	57	34	30
	HEATHROW	ROYAL JORDANIAN	S	D	30	0	0	53	27	17	3	0	0	19	43	19	30
<b>TOTAL AMMAN</b>					<b>97</b>	<b>1</b>	<b>1</b>	<b>71</b>	<b>16</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>55</b>	<b>26</b>	<b>26</b>
AMMAN (KING HUSSEIN)																	
AMSTERDAM	HEATHROW	BMI BRITISH MIDLAND	S	A	231	0	0	78	14	7	0	0	0	8	53	27	228
	HEATHROW	BMI BRITISH MIDLAND	S	D	231	0	0	81	12	6	1	0	0	9	58	23	229
	HEATHROW	BRITISH AIRWAYS PLC	S	A	229	0	1	71	20	7	2	0	0	12	63	21	224
	HEATHROW	BRITISH AIRWAYS PLC	S	D	229	0	0	87	9	2	2	0	0	8	72	16	224
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	124	0	4	53	28	13	6	0	0	19	47	28	118
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	125	0	4	69	18	9	4	0	0	13	62	20	118
	GATWICK	CITY FLYER EXPRESS	S	A	161	0	0	74	9	12	4	1	0	14	62	19	190
	GATWICK	CITY FLYER EXPRESS	S	D	161	0	0	70	12	12	6	0	0	17	53	21	190
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	102	0	0	82	12	5	1	0	0	7	69	20	121
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	102	0	0	84	9	6	1	0	0	6	79	15	121
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	60	0	0	72	8	13	7	0	0	16	20	46	59
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	60	17	12	12	0	0	23	32	50	60
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	120	0	0	82	9	8	1	0	0	8	21	58	52
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	120	0	0	85	7	7	2	0	0	9	19	64	52
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	60	0	0	92	7	2	0	0	0	4	48	42	60
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	68	20	10	2	0	0	13	37	36	60
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	167	0	0	73	13	10	4	1	0	13	43	55	147
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	167	1	0	65	15	14	6	1	0	18	28	50	147
	HEATHROW	KLM	S	A	266	0	0	90	6	3	1	0	0	4	71	15	260
	HEATHROW	KLM	S	D	266	0	0	72	19	8	1	0	0	12	66	23	263
	STANSTED	KLM	C	A	3	0	0	100	0	0	0	0	0	2	0	0	0
	STANSTED	KLM	C	D	3	0	0	100	0	0	0	0	0	1	0	0	0
	BIRMINGHAM	KLM UK LTD	S	A	196	0	1	82	10	5	3	1	0	9	75	15	176
	BIRMINGHAM	KLM UK LTD	S	D	196	0	1	79	12	7	2	1	0	11	58	27	176
	EDINBURGH	KLM UK LTD	S	A	141	0	0	87	7	1	4	0	0	8	59	25	161
	EDINBURGH	KLM UK LTD	S	D	141	0	0	69	19	8	4	0	0	16	42	34	163

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
AMSTERDAM	GLASGOW	KLM UK LTD	S	A	120	0	0	95	3	1	2	0	0	3	75	16	122
	GLASGOW	KLM UK LTD	S	D	120	0	0	76	15	6	3	0	0	13	42	38	123
	LONDON CITY	KLM UK LTD	S	A	98	0	0	78	12	3	7	0	0	12	76	13	120
	LONDON CITY	KLM UK LTD	S	D	98	0	0	79	11	4	6	0	0	14	57	24	119
	MANCHESTER	KLM UK LTD	S	A	206	0	0	65	13	11	12	0	0	22	49	39	236
	MANCHESTER	KLM UK LTD	S	D	206	0	0	67	13	10	9	1	0	21	45	43	236
	NEWCASTLE	KLM UK LTD	S	A	172	0	0	77	11	9	2	0	0	11	60	26	143
	NEWCASTLE	KLM UK LTD	S	D	172	0	0	67	19	12	2	1	0	16	57	30	144
	STANSTED	KLM UK LTD	S	A	175	0	0	77	10	9	4	0	0	12	48	32	230
	STANSTED	KLM UK LTD	S	D	176	0	0	73	14	6	7	0	0	14	37	39	227
	HEATHROW	UNITED AIRLINES	S	A	29	0	0	79	21	0	0	0	0	7	0	0	0
	HEATHROW	UNITED AIRLINES	S	D	29	0	0	93	0	7	0	0	0	4	0	0	0
<b>TOTAL AMSTERDAM</b>					<b>5323</b>	<b>2</b>	<b>11</b>	<b>76</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>55</b>	<b>28</b>	<b>28</b>
ANCONA	STANSTED	RYANAIR	S	A	59	0	1	32	37	31	0	0	0	23	42	32	60
	STANSTED	RYANAIR	S	D	59	0	1	56	37	5	2	0	0	15	45	30	60
<b>TOTAL ANCONA</b>					<b>118</b>	<b>0</b>	<b>2</b>	<b>44</b>	<b>37</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>43</b>	<b>31</b>	<b>31</b>
ANTALYA	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	40	0	20	40	0	0	44	25	76	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	40	0	20	40	0	0	40	80	53	5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	20	0	20	0	0	25	25	75	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	0	0	20	0	0	21	40	52	5
	HEATHROW	KIBRIS TURKISH AIRLINES - KTHY	S	A	4	0	0	0	25	25	50	0	0	60	0	34	5
	HEATHROW	KIBRIS TURKISH AIRLINES - KTHY	S	D	4	0	0	25	25	25	25	0	0	43	40	23	5
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	23	1	0	61	17	22	0	0	0	15	26	29	31
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	28	0	0	39	29	21	11	0	0	29	20	42	30
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	20	20	0	0	0	15	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	20	0	0	0	10	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	0	20	40	0	0	42	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	20	0	40	0	0	32	0	0	0
	GATWICK	PEGASUS AIRLINES	C	A	5	0	0	80	20	0	0	0	0	4	25	23	4
	GATWICK	PEGASUS AIRLINES	C	D	5	0	0	80	20	0	0	0	0	9	25	28	4
	NEWCASTLE	SUNEXPRESS	C	A	4	0	0	75	25	0	0	0	0	4	0	0	0



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					Actual (7)	Plan (8)												
ANTALYA																		
	NEWCASTLE	SUNEXPRESS	C	D	4	0	0	100	0	0	0	0	0	4	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	0	129	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	4	40	49	5		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	15	0	0	73	7	13	7	0	16	18	115	17		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	15	0	0	73	20	0	7	0	12	35	110	20		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	14	0	0	86	0	7	7	0	10	64	46	11		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	14	0	0	79	0	14	7	0	13	71	51	14		
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	20	0	0	12	67	19	3		
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	20	0	0	10	60	63	5		
<b>TOTAL ANTALYA</b>					<b>195</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>13</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>35</b>	<b>57</b>	<b>57</b>	
ANTIGUA																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	25	75	0	0	0	15	67	40	3		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	8	0	0	63	13	13	13	0	24	0	32	4		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	8	0	0	88	0	0	13	0	15	50	25	4		
<b>TOTAL ANTIGUA</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>20</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>36</b>	<b>32</b>	<b>32</b>	
ANTWERP																		
	LONDON CITY	VLM (BELGIUM)	S	A	119	0	0	81	18	2	0	0	8	90	8	102		
	LONDON CITY	VLM (BELGIUM)	S	D	119	0	0	78	18	3	0	0	8	80	11	102		
	MANCHESTER	VLM (BELGIUM)	S	A	42	0	0	55	38	5	2	0	16	0	0	0		
	MANCHESTER	VLM (BELGIUM)	S	D	42	0	0	64	17	17	2	0	14	0	0	0		
<b>TOTAL ANTWERP</b>					<b>322</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>20</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>9</b>	<b>9</b>		
ARRECIFE																		
	MANCHESTER	AIR CORDIAL LTD	C	A	2	0	0	100	0	0	0	0	6	0	0	0		
	MANCHESTER	AIR CORDIAL LTD	C	D	2	0	0	100	0	0	0	0	2	0	0	0		
	EDINBURGH	AIR EUROPA	C	A	4	0	0	75	25	0	0	0	13	0	0	0		
	EDINBURGH	AIR EUROPA	C	D	4	0	0	50	0	50	0	0	24	0	0	0		
	MANCHESTER	ASTRAEUS LTD	C	A	3	0	0	33	67	0	0	0	19	0	0	0		
	MANCHESTER	ASTRAEUS LTD	C	D	4	0	0	25	50	25	0	0	22	0	0	0		
	MANCHESTER	AZZURRA AIR	C	A	5	0	0	80	20	0	0	0	5	0	0	0		
	MANCHESTER	AZZURRA AIR	C	D	4	0	0	75	25	0	0	0	11	0	0	0		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	1	40	23	5		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	10	60	23	5		
	GATWICK	BRITANNIA AIRWAYS	C	A	13	0	0	69	15	8	8	0	21	50	35	10		

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					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Plan (8)												
ARRECIFE																		
	GATWICK	BRITANNIA AIRWAYS	C	D	13	1	0	92	0	0	8	0	0	16	22	38	9	
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	13	50	35	4	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	11	50	37	4	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	50	0	0	0	25	50	20	4	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	16	75	13	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	13	0	0	46	23	15	15	0	0	33	44	57	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	13	0	0	69	23	8	0	0	0	12	44	47	9	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	50	0	0	0	20	50	20	4	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	19	75	14	4	
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	9	50	55	4	
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	16	25	60	4	
	GATWICK	EXCEL AIRWAYS LTD	C	A	6	0	0	83	0	0	17	0	0	18	75	6	4	
	GATWICK	EXCEL AIRWAYS LTD	C	D	6	0	0	83	0	0	17	0	0	20	75	8	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	8	0	0	0	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	7	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	22	0	0	41	14	32	14	0	0	30	33	95	9	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	21	0	0	67	14	10	10	0	0	20	25	110	8	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	0	0	0	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	16	0	0	38	19	38	6	0	0	25	40	96	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	14	2	0	71	7	21	0	0	0	14	33	165	6	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	0	75	25	0	0	0	29	0	0	0	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	25	25	50	0	0	0	26	0	0	0	
	GLASGOW	FUTURA AIRLINES	C	A	4	0	0	50	50	0	0	0	0	11	0	0	0	
	GLASGOW	FUTURA AIRLINES	C	D	4	0	0	100	0	0	0	0	0	7	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	A	13	0	0	38	38	15	8	0	0	23	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	75	0	0	0	25	0	83	38	89	8	
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	75	0	0	0	0	25	94	38	92	8	
	GATWICK	MONARCH AIRLINES	C	A	13	0	0	54	15	8	8	15	0	46	63	64	8	
	GATWICK	MONARCH AIRLINES	C	D	13	0	0	69	8	0	15	8	0	34	63	69	8	
	LUTON	MONARCH AIRLINES	C	A	4	0	0	75	0	0	0	0	25	280	25	261	4	
	LUTON	MONARCH AIRLINES	C	D	4	0	0	0	25	50	0	0	25	315	25	286	4	
	MANCHESTER	MONARCH AIRLINES	C	A	8	0	0	38	38	0	25	0	0	41	25	334	4	

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																	MATCHED
ARRECIFE	MANCHESTER	MONARCH AIRLINES	C	D	8	0	0	75	0	0	25	0	0	32	33	71	3
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	9	0	0	100	0	0	0	0	0	3	50	39	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	9	0	0	100	0	0	0	0	2	50	54	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	25	25	0	0	53	50	109	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	25	25	0	0	47	25	122	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	9	50	37	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	5	25	39	4	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	21	100	0	4
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	25	25	0	0	29	100	4	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	14	0	0	79	21	0	0	0	6	42	44	12	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	13	0	0	85	8	8	0	0	6	42	54	12	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	15	0	0	0	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	40	0	20	0	0	26	0	0	0
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	100	3	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	5	25	33	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	1	75	9	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	75	51	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	16	1	0	69	13	6	13	0	18	14	69	21	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	17	0	0	76	12	0	12	0	15	18	55	22	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	25	25	0	34	0	103	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	50	0	0	24	25	86	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	17	0	0	100	0	0	0	0	3	44	73	16	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	16	1	0	94	6	0	0	0	3	44	46	16	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	50	54	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	75	46	4	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	5	50	70	4	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	2	50	76	4	
<b>TOTAL ARRECIFE</b>					<b>496</b>	<b>5</b>	<b>3</b>	<b>70</b>	<b>12</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>23</b>	<b>40</b>	<b>65</b>	<b>65</b>
ASHKHABAD	BIRMINGHAM	TURKMENISTAN AIRLINES	S	A	13	0	0	100	0	0	0	0	2	59	40	17	
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	D	13	0	0	54	15	23	8	0	25	29	64	17	
	HEATHROW	TURKMENISTAN AIRLINES	S	A	8	0	0	75	25	0	0	0	13	22	47	9	
	HEATHROW	TURKMENISTAN AIRLINES	S	D	8	0	0	25	25	38	13	0	34	67	17	9	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 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																		
<b>TOTAL ASHKHABAD</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>14</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>44</b>	<b>45</b>	<b>45</b>	
ASTRAKHAN																		
ASTURIAS																		
	GATWICK	AIR NOSTRUM		S A	13	0	0	69	8	8	15	0	0	19	69	27	13	
	GATWICK	AIR NOSTRUM		S D	13	0	0	38	38	15	8	0	0	21	54	30	13	
<b>TOTAL ASTURIAS</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>23</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>62</b>	<b>28</b>	<b>28</b>	
ATHENS																		
	NEWCASTLE	AEGEAN AIRLINES		C A	4	0	0	0	25	75	0	0	0	36	50	21	4	
	NEWCASTLE	AEGEAN AIRLINES		C D	4	0	0	0	0	100	0	0	0	44	0	29	4	
	GATWICK	ASTRAEUS LTD		C A	18	0	0	56	11	17	17	0	0	26	0	0	0	
	GATWICK	ASTRAEUS LTD		C D	17	0	0	65	18	12	6	0	0	17	0	0	0	
	GATWICK	AZZURRA AIR		C A	4	0	0	75	0	25	0	0	0	19	0	0	0	
	GATWICK	AZZURRA AIR		C D	4	0	0	75	0	25	0	0	0	12	0	0	0	
	MANCHESTER	AZZURRA AIR		C A	4	0	0	50	25	25	0	0	0	19	0	0	0	
	MANCHESTER	AZZURRA AIR		C D	4	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC		S A	30	0	0	33	23	30	10	3	0	35	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC		S D	30	0	0	40	20	27	10	3	0	35	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC		S A	60	0	0	83	8	3	3	0	2	18	57	23	60	
	HEATHROW	BRITISH AIRWAYS PLC		S D	60	0	0	70	13	10	7	0	0	17	68	15	60	
	BIRMINGHAM	DUO AIRWAYS LTD		S A	12	0	0	67	17	8	0	8	0	32	0	0	0	
	BIRMINGHAM	DUO AIRWAYS LTD		S D	12	0	0	67	25	0	0	8	0	33	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	29	0	0	52	28	10	10	0	0	25	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	30	0	0	60	20	7	13	0	0	24	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	60	0	0	70	25	5	0	0	0	11	67	17	57	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	60	0	0	70	17	10	3	0	0	16	41	30	58	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	25	25	25	0	0	25	275	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	1	0	0	0	
	GATWICK	MONARCH AIRLINES		C A	4	0	0	0	50	25	25	0	0	36	0	30	3	
	GATWICK	MONARCH AIRLINES		C D	4	0	0	50	25	25	0	0	0	16	100	10	2	
	HEATHROW	OLYMPIC AIRWAYS		S A	90	0	0	47	31	16	3	2	1	30	49	27	90	
	HEATHROW	OLYMPIC AIRWAYS		S D	89	0	0	43	25	24	6	2	1	35	33	31	90	
	MANCHESTER	OLYMPIC AIRWAYS		S A	8	0	0	25	50	25	0	0	0	29	0	48	13	
	MANCHESTER	OLYMPIC AIRWAYS		S D	8	0	0	0	25	25	50	0	0	58	0	82	13	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
ATHENS																	
<b>TOTAL ATHENS</b>					<b>656</b>	<b>3</b>	<b>0</b>	<b>56</b>	<b>21</b>	<b>15</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>26</b>	<b>47</b>	<b>32</b>	<b>32</b>
ATLANTA																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	60	27	3	7	0	3	32	81	11	26
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	57	23	13	3	0	3	32	69	22	26
	GATWICK	DELTA AIRLINES	S	A	103	0	30	43	27	17	12	1	0	28	56	21	80
	GATWICK	DELTA AIRLINES	S	D	103	0	30	76	14	10	1	0	0	11	67	19	79
	MANCHESTER	DELTA AIRLINES	S	A	30	0	0	73	17	3	7	0	0	13	81	15	26
	MANCHESTER	DELTA AIRLINES	S	D	30	0	0	70	13	13	3	0	0	14	85	9	26
<b>TOTAL ATLANTA</b>					<b>326</b>	<b>0</b>	<b>60</b>	<b>61</b>	<b>20</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>21</b>	<b>68</b>	<b>18</b>	<b>18</b>
AUCKLAND INTERNATIONAL																	
	HEATHROW	AIR NEW ZEALAND LTD	S	A	29	1	1	90	0	3	7	0	0	14	46	27	26
	HEATHROW	AIR NEW ZEALAND LTD	S	D	30	0	1	67	13	20	0	0	0	16	65	19	26
<b>TOTAL AUCKLAND INTERNATIONAL</b>					<b>59</b>	<b>1</b>	<b>2</b>	<b>78</b>	<b>7</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>56</b>	<b>23</b>	<b>23</b>

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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	59	1	1	83	8	5	2	0	2	15	53	14	17	
	HEATHROW	GULF AIR		S D	58	0	0	78	12	9	2	0	0	10	70	18	30	
<b>TOTAL BAHRAIN</b>					<b>117</b>	<b>1</b>	<b>1</b>	<b>80</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>12</b>	<b>64</b>	<b>17</b>	<b>17</b>	
BAKU																		
	GATWICK	AZERBAIJAN AIRLINES ( AZAL )		S A	9	0	0	78	11	11	0	0	0	9	63	27	8	
	GATWICK	AZERBAIJAN AIRLINES ( AZAL )		S D	9	0	0	78	11	0	11	0	0	18	0	39	8	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS		S A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS		S D	6	0	0	17	33	17	33	0	0	41	0	0	0	
<b>TOTAL BAKU</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>14</b>	<b>7</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>31</b>	<b>33</b>	<b>33</b>	
BALI INTERNATIONAL																		
	GATWICK	GARUDA INDONESIA		S A	12	1	1	75	0	17	0	0	8	118	69	101	13	
	GATWICK	GARUDA INDONESIA		S D	13	0	0	38	31	0	0	15	15	257	31	55	13	
<b>TOTAL BALI INTERNATIONAL</b>					<b>25</b>	<b>1</b>	<b>1</b>	<b>56</b>	<b>16</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>12</b>	<b>190</b>	<b>50</b>	<b>78</b>	<b>78</b>	
BALTIMORE																		
BANDAR SERI BEGAWAN																		
	HEATHROW	ROYAL BRUNEI AIRLINES		S A	30	0	0	70	20	7	3	0	0	13	70	18	30	
	HEATHROW	ROYAL BRUNEI AIRLINES		S D	30	0	0	77	20	3	0	0	0	10	63	25	30	
<b>TOTAL BANDAR SERI BEGAWAN</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>20</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>67</b>	<b>22</b>	<b>22</b>	
BANGKOK																		
	HEATHROW	THAI AIRWAYS INTERNATIONAL		S A	43	0	0	70	21	7	2	0	0	12	42	36	43	
	HEATHROW	THAI AIRWAYS INTERNATIONAL		S D	43	0	0	86	14	0	0	0	0	6	72	20	43	
<b>TOTAL BANGKOK</b>					<b>86</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>17</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>56</b>	<b>38</b>	<b>38</b>	
BANJUL																		
	GATWICK	MONARCH AIRLINES		C A	4	0	0	0	25	50	25	0	0	66	0	51	4	
	GATWICK	MONARCH AIRLINES		C D	4	0	0	0	25	50	25	0	0	55	0	30	4	
	GATWICK	RED AIR LTD		S A	9	0	0	44	11	33	11	0	0	29	0	0	0	
	GATWICK	RED AIR LTD		S D	8	1	0	0	25	75	0	0	0	39	0	0	0	
	GATWICK	SIERRA NATIONAL AIRLINES		S A	8	0	0	25	25	25	25	0	0	39	0	158	3	
	GATWICK	SIERRA NATIONAL AIRLINES		S D	9	0	0	33	44	11	11	0	0	28	0	0	0	
<b>TOTAL BANJUL</b>					<b>42</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>26</b>	<b>38</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>73</b>	<b>73</b>	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
BARCELONA	HEATHROW	BMI BRITISH MIDLAND	C	A	5	0	0	80	20	0	0	0	0	6	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	C	D	5	0	0	80	20	0	0	0	0	10	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	30	0	0	40	30	27	3	0	0	21	40	38	30
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	30	0	0	73	20	7	0	0	0	9	87	6	30
	GATWICK	BRITISH AIRWAYS PLC	S	A	90	0	0	56	20	17	7	0	1	25	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	90	0	0	48	24	20	8	0	0	24	0	0	0
	GLASGOW	BRITISH AIRWAYS PLC	S	A	21	0	0	43	38	19	0	0	0	18	0	0	0
	GLASGOW	BRITISH AIRWAYS PLC	S	D	19	0	0	89	5	5	0	0	0	5	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	129	0	0	58	22	15	2	2	1	24	59	31	130
	HEATHROW	BRITISH AIRWAYS PLC	S	D	129	0	0	65	22	4	8	1	0	19	72	15	130
	GLASGOW	CHANNEL EXPRESS (AIR SVS)	C	A	4	0	0	50	25	25	0	0	0	19	0	0	0
	GLASGOW	CHANNEL EXPRESS (AIR SVS)	C	D	4	0	0	75	25	0	0	0	0	8	0	0	0
	MANCHESTER	CHANNEL EXPRESS (AIR SVS)	C	A	4	0	0	0	75	25	0	0	0	24	0	0	0
	MANCHESTER	CHANNEL EXPRESS (AIR SVS)	C	D	5	0	0	80	20	0	0	0	0	8	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	116	0	0	64	15	15	7	0	0	18	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	115	0	0	50	16	21	13	0	0	27	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	125	1	0	69	14	14	4	0	0	14	42	42	118
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	124	0	0	50	22	19	9	0	0	24	34	46	118
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	0	50	50	0	0	0	40	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0
	GLASGOW	FUTURA AIRLINES	C	A	4	0	0	0	25	25	50	0	0	81	0	0	0
	GLASGOW	FUTURA AIRLINES	C	D	4	0	0	25	25	0	50	0	0	46	0	0	0
	STANSTED	GO FLY LTD	S	A	64	0	0	72	9	13	5	2	0	16	29	62	65
	STANSTED	GO FLY LTD	S	D	64	0	0	53	23	14	8	2	0	25	25	57	65
	HEATHROW	IBERIA	S	A	117	0	1	44	19	19	16	1	1	34	45	26	119
	HEATHROW	IBERIA	S	D	116	0	0	56	20	12	10	2	0	25	74	16	119
	MANCHESTER	IBERIA	S	A	30	0	0	47	17	20	13	3	0	35	57	14	30
	MANCHESTER	IBERIA	S	D	30	0	0	50	13	20	13	3	0	36	53	31	30
	NEWCASTLE	SPANAIR	C	A	4	0	0	50	50	0	0	0	0	16	50	35	4
	NEWCASTLE	SPANAIR	C	D	4	0	0	25	75	0	0	0	0	17	0	49	3
<b>TOTAL BARCELONA</b>					<b>1496</b>	<b>3</b>	<b>1</b>	<b>56</b>	<b>20</b>	<b>15</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>54</b>	<b>29</b>	<b>29</b>
BARRA	GLASGOW	LOGANAIR	S	A	25	2	0	92	8	0	0	0	0	4	83	6	24

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
BARRA	GLASGOW	LOGANAIR		S D	26	2	0	88	12	0	0	0	0	5	88	5	24
<b>TOTAL BARRA</b>					<b>51</b>	<b>4</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>6</b>	<b>6</b>
BASLE MULHOUSE	BIRMINGHAM	SWISS AIRLINES		S A	50	0	1	88	10	2	0	0	6	72	12	50	
	BIRMINGHAM	SWISS AIRLINES		S D	51	0	0	73	18	8	2	0	12	52	24	50	
	HEATHROW	SWISS AIRLINES		S A	90	0	0	86	11	3	0	0	6	55	24	89	
	HEATHROW	SWISS AIRLINES		S D	90	0	0	89	9	2	0	0	6	74	16	89	
	LONDON CITY	SWISS AIRLINES		S A	74	0	3	88	11	1	0	0	6	76	11	66	
	LONDON CITY	SWISS AIRLINES		S D	74	0	3	81	15	4	0	0	10	43	20	67	
	MANCHESTER	SWISS AIRLINES		S A	77	0	0	86	6	8	0	0	6	64	16	74	
	MANCHESTER	SWISS AIRLINES		S D	77	0	0	78	13	9	0	0	8	54	25	74	
<b>TOTAL BASLE MULHOUSE</b>					<b>583</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>61</b>	<b>18</b>	<b>18</b>	
BASTIA	GATWICK	BRITISH AIRWAYS PLC		C A	10	0	0	70	20	0	10	0	10	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC		C D	10	0	0	80	0	10	10	0	16	0	0	0	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN		C A	5	1	0	100	0	0	0	0	1	40	35	5	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN		C D	5	0	0	60	20	20	0	0	18	40	32	5	
	GATWICK	MONARCH AIRLINES		C A	5	0	0	80	20	0	0	0	6	0	77	5	
	GATWICK	MONARCH AIRLINES		C D	5	0	0	100	0	0	0	0	2	40	66	5	
<b>TOTAL BASTIA</b>					<b>41</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>11</b>	<b>38</b>	<b>49</b>	<b>49</b>	
BEIJING	HEATHROW	AIR CHINA		S A	25	0	0	44	16	20	20	0	42	56	16	18	
	HEATHROW	AIR CHINA		S D	25	0	0	52	12	24	12	0	28	44	29	18	
	HEATHROW	BRITISH AIRWAYS PLC		S A	17	0	0	88	12	0	0	0	5	78	22	18	
	HEATHROW	BRITISH AIRWAYS PLC		S D	17	0	0	100	0	0	0	0	5	71	20	17	
<b>TOTAL BEIJING</b>					<b>84</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>23</b>	<b>62</b>	<b>22</b>	<b>22</b>	
BEIRUT	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS		S A	9	0	0	100	0	0	0	0	1	81	10	26	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS		S D	11	0	0	36	27	9	18	0	9	71	47	17	
	HEATHROW	MEA		S A	30	0	0	90	0	7	3	0	8	74	18	31	
	HEATHROW	MEA		S D	30	0	0	57	27	13	3	0	18	45	25	31	



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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 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)											
BEIRUT																	
<b>TOTAL BEIRUT</b>					<b>80</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>19</b>	<b>63</b>	<b>19</b>	<b>19</b>
BELFAST CITY																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	205	0	0	79	15	5	1	0	0	9	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	D	205	0	0	71	19	9	1	0	0	12	0	0	0
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	69	0	0	83	6	7	4	0	0	11	87	9	97
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	66	5	0	89	3	8	0	0	0	8	90	10	98
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	77	0	0	83	1	9	5	1	0	14	86	9	100
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	77	0	0	83	5	4	5	3	0	16	84	8	103
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	149	0	0	77	7	7	9	0	0	17	80	14	105
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	146	0	0	86	6	5	3	0	0	9	77	14	107
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	159	0	0	81	8	6	5	1	0	13	71	23	139
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	154	0	0	76	12	8	4	0	0	14	65	32	137
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	158	0	5	73	18	8	1	1	0	12	68	19	158
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	163	0	0	70	19	9	2	0	1	16	62	24	156
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	A	120	0	4	86	8	4	2	1	0	10	90	8	96
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	D	118	0	6	79	14	7	1	0	0	10	79	17	96
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	S	A	142	0	0	97	1	1	0	1	0	3	85	15	33
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	S	D	141	0	0	96	2	1	1	1	0	4	87	9	31
<b>TOTAL BELFAST CITY</b>					<b>2149</b>	<b>5</b>	<b>15</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>16</b>	<b>16</b>
BELFAST INTERNATIONAL																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	145	0	0	86	12	1	1	0	0	7	68	16	233
	HEATHROW	BMI BRITISH MIDLAND	S	D	146	0	0	84	11	4	1	0	0	8	70	16	233
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	80	0	0	85	6	4	4	1	0	9	80	15	105
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	80	0	0	84	8	4	4	1	0	12	82	11	130
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	81	2	0	80	10	6	4	0	0	10	73	17	59
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	81	2	0	65	16	14	5	0	0	16	61	26	59
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	92	1	0	75	13	8	4	0	0	9	75	18	107
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	92	1	0	71	13	13	3	0	0	14	54	31	107
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	155	0	0	79	8	9	4	0	0	11	52	39	118

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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																		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	155	0	1	51	26	15	8	0	0	23	27	50	120	
	STANSTED	GO FLY LTD	S	A	156	0	1	80	12	6	2	0	0	9	44	42	110	
	STANSTED	GO FLY LTD	S	D	158	0	0	68	18	11	3	0	0	15	27	44	110	
<b>TOTAL BELFAST INTERNATIONAL</b>					<b>1421</b>	<b>7</b>	<b>2</b>	<b>75</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>66</b>	<b>21</b>	<b>21</b>	
BELGRADE																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	85	8	0	8	0	0	8	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	77	8	15	0	0	0	15	0	0	0	
	HEATHROW	JATAIRWAYS	S	A	27	1	1	59	33	7	0	0	0	13	73	19	22	
	HEATHROW	JATAIRWAYS	S	D	28	0	0	54	36	7	4	0	0	17	55	27	22	
<b>TOTAL BELGRADE</b>					<b>81</b>	<b>2</b>	<b>1</b>	<b>64</b>	<b>26</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>64</b>	<b>24</b>	<b>24</b>	
BENBECULA																		
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	24	0	0	79	0	4	17	0	0	22	96	2	25	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	24	0	0	75	4	0	21	0	0	31	88	5	25	
<b>TOTAL BENBECULA</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>2</b>	<b>2</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>92</b>	<b>4</b>	<b>4</b>	
BENGHAZI																		
	HEATHROW	LIBYAN ARAB AIRLINES	S	A	5	0	0	80	20	0	0	0	0	8	0	30	1	
	HEATHROW	LIBYAN ARAB AIRLINES	S	D	4	0	0	25	25	50	0	0	0	27	0	39	1	
<b>TOTAL BENGHAZI</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>35</b>	<b>35</b>	
BERGAMO																		
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	4	0	0	100	0	0	0	0	0	3	0	0	0	
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	4	0	0	100	0	0	0	0	0	6	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	0	0	0	
	STANSTED	RYANAIR	S	A	59	0	1	78	8	10	3	0	0	12	0	0	0	
	STANSTED	RYANAIR	S	D	60	0	1	40	37	18	5	0	0	24	0	0	0	
<b>TOTAL BERGAMO</b>					<b>139</b>	<b>1</b>	<b>2</b>	<b>63</b>	<b>21</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>30</b>	<b>27</b>	<b>27</b>	
BERGEN																		
	GATWICK	BRAATHENS ASA	S	A	30	0	0	53	37	10	0	0	0	16	97	5	29	
	GATWICK	BRAATHENS ASA	S	D	30	0	0	67	20	13	0	0	0	15	86	9	29	
<b>TOTAL BERGEN</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>28</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>91</b>	<b>7</b>	<b>7</b>	
BERGERAC																		

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
BERGERAC	STANSTED	KLM UK LTD		S A	33	1	0	24	39	24	12	0	0	29	0	0	0
	STANSTED	KLM UK LTD		S D	33	1	0	58	21	9	12	0	0	21	0	0	0
<b>TOTAL BERGERAC</b>					<b>66</b>	<b>2</b>	<b>0</b>	<b>41</b>	<b>30</b>	<b>17</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>
BERLIN (SCHONEFELD)	STANSTED	KLM UK LTD		S A	71	0	1	86	7	4	3	0	0	6	66	14	97
	STANSTED	KLM UK LTD		S D	71	0	0	70	24	3	3	0	0	14	66	19	98
<b>TOTAL BERLIN (SCHONEFELD)</b>					<b>143</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>15</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>66</b>	<b>17</b>	<b>17</b>
BERLIN (TEGEL)	HEATHROW	BRITISH AIRWAYS PLC		S A	179	0	0	91	6	3	1	0	0	5	85	9	150
	HEATHROW	BRITISH AIRWAYS PLC		S D	179	0	0	69	17	12	2	0	0	13	85	7	150
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD		S A	30	0	0	77	17	7	0	0	0	9	71	13	28
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD		S D	30	0	0	87	7	3	3	0	0	7	87	9	30
	BIRMINGHAM	DUO AIRWAYS LTD		S A	49	0	0	80	16	4	0	0	0	7	78	10	50
	BIRMINGHAM	DUO AIRWAYS LTD		S D	49	0	0	94	4	2	0	0	0	4	90	5	50
<b>TOTAL BERLIN (TEGEL)</b>					<b>518</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>9</b>	<b>9</b>
BERLIN (TEMPLEHOF)	LONDON CITY	EUROWINGS LUFTVERKEHRS		S A	76	0	0	91	9	0	0	0	0	3	0	0	0
	LONDON CITY	EUROWINGS LUFTVERKEHRS		S D	76	0	0	82	17	1	0	0	0	8	0	0	0
<b>TOTAL BERLIN (TEMPLEHOF)</b>					<b>152</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
BERMUDA	GATWICK	BRITISH AIRWAYS PLC		S A	18	0	0	83	11	0	6	0	0	12	88	7	25
	GATWICK	BRITISH AIRWAYS PLC		S D	17	0	0	65	24	6	6	0	0	18	71	15	24
<b>TOTAL BERMUDA</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>17</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>78</b>	<b>12</b>	<b>12</b>
BERNE																	
BIARRITZ	STANSTED	RYANAIR		S A	55	0	0	89	5	5	0	0	0	5	59	27	37
	STANSTED	RYANAIR		S D	55	0	0	71	20	7	2	0	0	13	32	39	37
<b>TOTAL BIARRITZ</b>					<b>110</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>46</b>	<b>33</b>	<b>33</b>
BIGGIN HILL																	
<b>TOTAL BIGGIN HILL</b>					<b>3</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>91</b>	<b>91</b>

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 2001					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BILBAO																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	51	0	0	67	14	12	8	0	0	17	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	51	0	0	49	25	20	6	0	0	22	0	0	0	
	STANSTED	GO FLY LTD	S	A	60	0	0	80	8	7	5	0	0	10	47	35	30	
	STANSTED	GO FLY LTD	S	D	60	0	0	52	33	10	5	0	0	19	10	45	30	
	HEATHROW	IBERIA	S	A	30	0	0	80	10	7	3	0	0	9	87	11	30	
	HEATHROW	IBERIA	S	D	30	0	0	70	17	7	7	0	0	18	77	10	30	
<b>TOTAL BILBAO</b>					<b>282</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>19</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>59</b>	<b>21</b>	<b>21</b>	
BILLUND																		
	GATWICK	MAERSK AIR	S	A	86	0	0	42	23	28	6	1	0	26	54	19	85	
	GATWICK	MAERSK AIR	S	D	86	0	0	56	16	14	13	1	0	26	56	19	85	
	EDINBURGH	SUN AIR OF SCANDINAVIA	S	A	9	0	0	100	0	0	0	0	0	4	0	0	0	
	EDINBURGH	SUN AIR OF SCANDINAVIA	S	D	9	0	0	67	22	0	11	0	0	16	0	0	0	
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	A	47	0	0	94	4	2	0	0	0	4	82	10	44	
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	D	47	0	0	96	2	2	0	0	0	2	89	6	45	
<b>TOTAL BILLUND</b>					<b>284</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>14</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>66</b>	<b>15</b>	<b>15</b>	
BIRMINGHAM																		
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	142	0	1	75	16	5	4	0	0	11	95	3	64	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	80	0	2	79	15	3	4	0	0	10	70	18	63	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	55	0	0	85	5	4	5	0	0	10	75	12	79	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	94	0	0	83	13	4	0	0	0	7	78	14	80	
	NEWCASTLE	BRITISH REGIONAL AIRLINES LTD	S	A	88	0	0	85	8	2	5	0	0	10	77	23	60	
	NEWCASTLE	BRITISH REGIONAL AIRLINES LTD	S	D	87	0	0	89	7	2	2	0	0	7	76	21	62	
	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	A	158	0	1	71	9	8	9	2	0	20	52	32	104	
	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	D	153	3	6	81	6	5	7	1	0	16	43	37	105	
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	A	154	0	0	47	32	14	6	0	0	22	41	41	104	
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	D	153	0	1	67	19	12	2	1	0	17	57	27	101	
<b>TOTAL BIRMINGHAM</b>					<b>1165</b>	<b>35</b>	<b>11</b>	<b>74</b>	<b>14</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>63</b>	<b>25</b>	<b>25</b>	
BISHKEK (FRUNZE)																		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	13	0	0	85	8	0	8	0	0	14	78	13	9	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	13	0	0	31	46	0	15	8	0	41	33	57	9	

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

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					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
BISHKEK (FRUNZE)																		
<b>TOTAL BISHKEK (FRUNZE)</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>27</b>	<b>0</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>27</b>	<b>56</b>	<b>35</b>	<b>35</b>	
BODRUM (MILAS)																		
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	6	0	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	6	0	0	0	0
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	4	0	0	0	0
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	0	0	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	0	0	20	0	46	0	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	0	0	20	0	49	0	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	5	0	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	4	0	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	25	25	20	4	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	3	40	33	5	5
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	21	1	0	62	10	19	10	0	0	21	50	39	8	8
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	22	0	0	68	9	14	9	0	0	19	44	41	9	9
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	5	50	21	4	4
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	11	60	38	5	5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	10	0	0	90	0	0	0	0	10	81	50	71	8	8
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	10	0	0	100	0	0	0	0	0	4	56	71	9	9
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	25	117	4	4
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	1	0	110	5	5
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	60	40	0	0	0	0	8	75	16	4	4
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	0	75	16	4	4
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	60	20	20	0	0	0	17	25	30	4	4
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	80	20	0	0	0	0	7	25	27	4	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	18	25	32	4	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	0	20	0	0	24	0	66	4	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	34	50	27	4	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	20	0	0	33	50	27	4	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	75	13	0	0	13	0	27	0	129	4	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	10	0	0	80	10	0	0	10	0	25	25	119	4	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	0
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	20	0	0	0	10	0	0	0	0
	EDINBURGH	ONUR AIR	C	A	5	0	0	80	0	0	20	0	0	36	50	15	4	4

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
BODRUM (MILAS)																		
	EDINBURGH	ONUR AIR	C	D	5	0	0	0	60	20	20	0	0	53	0	30	4	
	MANCHESTER	ONUR AIR	C	A	5	0	0	0	20	60	0	20	0	65	0	68	4	
	MANCHESTER	ONUR AIR	C	D	4	0	0	0	25	50	0	25	0	74	0	77	4	
	NEWCASTLE	ONUR AIR	C	A	4	0	0	100	0	0	0	0	0	3	100	1	4	
	NEWCASTLE	ONUR AIR	C	D	4	0	0	75	25	0	0	0	0	5	100	0	4	
	LUTON	PEGASUS AIRLINES	C	A	4	0	0	100	0	0	0	0	0	2	20	27	5	
	LUTON	PEGASUS AIRLINES	C	D	4	0	0	75	0	25	0	0	0	13	20	52	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	25	22	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	20	0	0	0	8	75	13	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	14	0	0	79	7	7	7	0	0	15	25	84	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	14	0	0	64	14	14	7	0	0	20	25	69	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	14	0	0	93	0	0	7	0	0	8	25	83	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	14	0	0	93	0	0	7	0	0	10	25	106	8	
<b>TOTAL BODRUM (MILAS)</b>					<b>299</b>	<b>2</b>	<b>0</b>	<b>78</b>	<b>8</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>41</b>	<b>46</b>	<b>46</b>	
BOGOTA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	54	23	15	0	8	0	30	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	38	15	46	0	0	0	26	54	24	13	
<b>TOTAL BOGOTA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>19</b>	<b>31</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>28</b>	<b>56</b>	<b>39</b>	<b>39</b>	
BOLOGNA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	86	0	0	36	30	23	8	1	1	36	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	86	0	0	66	17	8	6	1	1	25	0	0	0	
	STANSTED	GO FLY LTD	S	A	48	0	0	92	2	0	6	0	0	7	33	44	30	
	STANSTED	GO FLY LTD	S	D	48	0	0	73	15	6	6	0	0	16	20	45	30	
<b>TOTAL BOLOGNA</b>					<b>268</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>18</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>23</b>	<b>52</b>	<b>23</b>	<b>23</b>	
BORDEAUX																		
	GATWICK	CITY FLYER EXPRESS	S	A	60	0	0	68	13	7	10	2	0	19	80	16	66	
	GATWICK	CITY FLYER EXPRESS	S	D	60	0	0	68	15	7	10	0	0	20	69	13	67	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	17	0	0	94	0	0	6	0	0	5	0	0	0	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	17	0	0	94	0	0	0	6	0	15	0	0	0	
	STANSTED	KLM UK LTD	S	A	57	6	0	91	5	0	2	2	0	7	59	19	68	
	STANSTED	KLM UK LTD	S	D	63	0	0	60	17	19	2	2	0	20	46	23	68	
<b>TOTAL BORDEAUX</b>					<b>274</b>	<b>6</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>63</b>	<b>18</b>	<b>18</b>	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
BOSTON																		
	HEATHROW	AMERICAN AIRLINES	S	A	59	0	0	75	17	5	2	2	0	14	51	21	51	
	HEATHROW	AMERICAN AIRLINES	S	D	59	0	0	88	10	0	2	0	0	7	77	15	52	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	88	0	0	95	3	1	0	0	0	3	84	15	70	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	88	0	0	72	26	2	0	0	0	9	58	22	71	
	HEATHROW	UNITED AIRLINES	S	A	31	0	0	52	39	6	3	0	0	17	56	19	25	
	HEATHROW	UNITED AIRLINES	S	D	30	0	0	73	17	7	3	0	0	11	77	20	26	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	60	33	7	0	0	0	13	0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	63	23	13	0	0	0	15	0	0	0	
<b>TOTAL BOSTON</b>					<b>415</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>18</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>69</b>	<b>17</b>	<b>17</b>	
BOURNEMOUTH																		
BREMEN																		
	GATWICK	CITY FLYER EXPRESS	S	A	73	0	0	64	25	11	0	0	0	11	92	6	85	
	GATWICK	CITY FLYER EXPRESS	S	D	75	0	0	68	16	12	4	0	0	16	75	11	85	
<b>TOTAL BREMEN</b>					<b>148</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>20</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>84</b>	<b>9</b>	<b>9</b>	
BRESCIA/MONTICHIARI																		
	GLASGOW	BMI BRITISH MIDLAND	C	A	3	0	0	33	0	67	0	0	0	27	0	0	0	
	GLASGOW	BMI BRITISH MIDLAND	C	D	4	0	0	75	0	25	0	0	0	10	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	4	0	0	0	
	STANSTED	RYANAIR	S	A	59	0	1	56	24	17	3	0	0	18	17	35	59	
	STANSTED	RYANAIR	S	D	59	0	1	44	25	27	3	0	0	24	12	43	60	
<b>TOTAL BRESCIA/MONTICHIARI</b>					<b>139</b>	<b>0</b>	<b>2</b>	<b>55</b>	<b>22</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>14</b>	<b>39</b>	<b>39</b>	
BREST																		
	STANSTED	KLM UK LTD	S	A	30	0	0	87	7	3	0	3	0	12	0	0	0	
	STANSTED	KLM UK LTD	S	D	27	3	0	78	11	7	0	4	0	16	0	0	0	
<b>TOTAL BREST</b>					<b>57</b>	<b>3</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>14</b>	<b>60</b>	<b>16</b>	<b>16</b>	
BRIDGETOWN																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	28	1	1	86	4	7	0	4	0	14	59	29	29	
	GATWICK	BRITISH AIRWAYS PLC	S	D	29	0	0	66	14	17	3	0	0	16	73	17	30	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	50	0	0	0	25	343	0	82	4	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 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)													
BRIDGETOWN																			
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	80	0	0	0	0	20	75	19	4		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	20	20	0	0	0	14	25	25	4		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	40	0	20	0	0	28	20	41	5		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	13	0	0	77	0	0	15	0	8	97	33	41	21		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	13	0	0	69	8	8	15	0	0	22	48	17	21		
<b>TOTAL BRIDGETOWN</b>					<b>104</b>	<b>2</b>	<b>1</b>	<b>66</b>	<b>14</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>41</b>	<b>51</b>	<b>29</b>	<b>29</b>		
BRINDISI																			
	GATWICK	EXCEL AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	6	75	16	4		
<b>TOTAL BRINDISI</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>11</b>	<b>11</b>		
BRISTOL																			
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	98	0	0	84	5	8	3	0	0	9	63	20	120		
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	103	0	0	68	14	15	4	0	0	14	69	16	114		
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	72	1	0	76	17	4	3	0	0	10	64	19	118		
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	103	0	0	78	16	6	1	0	0	9	72	19	130		
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	120	0	0	72	18	8	2	0	0	10	64	21	69		
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	120	0	0	80	10	10	0	0	0	8	88	6	84		
	EDINBURGH	GO FLY LTD	S	A	77	0	0	77	16	5	3	0	0	10	65	20	31		
	EDINBURGH	GO FLY LTD	S	D	77	0	0	62	23	10	4	0	0	17	27	57	30		
	GLASGOW	GO FLY LTD	S	A	77	0	0	68	18	14	0	0	0	12	50	33	22		
	GLASGOW	GO FLY LTD	S	D	77	0	0	64	21	13	3	0	0	15	23	42	22		
<b>TOTAL BRISTOL</b>					<b>924</b>	<b>4</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>65</b>	<b>20</b>	<b>20</b>		
BRUSSELS																			
	HEATHROW	BMI BRITISH MIDLAND	S	A	169	0	0	83	12	4	1	0	0	8	40	28	142		
	HEATHROW	BMI BRITISH MIDLAND	S	D	170	0	0	69	24	6	1	0	0	12	46	22	142		
	EDINBURGH	BMI REGIONAL	S	A	77	0	0	75	14	6	3	1	0	12	0	0	0		
	EDINBURGH	BMI REGIONAL	S	D	77	0	0	60	27	10	3	0	0	15	0	0	0		
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	89	0	9	85	6	6	3	0	0	9	67	16	66		
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	89	0	9	87	4	2	7	0	0	10	85	8	66		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	195	0	0	73	18	7	2	0	0	10	58	21	164		



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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 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
BRUSSELS	HEATHROW	BRITISH AIRWAYS PLC	S	D	195	0	0	78	16	4	1	0	0	9	70	15	165
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	93	0	4	62	20	11	6	0	0	17	59	18	95
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	94	0	3	73	18	5	3	0	0	10	59	16	70
	GATWICK	CITY FLYER EXPRESS	S	A	45	0	0	53	16	9	22	0	0	27	49	21	45
	GATWICK	CITY FLYER EXPRESS	S	D	45	0	0	29	36	22	13	0	0	31	42	25	45
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	112	1	2	79	4	8	7	1	0	16	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	113	1	2	65	12	18	5	0	0	17	0	0	0
	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	A	22	0	0	55	18	18	5	5	0	31	0	0	0
	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	D	22	0	0	45	27	14	5	9	0	38	0	0	0
	BIRMINGHAM	SN BRUSSELS AIRLINES	S	A	98	1	5	89	7	4	0	0	0	5	0	0	0
	BIRMINGHAM	SN BRUSSELS AIRLINES	S	D	99	0	3	98	1	1	0	0	0	3	0	0	0
	HEATHROW	SN BRUSSELS AIRLINES	S	A	196	0	0	87	9	5	0	0	0	6	0	0	0
	HEATHROW	SN BRUSSELS AIRLINES	S	D	196	0	0	81	16	3	0	0	0	7	0	0	0
	MANCHESTER	SN BRUSSELS AIRLINES	S	A	103	0	0	86	12	2	0	0	0	8	0	0	0
	MANCHESTER	SN BRUSSELS AIRLINES	S	D	102	0	0	85	12	3	0	0	0	6	0	0	0
	NEWCASTLE	SN BRUSSELS AIRLINES	S	A	107	0	0	95	4	1	0	0	0	2	0	0	0
	NEWCASTLE	SN BRUSSELS AIRLINES	S	D	106	0	0	89	7	5	0	0	0	5	0	0	0
	STANSTED	SOBELAIR	C	A	2	0	0	100	0	0	0	0	0	1	0	0	0
	STANSTED	SOBELAIR	C	D	2	0	0	50	0	50	0	0	0	17	0	0	0
	HEATHROW	UNITED AIRLINES	S	A	30	0	0	83	13	3	0	0	0	7	0	0	0
	HEATHROW	UNITED AIRLINES	S	D	30	0	0	87	10	3	0	0	0	7	0	0	0
	HEATHROW	VIRGIN EXPRESS	S	A	60	0	0	77	17	7	0	0	0	8	0	0	0
	HEATHROW	VIRGIN EXPRESS	S	D	60	0	0	82	12	5	2	0	0	11	0	0	0
	LONDON CITY	VLM (BELGIUM)	S	A	110	0	0	61	27	11	1	0	0	15	0	0	0
	LONDON CITY	VLM (BELGIUM)	S	D	110	0	0	69	24	7	0	0	0	11	0	0	0
<b>TOTAL BRUSSELS</b>					<b>3020</b>	<b>5</b>	<b>37</b>	<b>77</b>	<b>14</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>56</b>	<b>19</b>	<b>19</b>
BUCHAREST (BANEASA)																	
BUCHAREST (OTOPENI)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	97	0	3	0	0	0	2	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	83	10	3	3	0	0	9	0	0	0
	HEATHROW	TAROM	S	A	30	0	0	97	3	0	0	0	0	2	73	12	30
	HEATHROW	TAROM	S	D	30	0	0	87	10	3	0	0	0	7	83	12	29
<b>TOTAL BUCHAREST (OTOPENI)</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>75</b>	<b>15</b>	<b>15</b>

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
BUDAPEST																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	59	0	0	83	10	5	2	0	0	10	73	16	60	
	HEATHROW	BRITISH AIRWAYS PLC		S D	60	0	0	70	18	10	2	0	0	14	73	12	60	
	GATWICK	MALEV (HUNGARIAN AIRLINES)		S A	29	0	0	100	0	0	0	0	0	93	3	30		
	GATWICK	MALEV (HUNGARIAN AIRLINES)		S D	29	0	0	76	14	3	7	0	0	17	50	16	30	
	HEATHROW	MALEV (HUNGARIAN AIRLINES)		S A	60	0	0	83	10	2	5	0	0	7	78	12	60	
	HEATHROW	MALEV (HUNGARIAN AIRLINES)		S D	60	0	0	73	22	5	0	0	0	9	78	11	60	
<b>TOTAL BUDAPEST</b>					<b>300</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>12</b>	<b>12</b>	
BUENOS AIRES																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	13	1	0	62	15	8	8	0	8	124	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC		S D	13	1	0	77	15	8	0	0	0	10	0	0	0	
<b>TOTAL BUENOS AIRES</b>					<b>26</b>	<b>2</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>67</b>	<b>75</b>	<b>12</b>	<b>12</b>	
BURGAS																		
	BIRMINGHAM	HEMUS AIR		C A	5	0	0	80	0	20	0	0	0	8	0	0	0	
	BIRMINGHAM	HEMUS AIR		C D	5	0	0	80	0	20	0	0	0	9	0	0	0	
	EDINBURGH	HEMUS AIR		C A	5	0	0	60	0	0	40	0	0	31	100	0	4	
	EDINBURGH	HEMUS AIR		C D	5	0	0	40	20	0	40	0	0	42	25	37	4	
	GATWICK	HEMUS AIR		C A	5	0	0	60	0	40	0	0	0	14	0	35	5	
	GATWICK	HEMUS AIR		C D	5	0	0	60	40	0	0	0	0	12	0	35	4	
	GLASGOW	HEMUS AIR		C A	13	0	0	38	31	8	15	8	0	46	100	1	4	
	GLASGOW	HEMUS AIR		C D	9	0	0	33	0	33	22	11	0	73	50	14	4	
	MANCHESTER	HEMUS AIR		C A	15	1	0	93	7	0	0	0	0	2	78	10	9	
	MANCHESTER	HEMUS AIR		C D	17	1	0	65	18	12	6	0	0	13	13	46	8	
	NEWCASTLE	HEMUS AIR		C A	5	0	0	80	20	0	0	0	0	7	75	17	4	
	NEWCASTLE	HEMUS AIR		C D	5	0	0	20	40	40	0	0	0	32	25	38	4	
<b>TOTAL BURGAS</b>					<b>94</b>	<b>2</b>	<b>0</b>	<b>61</b>	<b>15</b>	<b>13</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>46</b>	<b>24</b>	<b>24</b>	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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)										
CAEN	STANSTED	KLM UK LTD	S	A	30	1	1	80	20	0	0	0	0	6	0	0	0	
	STANSTED	KLM UK LTD	S	D	27	0	0	89	7	4	0	0	0	8	0	0	0	
<b>TOTAL CAEN</b>					<b>57</b>	<b>1</b>	<b>1</b>	<b>84</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	
CAGLIARI (ELMAS)	HEATHROW	BMI BRITISH MIDLAND	C	A	4	0	0	0	0	75	25	0	0	66	0	171	5	
	HEATHROW	BMI BRITISH MIDLAND	C	D	4	0	0	75	0	0	25	0	0	35	20	64	5	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	25	25	25	0	0	33	0	56	5	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	5	40	39	5	
<b>TOTAL CAGLIARI (ELMAS)</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>5</b>	<b>30</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>15</b>	<b>82</b>	<b>82</b>	
CAIRO	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	93	3	3	0	0	0	2	80	14	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	73	20	3	3	0	0	14	60	28	30	
	HEATHROW	EGYPT AIR	S	A	30	0	0	60	33	7	0	0	0	13	55	17	31	
	HEATHROW	EGYPT AIR	S	D	30	0	0	53	23	10	10	3	0	36	58	15	31	
<b>TOTAL CAIRO</b>					<b>122</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>61</b>	<b>19</b>	<b>19</b>	
CALCUTTA	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	67	33	0	0	0	0	11	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	89	11	0	0	0	0	10	0	0	0	
<b>TOTAL CALCUTTA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	
CALGARY	HEATHROW	AIR CANADA	S	A	60	0	0	88	8	3	0	0	0	5	52	26	56	
	HEATHROW	AIR CANADA	S	D	60	0	0	78	15	5	2	0	0	11	65	19	55	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	7	0	0	57	0	14	14	14	0	58	0	0	0	
<b>TOTAL CALGARY</b>					<b>127</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>58</b>	<b>24</b>	<b>24</b>	
CALVI	MANCHESTER	ASTRAEUS LTD	C	A	5	0	0	80	20	0	0	0	0	4	0	0	0	
	MANCHESTER	ASTRAEUS LTD	C	D	5	0	0	80	20	0	0	0	0	9	0	0	0	
	STANSTED	EUROPEAN AIR CHARTER	C	A	5	0	0	80	20	0	0	0	0	11	0	28	5	
	STANSTED	EUROPEAN AIR CHARTER	C	D	5	0	0	40	40	20	0	0	0	13	40	25	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	5	50	45	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	1	60	25	5	
	EDINBURGH	FLYBE.BRITISH EUROPEAN	C	A	5	0	0	60	0	0	0	40	0	108	25	157	4	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
CALVI	EDINBURGH	FLYBE.BRITISH EUROPEAN	C	D	5	0	0	20	60	0	0	20	0	80	25	35	4
<b>TOTAL CALVI</b>					<b>41</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>22</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>28</b>	<b>33</b>	<b>50</b>	<b>50</b>
CAMPBELTOWN	GLASGOW	LOGANAIR	S	A	21	21	0	95	0	5	0	0	0	2	92	8	38
	GLASGOW	LOGANAIR	S	D	42	0	0	86	10	2	2	0	0	7	72	10	39
<b>TOTAL CAMPBELTOWN</b>					<b>63</b>	<b>21</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>9</b>	<b>9</b>
CANCUN	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	27	60	12	5
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	60	20	0	20	0	0	40	75	12	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	20	0	0	0	13	80	23	5
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	40	40	20	0	0	0	23	25	36	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	3	0	541	3
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	10	0	359	5
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	5	25	137	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	20	20	0	0	0	17	25	85	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	7	25	53	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	56	11	22	11	0	0	28	29	93	7
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	63	13	13	13	0	0	22	25	72	8
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	0	0	25	323	33	47	3
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	50	0	25	0	0	29	25	52	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	6	2	0	100	0	0	0	0	0	3	22	114	9
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	7	1	0	86	0	14	0	0	0	9	50	75	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	20	20	20	0	0	37	75	31	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	20	20	20	0	0	39	80	30	5
<b>TOTAL CANCUN</b>					<b>92</b>	<b>6</b>	<b>0</b>	<b>66</b>	<b>14</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>40</b>	<b>92</b>	<b>92</b>
CAPE TOWN	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	83	17	0	0	0	0	5	70	63	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	67	27	3	3	0	0	13	63	30	30
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	30	0	0	80	13	7	0	0	0	10	70	10	30
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	30	0	0	57	30	10	3	0	0	17	73	11	30
<b>TOTAL CAPE TOWN</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>22</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>26</b>	<b>26</b>
CARACAS																	

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

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
CARCASSONNE	STANSTED	RYANAIR	S	A	60	0	0	78	13	5	3	0	0	11	63	20	60
	STANSTED	RYANAIR	S	D	60	0	0	82	10	5	3	0	0	11	48	24	60
<b>TOTAL CARCASSONNE</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>56</b>	<b>22</b>	<b>22</b>
CARDIFF WALES																	
CASABLANCA MOHAMED V	HEATHROW	GB AIRWAYS LTD	S	A	10	0	0	40	20	40	0	0	0	24	50	20	10
	HEATHROW	GB AIRWAYS LTD	S	D	10	0	0	60	0	30	10	0	0	21	45	28	11
	HEATHROW	ROYAL AIR MAROC	S	A	29	1	1	45	34	21	0	0	0	19	57	26	30
	HEATHROW	ROYAL AIR MAROC	S	D	30	0	0	73	23	3	0	0	0	10	60	27	30
<b>TOTAL CASABLANCA MOHAMED V</b>					<b>79</b>	<b>1</b>	<b>1</b>	<b>57</b>	<b>24</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>56</b>	<b>26</b>	<b>26</b>
CATANIA (FONTANAROSSA)	HEATHROW	BMI BRITISH MIDLAND	C	A	4	0	0	0	0	75	25	0	0	49	0	97	5
	HEATHROW	BMI BRITISH MIDLAND	C	D	4	0	0	75	0	25	0	0	0	15	20	59	5
	MANCHESTER	BMI BRITISH MIDLAND	C	A	4	0	0	25	50	0	25	0	0	40	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	C	D	4	0	0	75	0	25	0	0	0	12	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	0	50	0	25	25	0	122	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	0	25	25	0	100	0	0	0
	GATWICK	MERIDIANA AIR	S	A	24	0	1	54	25	17	4	0	0	21	30	28	30
	GATWICK	MERIDIANA AIR	S	D	24	0	1	67	13	13	4	0	4	31	43	20	30
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	25	50	25	0	0	54	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	6	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	0	100	0	0	83	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	25	75	0	0	0	43	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	25	50	0	0	0	25	60	19	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	5	80	9	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	25	50	0	0	0	28	20	101	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	60	58	5	5
<b>TOTAL CATANIA (FONTANAROSSA)</b>					<b>106</b>	<b>0</b>	<b>2</b>	<b>49</b>	<b>17</b>	<b>21</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>34</b>	<b>37</b>	<b>42</b>	<b>42</b>
CHANIA	MANCHESTER	AIR CORDIAL LTD	C	A	4	0	0	75	25	0	0	0	0	5	0	0	0
	MANCHESTER	AIR CORDIAL LTD	C	D	4	0	0	75	25	0	0	0	0	6	0	0	0
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	4	0	0	0	0	0	75	25	0	113	0	0	0

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
CHANIA																		
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	4	0	0	0	25	50	25	0	0	68	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	14	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	9	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	75	25	0	0	0	0	7	0	158	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	100	0	0	0	0	0	2	25	50	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	0	25	25	0	0	36	50	36	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	23	50	30	4	
	GATWICK	MONARCH AIRLINES	C	A	7	2	0	57	29	0	0	0	14	143	50	22	8	
	GATWICK	MONARCH AIRLINES	C	D	8	1	0	88	13	0	0	0	0	4	56	76	9	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	100	0	0	0	0	0	0	50	16	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	13	0	0	0	0	7	75	15	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	10	0	110	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	50	94	4	
<b>TOTAL CHANIA</b>					<b>87</b>	<b>3</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>5</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>27</b>	<b>46</b>	<b>55</b>	<b>55</b>	
CHARLEROI																		
	STANSTED	RYANAIR	S	A	116	0	0	91	2	4	2	1	1	11	84	18	77	
	STANSTED	RYANAIR	S	D	116	0	0	64	16	13	6	1	0	21	28	28	78	
<b>TOTAL CHARLEROI</b>					<b>232</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>9</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>56</b>	<b>24</b>	<b>24</b>	
CHARLOTTE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	57	10	27	7	0	0	23	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	73	17	3	7	0	0	17	0	0	0	
	GATWICK	US AIRWAYS	S	A	30	0	0	83	3	10	3	0	0	12	56	39	27	
	GATWICK	US AIRWAYS	S	D	30	0	0	53	27	17	3	0	0	18	56	29	27	
<b>TOTAL CHARLOTTE</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>14</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>60</b>	<b>26</b>	<b>26</b>	
CHICAGO (O'HARE)																		
	HEATHROW	AIR INDIA	S	A	13	0	0	92	8	0	0	0	0	7	89	5	9	
	HEATHROW	AIR INDIA	S	D	13	0	0	38	23	31	0	8	0	41	22	52	9	
	BIRMINGHAM	AMERICAN AIRLINES	S	A	30	0	0	83	3	13	0	0	0	8	79	13	28	
	BIRMINGHAM	AMERICAN AIRLINES	S	D	30	0	0	100	0	0	0	0	0	0	75	16	28	
	GLASGOW	AMERICAN AIRLINES	S	A	30	0	0	97	3	0	0	0	0	3	70	13	27	
	GLASGOW	AMERICAN AIRLINES	S	D	30	0	0	90	7	0	3	0	0	7	81	13	27	
	HEATHROW	AMERICAN AIRLINES	S	A	147	1	1	82	14	2	1	0	0	7	48	29	103	
	HEATHROW	AMERICAN AIRLINES	S	D	149	0	0	78	16	5	1	0	0	10	63	22	100	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
CHICAGO (O'HARE)																		
	MANCHESTER	AMERICAN AIRLINES	S	A	30	0	0	87	7	3	3	0	0	8	78	16	27	
	MANCHESTER	AMERICAN AIRLINES	S	D	30	0	0	97	0	0	3	0	0	3	78	11	27	
	MANCHESTER	BMI BRITISH MIDLAND	S	A	30	0	0	70	23	7	0	0	0	9	88	8	26	
	MANCHESTER	BMI BRITISH MIDLAND	S	D	30	0	0	100	0	0	0	0	0	0	88	3	26	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	0	0	85	10	3	0	0	2	28	84	11	43	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	62	27	10	2	0	0	14	69	20	45	
	HEATHROW	UNITED AIRLINES	S	A	89	0	0	61	19	16	4	0	0	16	75	16	81	
	HEATHROW	UNITED AIRLINES	S	D	89	0	0	82	12	3	2	0	0	10	60	24	80	
<b>TOTAL CHICAGO (O'HARE)</b>					<b>860</b>	<b>1</b>	<b>1</b>	<b>80</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>18</b>	<b>18</b>	
CIEGO DE AVILA																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	3	2	0	0	0	33	67	0	0	75	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	25	0	0	0	13	0	0	0	
<b>TOTAL CIEGO DE AVILA</b>					<b>7</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>14</b>	<b>29</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	
CINCINNATI																		
	GATWICK	DELTA AIRLINES	S	A	30	0	0	43	37	17	3	0	0	24	50	26	26	
	GATWICK	DELTA AIRLINES	S	D	30	0	0	70	27	0	3	0	0	15	61	19	28	
<b>TOTAL CINCINNATI</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>32</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>56</b>	<b>22</b>	<b>22</b>	
CITY OF DERRY (EGLINTON)																		
	GLASGOW	LOGANAIR	S	A	30	0	0	77	13	7	3	0	0	9	90	7	59	
	GLASGOW	LOGANAIR	S	D	30	0	0	70	13	7	10	0	0	22	80	14	59	
	MANCHESTER	LOGANAIR	S	A	29	0	0	72	10	10	7	0	0	13	0	0	0	
	MANCHESTER	LOGANAIR	S	D	29	0	0	72	14	10	3	0	0	11	0	0	0	
	STANSTED	RYANAIR	S	A	56	0	0	73	21	4	0	2	0	13	57	26	54	
	STANSTED	RYANAIR	S	D	56	0	0	52	30	18	0	0	0	17	44	33	54	
<b>TOTAL CITY OF DERRY (EGLINTON)</b>					<b>230</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>19</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>18</b>	<b>18</b>	
CLERMONT FERRAND																		
	LONDON CITY	REGIONAL COMPAGNIE AERIENNE EUROPEENNE	S	A	50	0	0	46	32	20	2	0	0	17	82	9	44	
	LONDON CITY	REGIONAL COMPAGNIE AERIENNE EUROPEENNE	S	D	50	0	0	84	14	2	0	0	0	6	60	19	43	
<b>TOTAL CLERMONT FERRAND</b>					<b>100</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>23</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>14</b>	<b>14</b>	
CLEVELAND																		
	GATWICK	CONTINENTAL AIRLINES	S	A	30	0	0	57	27	17	0	0	0	16	71	18	24	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
CLEVELAND																		
	GATWICK	CONTINENTAL AIRLINES		S D	30	0	0	60	27	10	3	0	0	14	63	39	24	
<b>TOTAL CLEVELAND</b>					<b>60</b>	<b>2</b>	<b>0</b>	<b>58</b>	<b>27</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>67</b>	<b>29</b>	<b>29</b>	
COLOGNE (BONN)																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	118	0	0	75	19	5	1	0	0	10	76	11	90	
	HEATHROW	BRITISH AIRWAYS PLC		S D	118	0	0	69	17	10	3	0	0	14	64	15	90	
	HEATHROW	LUFTHANSA		S A	85	0	4	55	32	12	1	0	0	16	0	0	0	
	HEATHROW	LUFTHANSA		S D	85	0	4	65	19	15	1	0	0	15	0	0	0	
<b>TOTAL COLOGNE (BONN)</b>					<b>410</b>	<b>0</b>	<b>8</b>	<b>67</b>	<b>21</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>58</b>	<b>19</b>	<b>19</b>	
COLOMBO																		
	HEATHROW	SRILANKAN AIRLINES		S A	38	0	0	92	0	3	5	0	0	7	83	10	29	
	HEATHROW	SRILANKAN AIRLINES		S D	37	0	1	73	14	8	5	0	0	15	45	31	29	
<b>TOTAL COLOMBO</b>					<b>75</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>7</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>64</b>	<b>21</b>	<b>21</b>	
CONNAUGHT																		
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD		S A	21	0	0	57	24	0	14	5	0	28	52	18	21	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD		S D	21	0	0	62	14	10	14	0	0	27	43	21	21	
	STANSTED	RYANAIR		S A	60	0	0	50	27	17	7	0	0	21	36	41	59	
	STANSTED	RYANAIR		S D	60	0	0	28	37	27	8	0	0	28	35	38	60	
<b>TOTAL CONNAUGHT</b>					<b>162</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>28</b>	<b>17</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>39</b>	<b>34</b>	<b>34</b>	
COPENHAGEN																		
	EDINBURGH	BMI BRITISH MIDLAND		S A	53	0	1	91	4	4	2	0	0	6	82	9	49	
	EDINBURGH	BMI BRITISH MIDLAND		S D	30	0	0	90	7	0	3	0	0	8	67	18	30	
	GLASGOW	BMI BRITISH MIDLAND		S A	36	14	1	89	3	6	3	0	0	6	81	9	48	
	GLASGOW	BMI BRITISH MIDLAND		S D	37	14	0	92	3	0	5	0	0	7	79	7	48	
	HEATHROW	BRITISH AIRWAYS PLC		S A	144	0	0	82	14	3	0	0	1	10	83	18	144	
	HEATHROW	BRITISH AIRWAYS PLC		S D	145	0	0	76	14	8	1	0	0	12	90	6	144	
	BIRMINGHAM	DUO AIRWAYS LTD		S A	92	0	0	74	15	11	0	0	0	11	67	14	69	
	BIRMINGHAM	DUO AIRWAYS LTD		S D	94	0	0	86	6	5	2	0	0	7	90	6	69	
	STANSTED	GO FLY LTD		S A	51	0	0	82	10	8	0	0	0	8	42	34	50	
	STANSTED	GO FLY LTD		S D	51	0	0	43	31	25	0	0	0	20	30	41	50	
	GATWICK	MAERSK AIR		S A	82	0	0	84	10	6	0	0	0	7	61	18	80	
	GATWICK	MAERSK AIR		S D	81	0	0	85	7	6	1	0	0	8	71	13	80	



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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)												
COPENHAGEN																		
	BIRMINGHAM	SAS	S	A	86	0	0	65	22	8	3	1	0	14	79	10	85	
	BIRMINGHAM	SAS	S	D	85	0	0	75	20	2	1	1	0	12	65	20	84	
	HEATHROW	SAS	S	A	205	0	0	83	11	5	1	0	0	7	74	14	199	
	HEATHROW	SAS	S	D	205	0	0	90	6	3	0	0	0	6	85	8	201	
	MANCHESTER	SAS	S	A	116	0	0	81	16	3	0	0	0	8	80	9	115	
	MANCHESTER	SAS	S	D	116	0	0	95	4	1	0	0	0	4	83	9	115	
	HEATHROW	VARIG	S	A	13	0	0	92	0	8	0	0	0	7	62	17	13	
	HEATHROW	VARIG	S	D	13	0	0	38	23	31	8	0	0	33	8	57	13	
<b>TOTAL COPENHAGEN</b>					<b>1735</b>	<b>28</b>	<b>2</b>	<b>82</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>13</b>	<b>13</b>	
CORFU																		
	NEWCASTLE	AEGEAN AIRLINES	C	A	4	0	0	25	0	25	50	0	0	55	0	0	0	
	NEWCASTLE	AEGEAN AIRLINES	C	D	4	0	0	25	25	0	50	0	0	52	0	0	0	
	MANCHESTER	AIR CORDIAL LTD	C	A	5	0	0	80	0	0	20	0	0	22	0	0	0	
	MANCHESTER	AIR CORDIAL LTD	C	D	5	0	0	60	40	0	0	0	0	11	0	0	0	
	NEWCASTLE	AIR CORDIAL LTD	C	A	5	0	0	60	40	0	0	0	0	11	0	50	4	
	NEWCASTLE	AIR CORDIAL LTD	C	D	5	0	0	100	0	0	0	0	0	1	50	51	4	
	HEATHROW	BMI BRITISH MIDLAND	C	A	4	0	0	75	25	0	0	0	0	7	13	53	15	
	HEATHROW	BMI BRITISH MIDLAND	C	D	2	0	0	100	0	0	0	0	0	1	54	25	13	
	MANCHESTER	BMI BRITISH MIDLAND	C	A	4	0	0	25	25	50	0	0	0	29	0	126	9	
	MANCHESTER	BMI BRITISH MIDLAND	C	D	5	0	0	100	0	0	0	0	0	2	33	76	9	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	67	0	22	11	0	0	27	33	27	9	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	67	0	22	11	0	0	28	44	21	9	
	GATWICK	BRITANNIA AIRWAYS	C	A	24	1	0	67	13	17	4	0	0	16	19	43	21	
	GATWICK	BRITANNIA AIRWAYS	C	D	25	0	0	84	8	8	0	0	0	7	29	40	21	
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	45	50	116	4	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	0	0	25	0	51	0	128	4	
	LUTON	BRITANNIA AIRWAYS	C	A	8	0	0	75	0	0	25	0	0	28	89	7	9	
	LUTON	BRITANNIA AIRWAYS	C	D	8	0	0	88	0	0	13	0	0	12	86	10	7	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	17	0	0	76	6	18	0	0	0	12	31	68	13	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	17	0	0	76	6	18	0	0	0	9	38	57	13	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	9	25	49	4	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	7	75	38	4	
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	25	25	0	0	36	100	3	4	

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

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					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
CORFU	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	9	0	30	4
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	5	0	0	40	0	20	20	20	0	74	0	0	0
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	5	0	0	80	20	0	0	0	0	9	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	27	0	0	74	7	7	11	0	0	18	45	31	20
	GATWICK	EXCEL AIRWAYS LTD	C	D	25	0	0	84	8	4	4	0	0	11	60	19	20
	GLASGOW	EXCEL AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	0	0	0
	GLASGOW	EXCEL AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	0	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	15	0	0	73	7	13	0	7	0	21	80	29	20
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	14	0	0	86	0	0	7	7	0	19	80	17	20
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	11	86	9
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	5	13	96	8
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	43	0	0	67	9	12	9	0	2	28	30	65	30
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	47	0	0	72	11	6	9	0	2	24	48	50	29
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	10	40	19	5
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	19	100	5	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	31	0	0	71	6	13	6	0	3	30	16	98	25
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	33	0	0	97	3	0	0	0	0	2	43	78	23
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	143	4
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	0	25	135	4
	BIRMINGHAM	MD AIRLINES	C	A	3	0	0	33	33	0	33	0	0	59	0	0	0
	BIRMINGHAM	MD AIRLINES	C	D	3	0	0	33	0	33	33	0	0	72	0	0	0
	MANCHESTER	MD AIRLINES	C	A	5	0	0	20	0	40	40	0	0	66	0	0	0
	MANCHESTER	MD AIRLINES	C	D	5	0	0	20	40	20	20	0	0	49	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	A	9	0	0	78	11	0	11	0	0	15	75	44	8
	BIRMINGHAM	MONARCH AIRLINES	C	D	10	0	0	80	10	0	10	0	0	10	63	12	8
	GATWICK	MONARCH AIRLINES	C	A	17	0	0	82	6	12	0	0	0	9	21	39	19
	GATWICK	MONARCH AIRLINES	C	D	18	0	0	94	6	0	0	0	0	2	61	22	18
	LUTON	MONARCH AIRLINES	C	A	8	0	0	50	38	0	13	0	0	28	56	15	9
	LUTON	MONARCH AIRLINES	C	D	9	0	0	78	22	0	0	0	0	8	100	6	7
	MANCHESTER	MONARCH AIRLINES	C	A	18	0	0	78	6	17	0	0	0	12	15	37	13
	MANCHESTER	MONARCH AIRLINES	C	D	19	0	0	84	11	5	0	0	0	6	42	24	12
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	4	0	98	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	1	50	61	4

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					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Plan (8)											
CORFU	GATWICK	MY TRAVEL AIRWAYS UK	C	A	15	0	0	53	13	13	20	0	0	33	15	84	13
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	14	0	0	57	21	14	7	0	0	16	46	40	13
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	20	0	0	0	20	91	75	18	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	0	20	0	68	75	30	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	10	0	0	20	20	10	40	0	10	116	17	70	6
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	44	33	0	11	0	11	102	50	54	6
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	0	20	20	0	0	27	50	107	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	60	0	0	0	0	17	50	107	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	7	75	40	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	6	75	47	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	32	3	0	75	6	9	9	0	0	18	57	43	30
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	33	0	0	82	18	0	0	0	0	5	64	33	25
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	20	0	20	0	20	113	0	71	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	1	0	80	0	0	20	0	0	17	25	63	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	20	0	0	90	0	10	0	0	0	6	38	100	26
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	20	0	0	95	5	0	0	0	0	2	46	71	24
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	34	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	0	50	19	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	4	50	27	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	2	75	14	4
<b>TOTAL CORFU</b>					<b>810</b>	<b>5</b>	<b>0</b>	<b>75</b>	<b>10</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>20</b>	<b>44</b>	<b>49</b>	<b>49</b>
CORK	BIRMINGHAM	AER ARRAN	S	A	50	0	27	74	12	8	4	2	0	19	0	0	0
	BIRMINGHAM	AER ARRAN	S	D	51	0	26	51	25	14	6	4	0	30	0	0	0
	EDINBURGH	AER ARRAN	S	A	25	0	1	88	0	8	4	0	0	7	0	0	0
	EDINBURGH	AER ARRAN	S	D	26	0	0	81	8	4	8	0	0	12	0	0	0
	HEATHROW	AER LINGUS	S	A	141	0	0	66	21	13	1	0	0	13	70	16	140
	HEATHROW	AER LINGUS	S	D	141	0	0	65	18	13	4	0	0	15	70	15	137
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	80	0	1	90	3	6	1	0	0	5	83	8	77
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	80	0	1	91	4	5	0	0	0	4	89	5	79
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	30	0	0	50	37	7	0	7	0	28	55	32	55
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	30	0	0	50	33	13	0	3	0	25	42	42	55

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2001					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
CORK	GLASGOW	LOGANAIR	S	A	28	0	0	82	11	4	0	4	0	12	0	0	0	
	GLASGOW	LOGANAIR	S	D	28	0	0	57	32	7	0	4	0	20	0	0	0	
	STANSTED	RYANAIR	S	A	120	0	0	57	23	18	2	0	0	17	43	31	119	
	STANSTED	RYANAIR	S	D	120	0	0	46	33	17	4	0	0	20	36	34	120	
<b>TOTAL CORK</b>					<b>951</b>	<b>0</b>	<b>56</b>	<b>66</b>	<b>19</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>61</b>	<b>22</b>	<b>22</b>	

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 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)												
DACCA																		
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	A	30	0	0	37	13	20	13	13	3	75	23	72	30	
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	D	30	0	0	50	20	30	0	0	0	21	33	43	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	69	15	0	8	8	0	32	38	39	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	62	15	8	15	0	0	25	54	21	13	
<b>TOTAL DACCA</b>					<b>86</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>16</b>	<b>19</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>42</b>	<b>34</b>	<b>49</b>	<b>49</b>	
DALAMAN																		
	MANCHESTER	AIR CORDIAL LTD	C	A	13	0	0	46	23	23	8	0	0	32	11	115	9	
	MANCHESTER	AIR CORDIAL LTD	C	D	13	0	0	69	15	8	8	0	0	20	0	111	8	
	GATWICK	ASTRAEUS LTD	C	A	9	0	0	11	0	33	56	0	0	61	0	0	0	
	GATWICK	ASTRAEUS LTD	C	D	9	0	0	11	11	11	67	0	0	62	0	0	0	
	MANCHESTER	ASTRAEUS LTD	C	A	8	0	0	13	63	13	13	0	0	37	0	0	0	
	MANCHESTER	ASTRAEUS LTD	C	D	8	0	0	25	38	13	25	0	0	34	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	0	25	0	46	25	299	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	0	0	20	0	43	0	230	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	40	0	40	20	0	0	43	0	388	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	0	20	0	0	29	0	270	4	
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	40	20	0	0	20	20	233	0	0	0	
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	60	0	20	0	20	0	81	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	5	75	16	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	20	0	0	0	8	75	22	4	
	STANSTED	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	20	0	0	0	13	0	0	0	
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	20	0	0	0	13	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	29	0	0	62	24	7	7	0	0	19	50	35	22	
	GATWICK	EXCEL AIRWAYS LTD	C	D	30	0	0	90	7	0	3	0	0	8	70	13	20	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	42	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	75	48	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	28	0	0	79	4	7	11	0	0	15	38	39	8	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	28	0	0	75	18	4	4	0	0	16	25	54	8	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	33	50	17	4	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	3	100	4	4	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	12	4	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	0	100	0	3	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	23	0	0	83	9	4	4	0	0	8	44	59	18	

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
DALAMAN																		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	23	0	0	87	9	0	4	0	0	6	41	58	17	
	STANSTED	FLYGLOBESPAN	C	A	4	0	0	75	0	25	0	0	0	10	0	0	0	
	STANSTED	FLYGLOBESPAN	C	D	4	0	0	75	0	25	0	0	0	13	0	0	0	
	GLASGOW	KIBRIS TURKISH AIRLINES - KTHY	S	A	5	0	0	80	20	0	0	0	0	6	0	0	0	
	GLASGOW	KIBRIS TURKISH AIRLINES - KTHY	S	D	5	0	0	60	20	20	0	0	0	16	0	0	0	
	MANCHESTER	KIBRIS TURKISH AIRLINES - KTHY	S	A	8	0	0	100	0	0	0	0	0	4	89	4	9	
	MANCHESTER	KIBRIS TURKISH AIRLINES - KTHY	S	D	8	0	0	38	25	13	25	0	0	35	44	39	9	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	24	0	0	50	13	13	25	0	0	39	47	47	15	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	19	0	0	42	16	16	26	0	0	58	6	74	16	
	EDINBURGH	MONARCH AIRLINES	C	A	4	0	0	50	50	0	0	0	0	11	100	7	4	
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	50	25	25	0	0	0	19	25	26	4	
	GATWICK	MONARCH AIRLINES	C	A	19	0	0	84	11	0	5	0	0	10	64	53	11	
	GATWICK	MONARCH AIRLINES	C	D	18	0	0	83	6	6	6	0	0	10	42	41	12	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	8	0	0	88	0	0	0	13	0	24	75	24	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	8	0	0	75	13	0	0	13	0	31	25	48	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	16	0	0	88	6	6	0	0	0	4	25	48	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	15	0	0	87	7	7	0	0	0	6	25	34	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	8	40	36	5	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	5	25	256	4	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	50	32	4	
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	8	0	76	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	21	0	0	81	10	5	5	0	0	15	39	63	18	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	21	0	0	76	10	10	5	0	0	16	41	48	17	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	8	0	0	75	0	0	13	13	0	45	75	30	4	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	8	0	0	50	25	13	13	0	0	27	50	23	4	
	GLASGOW	ONUR AIR	C	A	4	0	0	75	25	0	0	0	0	7	75	6	4	
	GLASGOW	ONUR AIR	C	D	4	0	0	100	0	0	0	0	0	2	25	17	4	
	NEWCASTLE	ONUR AIR	C	A	10	0	0	100	0	0	0	0	0	2	50	36	4	
	NEWCASTLE	ONUR AIR	C	D	10	0	0	80	20	0	0	0	0	6	50	45	4	
	BIRMINGHAM	PEGASUS AIRLINES	C	A	3	0	0	100	0	0	0	0	0	0	75	5	4	
	BIRMINGHAM	PEGASUS AIRLINES	C	D	2	0	0	50	50	0	0	0	0	12	0	49	4	
	GATWICK	PEGASUS AIRLINES	C	A	11	0	0	100	0	0	0	0	0	2	25	25	4	
	GATWICK	PEGASUS AIRLINES	C	D	10	0	0	90	0	10	0	0	0	7	0	39	4	

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 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
DALAMAN																		
	NEWCASTLE	PEGASUS AIRLINES	C	A	4	0	0	100	0	0	0	0	0	0	0	100	2	4
	NEWCASTLE	PEGASUS AIRLINES	C	D	3	0	0	67	33	0	0	0	0	6	75	9	4	
	STANSTED	PEGASUS AIRLINES	C	A	5	0	0	20	60	20	0	0	0	20	0	0	0	
	STANSTED	PEGASUS AIRLINES	C	D	5	0	0	40	20	20	20	0	0	31	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	13	0	0	0	0	4	44	42	9	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	11	11	0	0	0	8	38	52	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	22	0	0	73	14	5	9	0	0	18	42	40	26	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	24	0	0	79	8	8	4	0	0	11	58	43	24	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	16	25	60	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	20	20	20	0	0	29	0	73	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	0	92	0	0	8	0	0	12	59	44	17	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	15	0	0	100	0	0	0	0	0	0	56	45	18	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	75	15	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	20	0	0	0	7	75	16	4	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	40	0	0	0	0	9	33	20	3	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	40	20	0	0	0	20	33	26	3	
<b>TOTAL DALAMAN</b>					<b>731</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>11</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>46</b>	<b>54</b>	<b>54</b>	
DALLAS/FORT WORTH																		
	GATWICK	AMERICAN AIRLINES	S	A	60	0	0	77	17	2	3	2	0	15	41	48	54	
	GATWICK	AMERICAN AIRLINES	S	D	60	0	0	73	13	10	3	0	0	13	44	26	55	
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	80	3	10	7	0	0	12	92	2	24	
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	67	13	3	17	0	0	19	85	7	26	
<b>TOTAL DALLAS/FORT WORTH</b>					<b>180</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>57</b>	<b>27</b>	<b>27</b>	
DAMASCUS																		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	20	1	0	95	5	0	0	0	0	2	73	8	11	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	15	0	0	53	27	13	7	0	0	21	64	16	11	
	HEATHROW	SYRIANAIR	S	A	14	0	0	36	29	14	21	0	0	32	54	32	13	
	HEATHROW	SYRIANAIR	S	D	13	0	0	85	8	8	0	0	0	12	54	17	13	
<b>TOTAL DAMASCUS</b>					<b>62</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>60</b>	<b>19</b>	<b>19</b>	
DAMMAM																		
DAR-ES-SALAAM																		

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
DAR-ES-SALAAM																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	100	0	0	0	0	0	3	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	12	0	0	75	8	17	0	0	0	12	0	0	0	
<b>TOTAL DAR-ES-SALAAM</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>38</b>	<b>38</b>	
DEAUVILLE																		
DELHI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	97	3	0	0	0	0	2	60	18	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	63	20	17	0	0	0	17	33	25	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	8	0	1	0	13	63	25	0	0	51	22	50	9	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	8	0	1	75	25	0	0	0	0	7	50	17	8	
<b>TOTAL DELHI</b>					<b>76</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>13</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>45</b>	<b>23</b>	<b>23</b>	
DENVER INTERNATIONAL																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	90	0	7	3	0	0	9	92	5	25	
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	77	13	10	0	0	0	10	73	11	26	
<b>TOTAL DENVER INTERNATIONAL</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>8</b>	<b>8</b>	
DETROIT																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	76	21	3	0	0	0	8	100	2	25	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	76	17	7	0	0	0	10	81	15	26	
	GATWICK	NORTHWEST AIRLINES	S	A	30	0	0	93	3	3	0	0	0	3	68	38	40	
	GATWICK	NORTHWEST AIRLINES	S	D	30	0	0	90	3	3	3	0	0	7	55	66	40	
<b>TOTAL DETROIT</b>					<b>118</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>35</b>	<b>35</b>	
DIJON																		
	STANSTED	KLM UK LTD	S	A	30	0	0	80	10	7	3	0	0	8	0	0	0	
	STANSTED	KLM UK LTD	S	D	30	0	0	77	10	10	3	0	0	13	0	0	0	
<b>TOTAL DIJON</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	
DINARD																		
	STANSTED	RYANAIR	S	A	30	0	0	77	17	0	7	0	0	14	77	11	30	
	STANSTED	RYANAIR	S	D	30	0	0	67	23	3	7	0	0	16	63	18	30	
<b>TOTAL DINARD</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>20</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>70</b>	<b>14</b>	<b>14</b>	
DOHA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	100	0	0	0	0	0	1	100	2	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	67	27	7	0	0	0	13	67	13	30	
	HEATHROW	QATAR AIRWAYS	S	A	47	0	0	85	11	2	2	0	0	7	59	19	39	



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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
DOHA	HEATHROW	QATAR AIRWAYS		S D	47	0	0	57	21	15	6	0	0	18	49	29	39
<b>TOTAL DOHA</b>					<b>154</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>15</b>	<b>15</b>
DORTMUND	LONDON CITY	EUROWINGS LUFTVERKEHRS		S A	34	1	2	97	3	0	0	0	2	0	0	0	
	LONDON CITY	EUROWINGS LUFTVERKEHRS		S D	34	1	2	97	3	0	0	0	3	0	0	0	
<b>TOTAL DORTMUND</b>					<b>72</b>	<b>3</b>	<b>4</b>	<b>94</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>50</b>	<b>19</b>	<b>19</b>	
DOUALA																	
DRESDEN																	
DUBAI	HEATHROW	BRITISH AIRWAYS PLC		S A	60	0	0	95	3	2	0	0	3	88	12	58	
	HEATHROW	BRITISH AIRWAYS PLC		S D	60	0	0	60	25	8	7	0	17	72	15	60	
	BIRMINGHAM	EMIRATES		S A	30	0	0	97	0	0	3	0	5	81	17	31	
	BIRMINGHAM	EMIRATES		S D	30	0	0	93	3	0	3	0	8	79	23	29	
	GATWICK	EMIRATES		S A	61	0	0	82	8	7	2	2	10	67	38	30	
	GATWICK	EMIRATES		S D	60	0	1	67	23	3	5	2	18	57	38	30	
	HEATHROW	EMIRATES		S A	88	2	4	91	5	5	0	0	4	71	17	90	
	HEATHROW	EMIRATES		S D	90	0	2	51	23	19	7	0	21	41	36	90	
	MANCHESTER	EMIRATES		S A	30	0	0	87	7	3	3	0	10	70	41	30	
	MANCHESTER	EMIRATES		S D	30	0	0	67	23	7	3	0	16	57	48	30	
<b>TOTAL DUBAI</b>					<b>541</b>	<b>2</b>	<b>7</b>	<b>76</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>66</b>	<b>27</b>	<b>27</b>	
DUBLIN	BIRMINGHAM	AER LINGUS		S A	167	0	0	67	22	5	6	0	16	79	11	167	
	BIRMINGHAM	AER LINGUS		S D	166	0	1	58	20	12	7	2	25	72	16	145	
	EDINBURGH	AER LINGUS		S A	120	0	0	75	13	10	3	0	12	71	12	118	
	EDINBURGH	AER LINGUS		S D	119	0	1	66	19	11	3	0	15	58	21	118	
	GATWICK	AER LINGUS		S A	90	0	0	58	19	13	10	0	21	63	17	90	
	GATWICK	AER LINGUS		S D	90	0	0	52	22	13	11	1	26	61	19	90	
	GLASGOW	AER LINGUS		S A	111	0	0	78	11	6	4	1	11	86	8	118	
	GLASGOW	AER LINGUS		S D	111	0	0	78	9	8	5	0	13	68	14	118	
	HEATHROW	AER LINGUS		S A	412	0	0	46	29	19	5	0	22	56	19	412	
	HEATHROW	AER LINGUS		S D	410	0	1	62	20	12	5	0	17	74	14	412	
	LONDON CITY	AER LINGUS		S A	98	0	0	62	26	10	2	0	15	87	7	111	

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					SEPT 2001						
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
DUBLIN																		
	LONDON CITY	AER LINGUS	S	D	98	0	0	41	31	23	4	1	0	25	79	12	111	
	MANCHESTER	AER LINGUS	S	A	171	0	1	87	8	5	0	0	0	6	86	7	168	
	MANCHESTER	AER LINGUS	S	D	170	0	1	89	8	2	0	0	0	4	73	16	166	
	HEATHROW	BMI BRITISH MIDLAND	S	A	267	0	0	60	22	15	3	0	0	16	36	30	233	
	HEATHROW	BMI BRITISH MIDLAND	S	D	266	0	0	62	23	13	1	0	0	14	56	21	232	
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	111	0	0	79	12	6	2	1	0	12	80	9	89	
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	110	0	0	83	11	5	1	0	0	7	76	12	89	
	GATWICK	CITY FLYER EXPRESS	S	A	88	0	0	39	19	19	23	0	0	33	57	22	168	
	GATWICK	CITY FLYER EXPRESS	S	D	89	0	0	44	24	20	12	0	0	27	59	19	165	
	MANCHESTER	LUXAIR	S	A	30	0	0	87	10	3	0	0	0	6	72	17	25	
	MANCHESTER	LUXAIR	S	D	30	0	0	97	3	0	0	0	0	1	56	19	25	
	BIRMINGHAM	RYANAIR	S	A	81	0	0	80	14	6	0	0	0	8	37	28	98	
	BIRMINGHAM	RYANAIR	S	D	81	0	0	72	20	7	1	0	0	12	28	38	98	
	EDINBURGH	RYANAIR	S	A	112	0	0	87	9	3	2	0	0	6	59	20	121	
	EDINBURGH	RYANAIR	S	D	112	0	0	85	9	4	3	0	0	8	33	35	119	
	GATWICK	RYANAIR	S	A	120	0	0	66	20	13	2	0	0	14	43	29	120	
	GATWICK	RYANAIR	S	D	120	0	0	70	21	6	3	0	0	12	45	30	120	
	LUTON	RYANAIR	S	A	146	0	0	83	7	6	4	0	0	9	68	18	134	
	LUTON	RYANAIR	S	D	145	0	0	85	6	6	3	0	0	9	68	18	134	
	MANCHESTER	RYANAIR	S	A	125	0	0	68	23	7	2	0	0	12	49	25	138	
	MANCHESTER	RYANAIR	S	D	125	0	0	85	11	2	2	0	0	6	50	25	138	
	STANSTED	RYANAIR	S	A	358	0	0	62	20	14	3	0	0	16	40	33	296	
	STANSTED	RYANAIR	S	D	356	0	0	59	24	15	2	1	0	18	35	36	298	
<b>TOTAL DUBLIN</b>					<b>5205</b>	<b>7</b>	<b>5</b>	<b>67</b>	<b>18</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>59</b>	<b>21</b>	<b>21</b>	
DUBROVNIK																		
	GATWICK	CROATIA AIRLINES	S	A	13	0	0	69	15	8	8	0	0	17	42	19	12	
	GATWICK	CROATIA AIRLINES	S	D	13	0	0	46	8	31	15	0	0	37	23	39	13	
	MANCHESTER	CROATIA AIRLINES	S	A	8	0	0	50	13	25	13	0	0	35	38	47	8	
	MANCHESTER	CROATIA AIRLINES	S	D	8	0	0	50	0	25	25	0	0	45	25	53	8	
	BIRMINGHAM	DUO AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	12	0	0	0	
	BIRMINGHAM	DUO AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0	
<b>TOTAL DUBROVNIK</b>					<b>51</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>10</b>	<b>20</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>26</b>	<b>50</b>	<b>50</b>	

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 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)													
DUNDEE																			
	EDINBURGH	SCOT AIRWAYS		S D	19	0	2	95	5	0	0	0	0	2	0	0	0		
	LONDON CITY	SCOT AIRWAYS		S A	113	0	6	73	21	3	3	0	0	12	81	12	85		
	LONDON CITY	SCOT AIRWAYS		S D	113	0	6	73	21	4	1	0	0	11	79	13	86		
<b>TOTAL DUNDEE</b>					<b>245</b>	<b>1</b>	<b>14</b>	<b>75</b>	<b>20</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>12</b>	<b>12</b>		
DUSSELDORF																			
	BIRMINGHAM	BRITISH AIRWAYS PLC		S A	105	0	1	80	10	6	3	1	0	11	84	7	105		
	BIRMINGHAM	BRITISH AIRWAYS PLC		S D	107	0	0	88	5	4	3	1	0	9	90	6	105		
	EDINBURGH	BRITISH AIRWAYS PLC		S A	27	0	0	81	7	4	7	0	0	10	79	12	75		
	EDINBURGH	BRITISH AIRWAYS PLC		S D	21	0	0	95	0	5	0	0	0	4	78	8	76		
	HEATHROW	BRITISH AIRWAYS PLC		S A	144	0	0	69	20	8	3	0	0	12	70	17	145		
	HEATHROW	BRITISH AIRWAYS PLC		S D	144	0	0	78	14	6	3	0	0	11	79	12	145		
	MANCHESTER	BRITISH AIRWAYS PLC		S A	101	0	1	54	29	14	3	0	0	19	59	17	99		
	MANCHESTER	BRITISH AIRWAYS PLC		S D	102	0	1	79	12	7	2	0	0	10	74	13	99		
	GATWICK	CITY FLYER EXPRESS		S A	75	0	0	65	17	11	7	0	0	18	42	25	104		
	GATWICK	CITY FLYER EXPRESS		S D	76	0	0	59	24	9	8	0	0	22	61	18	104		
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS		S A	51	0	0	86	12	0	2	0	0	7	0	0	0		
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS		S D	51	0	0	78	20	0	2	0	0	10	0	0	0		
	NEWCASTLE	EUROWINGS LUFTVERKEHRS		S A	26	0	0	85	12	4	0	0	0	10	0	0	0		
	NEWCASTLE	EUROWINGS LUFTVERKEHRS		S D	26	0	0	73	19	8	0	0	0	10	0	0	0		
	STANSTED	KLM UK LTD		S A	70	0	0	79	10	9	3	0	0	10	82	8	65		
	STANSTED	KLM UK LTD		S D	70	0	0	67	11	14	7	0	0	16	53	19	66		
	HEATHROW	LUFTHANSA		S A	120	0	0	94	3	3	0	0	0	4	85	9	119		
	HEATHROW	LUFTHANSA		S D	120	0	0	96	3	1	0	0	0	3	89	6	120		
	BIRMINGHAM	LUFTHANSA CITY LINE		S A	20	0	0	90	10	0	0	0	0	6	87	7	69		
	BIRMINGHAM	LUFTHANSA CITY LINE		S D	20	0	0	100	0	0	0	0	0	3	75	15	69		
	MANCHESTER	LUFTHANSA CITY LINE		S A	77	0	0	91	5	1	3	0	0	6	0	0	0		
	MANCHESTER	LUFTHANSA CITY LINE		S D	77	0	0	94	3	3	1	0	0	5	0	0	0		
<b>TOTAL DUSSELDORF</b>					<b>1631</b>	<b>0</b>	<b>3</b>	<b>79</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>12</b>	<b>12</b>		

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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2001			
					Actual (7)	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
						Plan (8)											
EDINBURGH	HEATHROW	BMI BRITISH MIDLAND	S	A	251	0	2	75	17	6	2	0	0	10	62	20	228
	HEATHROW	BMI BRITISH MIDLAND	S	D	252	0	1	71	20	8	0	0	0	12	67	15	228
	MANCHESTER	BMI REGIONAL	S	A	118	0	0	97	3	0	0	0	0	3	61	19	125
	MANCHESTER	BMI REGIONAL	S	D	119	0	0	100	0	0	0	0	0	0	79	9	123
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	176	0	3	82	10	6	2	0	0	10	69	15	190
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	177	0	6	76	14	6	5	0	0	11	79	10	190
	GATWICK	BRITISH AIRWAYS PLC	S	A	158	0	0	68	14	13	4	0	0	14	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	158	0	0	60	19	16	4	0	0	19	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	316	0	1	60	26	11	3	0	0	16	68	17	314
	HEATHROW	BRITISH AIRWAYS PLC	S	D	320	0	0	59	22	14	5	0	0	18	84	10	315
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	137	1	7	78	12	4	6	0	0	12	42	25	66
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	146	0	3	84	7	5	3	1	0	10	62	17	66
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	132	0	0	42	24	19	14	1	0	31	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	132	0	0	56	20	15	8	1	0	23	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	182	0	1	66	14	12	8	0	0	18	31	52	153
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	184	0	0	55	21	15	9	1	0	22	26	54	155
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	153	3	32	76	10	5	7	1	1	18	42	36	104
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	147	11	28	65	12	11	10	2	0	25	49	34	104
	STANSTED	GO FLY LTD	S	A	184	0	0	74	16	8	2	0	0	10	54	23	181
	STANSTED	GO FLY LTD	S	D	184	0	0	64	22	11	3	0	0	16	37	33	187
	LONDON CITY	SCOT AIRWAYS	S	A	272	3	25	64	28	8	0	0	0	13	75	12	162
	LONDON CITY	SCOT AIRWAYS	S	D	272	2	25	81	16	3	0	0	0	8	75	13	158
<b>TOTAL EDINBURGH</b>					<b>4172</b>	<b>23</b>	<b>134</b>	<b>70</b>	<b>17</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>63</b>	<b>21</b>	<b>21</b>
EDMONTON																	
EINDHOVEN																	
	HEATHROW	HOLLANDEXEL	S	A	42	0	0	67	14	10	10	0	0	18	49	24	45
	HEATHROW	HOLLANDEXEL	S	D	42	0	0	62	17	12	10	0	0	23	56	22	45
	STANSTED	HOLLANDEXEL	S	A	67	0	1	73	22	3	1	0	0	9	65	19	62
	STANSTED	HOLLANDEXEL	S	D	68	0	0	72	22	6	0	0	0	11	69	15	62
	STANSTED	RYANAIR	S	A	30	0	0	77	17	3	0	0	3	20	0	0	0
	STANSTED	RYANAIR	S	D	30	0	0	63	27	3	7	0	0	20	0	0	0
	BIRMINGHAM	TTA - TRANS TRAVEL AIRLINES BV	S	A	41	0	1	90	7	2	0	0	0	6	50	22	42

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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
EINDHOVEN	BIRMINGHAM	TTA - TRANS TRAVEL AIRLINES BV	S	D	41	0	1	78	20	2	0	0	0	7	35	31	43
<b>TOTAL EINDHOVEN</b>					<b>362</b>	<b>0</b>	<b>3</b>	<b>73</b>	<b>19</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>56</b>	<b>21</b>	<b>21</b>
ENTEBBE	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	62	15	15	8	0	0	24	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	38	31	15	15	0	0	37	0	0	0
<b>TOTAL ENTEBBE</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>23</b>	<b>15</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>56</b>	<b>22</b>	<b>22</b>
ESBJERG	STANSTED	RYANAIR	S	A	30	0	0	90	10	0	0	0	0	5	83	6	30
	STANSTED	RYANAIR	S	D	30	0	0	67	17	17	0	0	0	13	67	16	30
<b>TOTAL ESBJERG</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>11</b>	<b>11</b>
EXETER																	
<b>TOTAL EXETER</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>76</b>	<b>15</b>	<b>15</b>

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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																		
	MANCHESTER	AIR CORDIAL LTD	C	A	8	0	0	0	25	25	38	13	0	88	20	189	5	
	MANCHESTER	AIR CORDIAL LTD	C	D	8	0	0	25	25	25	25	0	0	53	0	148	5	
	GLASGOW	AIR LUXOR	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	GLASGOW	AIR LUXOR	C	D	2	0	0	100	0	0	0	0	0	1	0	0	0	
	NEWCASTLE	AIR LUXOR	C	A	4	0	0	50	0	25	0	0	25	106	0	0	0	
	NEWCASTLE	AIR LUXOR	C	D	4	0	0	50	25	0	0	0	25	111	0	0	0	
	HEATHROW	AIR PORTUGAL	S	A	30	0	0	33	30	30	7	0	0	25	43	42	30	
	HEATHROW	AIR PORTUGAL	S	D	30	0	0	87	13	0	0	0	0	6	77	16	30	
	GATWICK	ASTRAEUS LTD	C	A	9	0	0	78	11	0	0	11	0	26	0	0	0	
	GATWICK	ASTRAEUS LTD	C	D	8	0	0	75	25	0	0	0	0	7	0	0	0	
	MANCHESTER	AZZURRA AIR	C	A	4	0	0	0	25	50	0	25	0	81	0	0	0	
	MANCHESTER	AZZURRA AIR	C	D	4	0	0	100	0	0	0	0	0	1	0	0	0	
	MANCHESTER	BMI BRITISH MIDLAND	C	A	4	0	0	0	50	50	0	0	0	34	33	85	6	
	MANCHESTER	BMI BRITISH MIDLAND	C	D	4	0	0	75	0	25	0	0	0	12	40	70	5	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	56	33	11	0	0	0	12	0	57	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	100	0	0	0	0	0	3	75	21	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	18	0	0	39	39	22	0	0	0	20	56	70	9	
	GATWICK	BRITANNIA AIRWAYS	C	D	18	0	0	67	6	28	0	0	0	14	56	31	9	
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	12	25	186	4	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	1	25	396	4	
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	7	0	48	5	
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	0	25	31	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	100	0	0	0	0	0	3	50	63	12	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	100	0	0	0	0	0	3	67	77	12	
	STANSTED	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	0	20	0	0	20	40	31	5	
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	60	40	0	0	0	0	8	60	18	5	
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	A	9	0	0	78	11	0	11	0	0	19	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	D	9	0	0	89	0	11	0	0	0	5	0	0	0	
	GLASGOW	BRITISH AIRWAYS PLC	C	A	4	0	0	100	0	0	0	0	0	7	40	53	5	
	GLASGOW	BRITISH AIRWAYS PLC	C	D	4	0	0	50	25	0	25	0	0	29	40	41	5	
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	4	0	0	0	0	100	0	0	0	45	40	66	5	
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	4	0	0	50	0	25	25	0	0	27	40	36	5	
	MANCHESTER	CHANNEL EXPRESS (AIR SVS)	C	A	3	0	0	33	0	67	0	0	0	25	0	0	0	

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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																		
	MANCHESTER	CHANNEL EXPRESS (AIR SVS)	C	D	3	0	0	67	0	33	0	0	0	14	0	0	0	0
	BIRMINGHAM	EUROATLANTIC AIRWAYS	C	A	3	0	0	100	0	0	0	0	0	3	0	0	0	0
	BIRMINGHAM	EUROATLANTIC AIRWAYS	C	D	3	0	0	67	33	0	0	0	0	8	0	0	0	0
	GATWICK	EUROATLANTIC AIRWAYS	C	A	3	0	0	100	0	0	0	0	0	0	0	0	0	0
	GLASGOW	EUROATLANTIC AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	3	0	0	0	0
	GLASGOW	EUROATLANTIC AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0	0
	LUTON	EUROATLANTIC AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	5	20	91	5	5
	LUTON	EUROATLANTIC AIRWAYS	C	D	5	0	0	60	20	20	0	0	0	13	0	142	5	5
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	A	4	0	0	50	0	25	0	25	0	77	0	0	0	0
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	D	4	0	0	50	0	25	0	25	0	76	0	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	21	0	0	71	0	14	10	5	0	31	47	69	15	15
	GATWICK	EXCEL AIRWAYS LTD	C	D	21	0	0	76	10	0	10	5	0	21	50	34	14	14
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	50	25	0	0	25	0	59	0	243	1	1
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	S	A	8	0	0	50	25	13	13	0	0	27	22	97	9	9
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	S	D	8	0	0	100	0	0	0	0	0	1	22	42	9	9
	EDINBURGH	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	25	25	25	25	0	0	43	0	95	4	4
	EDINBURGH	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	10	0	77	4	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	35	1	0	46	31	9	14	0	0	28	13	193	15	15
	GATWICK	FIRST CHOICE AIRWAYS LTD	S	A	8	0	0	50	25	0	25	0	0	39	16	93	19	19
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	35	0	0	69	20	6	6	0	0	17	33	49	15	15
	GATWICK	FIRST CHOICE AIRWAYS LTD	S	D	8	0	0	75	13	0	13	0	0	17	42	60	19	19
	GLASGOW	FIRST CHOICE AIRWAYS LTD	S	A	8	0	0	75	13	0	0	13	0	34	44	92	9	9
	GLASGOW	FIRST CHOICE AIRWAYS LTD	S	D	8	0	0	75	13	0	0	13	0	29	22	66	9	9
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	14	0	0	0	0
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	19	0	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	18	0	0	33	28	22	11	6	0	43	7	154	14	14
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	S	A	8	0	0	63	0	13	25	0	0	35	11	142	9	9
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	16	2	0	75	13	6	0	6	0	21	31	67	13	13
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	S	D	8	0	0	88	0	0	13	0	0	16	56	52	9	9
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	18	0	0	83	6	11	0	0	0	9	6	107	18	18
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	18	0	0	72	22	6	0	0	0	10	22	81	18	18
	STANSTED	FLYGLOBESPAN	C	A	5	0	0	0	20	40	20	20	0	95	0	0	0	0

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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																		
	STANSTED	FLYGLOBESPAN	C	D	5	0	0	60	20	0	20	0	0	25	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	A	73	0	1	56	14	18	8	3	1	41	61	25	69	
	GATWICK	GB AIRWAYS LTD	S	D	74	0	0	50	20	18	11	1	0	31	42	36	69	
	HEATHROW	GB AIRWAYS LTD	S	A	4	0	0	25	25	25	25	0	0	49	0	65	10	
	HEATHROW	GB AIRWAYS LTD	S	D	4	0	0	50	0	25	25	0	0	40	20	74	10	
	STANSTED	GO FLY LTD	S	A	94	0	0	71	15	6	7	0	0	14	42	45	67	
	STANSTED	GO FLY LTD	S	D	94	0	0	67	18	9	6	0	0	18	39	32	66	
	BIRMINGHAM	MONARCH AIRLINES	C	A	14	0	0	86	7	0	7	0	0	14	17	100	23	
	BIRMINGHAM	MONARCH AIRLINES	C	D	13	0	0	92	0	0	0	8	0	17	39	57	23	
	EDINBURGH	MONARCH AIRLINES	C	A	4	0	0	75	0	0	0	25	0	63	40	26	5	
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	2	100	3	5	
	GATWICK	MONARCH AIRLINES	C	A	26	1	0	58	4	12	15	8	4	57	20	123	35	
	GATWICK	MONARCH AIRLINES	C	D	24	1	0	63	4	13	8	13	0	52	28	85	36	
	LUTON	MONARCH AIRLINES	S	A	13	0	0	54	15	23	8	0	0	22	0	0	0	
	LUTON	MONARCH AIRLINES	C	A	9	0	0	67	22	0	11	0	0	27	38	87	13	
	LUTON	MONARCH AIRLINES	C	D	9	0	0	78	0	11	11	0	0	22	46	39	13	
	LUTON	MONARCH AIRLINES	S	D	13	0	0	69	15	8	8	0	0	13	0	0	0	
	MANCHESTER	MONARCH AIRLINES	S	A	13	0	0	54	23	23	0	0	0	17	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	A	13	0	0	54	31	8	8	0	0	20	33	164	27	
	MANCHESTER	MONARCH AIRLINES	S	D	13	0	0	85	15	0	0	0	0	7	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	D	13	0	0	69	31	0	0	0	0	10	36	80	25	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	8	0	166	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	2	25	83	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	50	25	0	25	173	20	109	10	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	25	25	0	0	27	20	93	10	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	4	0	117	5	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	0	85	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	13	0	0	62	23	8	0	0	8	55	21	115	14	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	13	0	0	77	15	8	0	0	0	9	21	67	14	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	40	0	0	0	0	11	0	49	5	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	20	0	0	40	40	35	5	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	0	60	37	5	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	20	0	0	0	0	7	80	36	5	



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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
FARO	LUTON	SATA	C	A	4	0	0	25	25	25	25	0	0	38	0	0	0
	LUTON	SATA	C	D	4	0	0	25	25	50	0	0	0	27	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	13	0	0	85	8	8	0	0	0	7	29	115	14
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	13	0	0	92	0	0	8	0	0	8	23	126	13
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	30	0	0	77	3	7	13	0	0	19	12	109	42
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	30	0	0	67	20	7	7	0	0	16	31	82	42
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	9	0	0	67	0	22	11	0	0	25	60	40	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	9	0	0	56	11	11	22	0	0	23	80	29	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	26	0	0	54	12	19	15	0	0	27	13	131	38
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	24	2	0	83	8	4	4	0	0	8	39	105	38
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	0	11	0	0	18	33	111	9
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	100	0	0	0	0	0	4	44	89	9
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	50	118	4	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	5	50	84	4
<b>TOTAL FARO</b>					<b>1367</b>	<b>9</b>	<b>1</b>	<b>66</b>	<b>14</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>33</b>	<b>77</b>	<b>77</b>
FIGARI	STANSTED	EUROPEAN AIR CHARTER	C	A	5	0	0	80	20	0	0	0	0	11	40	37	5
	STANSTED	EUROPEAN AIR CHARTER	C	D	5	0	0	40	60	0	0	0	0	14	20	32	5
	GATWICK	FLYBE.BRITISH EUROPEAN	C	A	4	0	0	25	50	25	0	0	0	23	0	263	4
	GATWICK	FLYBE.BRITISH EUROPEAN	C	D	4	0	0	50	25	25	0	0	0	19	50	50	4
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	80	0	0	20	0	0	24	0	77	5
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	80	0	0	20	0	0	21	40	30	5
<b>TOTAL FIGARI</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>25</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>25</b>	<b>76</b>	<b>76</b>
FILTON																	
FLORENCE	GATWICK	MERIDIANA AIR	S	A	59	0	1	54	20	14	12	0	0	22	24	40	86
	GATWICK	MERIDIANA AIR	S	D	59	0	1	66	12	17	3	2	0	19	22	44	85
<b>TOTAL FLORENCE</b>					<b>118</b>	<b>0</b>	<b>2</b>	<b>60</b>	<b>16</b>	<b>15</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>24</b>	<b>42</b>	<b>42</b>
FORLI																	
	STANSTED	RYANAIR	S	A	30	0	0	33	17	27	23	0	0	36	0	0	0
	STANSTED	RYANAIR	S	D	30	0	0	33	30	27	10	0	0	30	0	0	0
<b>TOTAL FORLI</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>23</b>	<b>27</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>100</b>	<b>0</b>	<b>0</b>

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)														
FRANKFURT MAIN																				
	LONDON CITY	AUGSBURG AIRWAYS GMBH	S	A	21	0	0	81	14	5	0	0	0	8	94	4	18			
	LONDON CITY	AUGSBURG AIRWAYS GMBH	S	D	21	0	0	52	33	14	0	0	0	16	89	8	18			
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	24	0	0	83	8	4	4	0	0	7	0	0	0			
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	101	0	1	76	14	8	2	0	0	11	69	14	99			
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	102	0	1	91	5	2	2	0	0	5	88	8	99			
	GATWICK	BRITISH AIRWAYS PLC	S	A	75	0	0	59	24	15	1	0	1	33	0	0	0			
	GATWICK	BRITISH AIRWAYS PLC	S	D	76	0	0	57	24	14	5	0	0	19	0	0	0			
	GLASGOW	BRITISH AIRWAYS PLC	S	A	42	0	2	69	19	5	7	0	0	15	0	0	0			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	276	0	1	78	11	9	2	0	0	11	68	19	189			
	HEATHROW	BRITISH AIRWAYS PLC	S	D	275	0	1	73	16	8	2	0	0	13	66	17	191			
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	130	0	2	52	23	20	3	2	0	22	63	18	103			
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	132	0	1	80	10	5	4	1	0	11	68	15	103			
	STANSTED	KLM UK LTD	S	A	67	0	0	87	6	3	4	0	0	9	81	15	69			
	STANSTED	KLM UK LTD	S	D	67	0	0	58	28	7	6	0	0	20	46	24	70			
	BIRMINGHAM	LUFTHANSA	S	A	90	0	0	87	9	4	0	0	0	6	71	13	90			
	BIRMINGHAM	LUFTHANSA	S	D	90	0	0	71	22	7	0	0	0	13	59	21	90			
	EDINBURGH	LUFTHANSA	S	A	90	0	0	76	10	11	3	0	0	12	100	1	60			
	EDINBURGH	LUFTHANSA	S	D	90	0	0	38	39	18	6	0	0	25	40	25	60			
	HEATHROW	LUFTHANSA	S	A	300	0	0	76	19	5	1	0	0	10	69	16	299			
	HEATHROW	LUFTHANSA	S	D	300	0	0	69	22	8	1	0	0	13	73	14	298			
	MANCHESTER	LUFTHANSA	S	A	90	0	0	63	24	12	0	0	0	14	60	15	120			
	MANCHESTER	LUFTHANSA	S	D	90	0	0	70	20	10	0	0	0	12	62	21	120			
	LONDON CITY	LUFTHANSA CITY LINE	S	A	65	0	0	62	23	15	0	0	0	15	60	16	40			
	LONDON CITY	LUFTHANSA CITY LINE	S	D	65	0	0	26	42	28	5	0	0	26	20	32	40			
<b>TOTAL FRANKFURT MAIN</b>					<b>2680</b>	<b>4</b>	<b>11</b>	<b>70</b>	<b>18</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>17</b>	<b>17</b>			
FREEPORT																				
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	0	75	25	0	0	0	24	0	0	0			
<b>TOTAL FREEPORT</b>					<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>100</b>	<b>100</b>			
FREETOWN																				
FRIEDRICHSHAFEN																				
	STANSTED	RYANAIR	S	A	30	0	0	60	20	20	0	0	0	14	0	0	0			
	STANSTED	RYANAIR	S	D	30	0	0	27	33	33	7	0	0	29	0	0	0			

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
FRIEDRICHSHAFEN																		
<b>TOTAL FRIEDRICHSHAFEN</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>27</b>	<b>27</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
FUERTEVENTURA																		
	MANCHESTER	BMI BRITISH MIDLAND	C	A	4	0	0	75	0	0	25	0	0	18	25	99	4	
	MANCHESTER	BMI BRITISH MIDLAND	C	D	4	0	0	75	0	0	25	0	0	34	25	107	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	75	9		4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	75	11		4	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	4	50	33	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	1	75	23	4	
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	27	0	0	0	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	25	0	0	0	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	10	25	72	8	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	1	43	46	7	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	88	0	13	0	0	0	9	50	16	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	88	0	13	0	0	0	7	100	3	4	
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	3	0	0	0	
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	1	0	0	0	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	88	13	0	0	0	0	5	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	88	0	13	0	0	0	8	0	0	0	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	9	50	83	4	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	15	50	85	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	63	25	0	13	0	0	23	50	16	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	63	13	13	13	0	0	27	25	28	4	
	MANCHESTER	FUTURA AIRLINES	C	A	4	0	0	75	25	0	0	0	0	11	50	53	4	
	MANCHESTER	FUTURA AIRLINES	C	D	4	0	0	25	0	75	0	0	0	30	50	69	4	
	STANSTED	FUTURA AIRLINES	C	A	4	0	0	50	50	0	0	0	0	13	0	0	0	
	STANSTED	FUTURA AIRLINES	C	D	4	0	0	75	0	25	0	0	0	19	0	0	0	
	GLASGOW	IBERWORLD	C	A	4	0	0	75	0	25	0	0	0	8	0	0	0	
	GLASGOW	IBERWORLD	C	D	4	0	0	75	0	25	0	0	0	10	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	78	11	11	0	0	0	8	75	20	4	
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	89	0	11	0	0	0	6	50	26	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	5	50	35	4	

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
FUERTEVENTURA	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	3	50	41	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	50	13	13	25	0	0	42	11	167	9
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	50	13	13	25	0	0	49	33	59	9
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	5	75	6	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	8	75	6	4
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	100	4	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	100	0	0	0	0	0	5	22	103	9
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	100	0	0	0	0	0	1	11	92	9
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	9	75	4	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	13	75	12	4
	NEWCASTLE	SPANAIR	C	A	4	0	0	100	0	0	0	0	0	4	75	36	4
	NEWCASTLE	SPANAIR	C	D	4	0	0	75	25	0	0	0	0	8	75	52	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	1	0	78	11	11	0	0	0	7	88	16	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	0	13	0	0	0	4	63	13	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	38	30	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	50	31	8
<b>TOTAL FUERTEVENTURA</b>					<b>251</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>50</b>	<b>45</b>	<b>45</b>
FUNCHAL	LUTON	AIR LUXOR	C	A	5	0	0	60	0	40	0	0	0	17	0	48	3
	LUTON	AIR LUXOR	C	D	5	0	0	60	0	40	0	0	0	21	0	64	3
	HEATHROW	AIR PORTUGAL	S	A	9	0	0	0	56	22	22	0	0	39	44	25	9
	HEATHROW	AIR PORTUGAL	S	D	9	0	0	0	22	33	44	0	0	63	22	46	9
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	20	0	0	0	20	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	60	20	20	0	0	0	20	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	5	50	62	4
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	5	50	70	4
	GLASGOW	EUROATLANTIC AIRWAYS	C	A	4	1	0	100	0	0	0	0	0	0	25	185	4
	GLASGOW	EUROATLANTIC AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	0	25	165	4
	NEWCASTLE	EUROATLANTIC AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	0	25	158	4
	NEWCASTLE	EUROATLANTIC AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	1	25	153	4
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	7	25	63	4
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	3	50	41	4

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
FUNCHAL	MANCHESTER	EXCEL AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	1	50	36	4	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	0	100	0	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	4	100	8	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	0	100	5	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	20	60	20	0	0	0	27	50	25	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	2	75	10	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	20	20	0	0	0	21	25	243	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	12	25	230	4	
	GATWICK	GB AIRWAYS LTD	S	A	17	0	0	47	24	24	6	0	0	19	54	103	13	
	GATWICK	GB AIRWAYS LTD	S	D	17	0	0	59	18	12	12	0	0	21	69	16	13	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	40	20	0	0	0	18	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	4	0	0	0	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	20	0	0	23	50	33	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	0	20	0	0	27	50	33	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	20	0	0	0	12	25	69	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	20	0	0	0	12	25	69	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	10	0	0	100	0	0	0	0	0	1	50	69	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	10	0	0	100	0	0	0	0	0	0	50	61	8	
<b>TOTAL FUNCHAL</b>					<b>201</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>12</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>45</b>	<b>68</b>	<b>68</b>	

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 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)												
GALWAY																		
	LUTON	AER ARRAN		S A	21	1	1	90	5	0	5	0	0	5	0	0	0	
	LUTON	AER ARRAN		S D	21	1	1	90	5	0	5	0	0	7	0	0	0	
<b>TOTAL GALWAY</b>					<b>42</b>	<b>2</b>	<b>2</b>	<b>90</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	
GATWICK																		
	EDINBURGH	BRITISH AIRWAYS PLC		S A	158	0	0	68	15	13	5	0	0	15	0	0	0	
	EDINBURGH	BRITISH AIRWAYS PLC		S D	158	0	0	61	19	15	5	0	0	18	0	0	0	
	GLASGOW	BRITISH AIRWAYS PLC		S A	162	1	0	55	23	18	4	0	0	20	0	0	0	
	GLASGOW	BRITISH AIRWAYS PLC		S D	162	0	0	57	20	18	5	0	0	19	0	0	0	
	MANCHESTER	BRITISH AIRWAYS PLC		S A	192	0	0	53	23	15	9	0	0	22	0	0	0	
	MANCHESTER	BRITISH AIRWAYS PLC		S D	190	1	1	69	14	12	5	0	0	15	0	0	0	
	NEWCASTLE	CITY FLYER EXPRESS		S A	119	0	0	57	17	18	8	1	0	21	66	18	129	
	NEWCASTLE	CITY FLYER EXPRESS		S D	119	0	0	48	26	21	5	0	0	21	70	14	129	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S A	132	0	0	61	18	12	9	0	0	21	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S D	132	0	0	47	23	19	10	2	0	30	0	0	0	
<b>TOTAL GATWICK</b>					<b>1526</b>	<b>9</b>	<b>1</b>	<b>58</b>	<b>20</b>	<b>16</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>66</b>	<b>16</b>	<b>16</b>	
GDANSK																		
GENEVA																		
	GATWICK	BRITISH AIRWAYS PLC		S A	86	0	0	74	13	10	2	0	0	11	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC		S D	86	0	0	66	16	10	7	0	0	18	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC		S A	170	0	0	81	11	6	2	1	0	9	64	16	138	
	HEATHROW	BRITISH AIRWAYS PLC		S D	170	0	0	74	17	5	4	1	0	13	77	13	139	
	MANCHESTER	BRITISH AIRWAYS PLC		S A	29	0	1	66	10	10	14	0	0	18	60	19	30	
	MANCHESTER	BRITISH AIRWAYS PLC		S D	29	0	1	62	17	10	10	0	0	17	57	19	30	
	BIRMINGHAM	DUO AIRWAYS LTD		S A	26	0	0	85	8	0	8	0	0	10	0	0	0	
	BIRMINGHAM	DUO AIRWAYS LTD		S D	26	0	0	73	15	4	8	0	0	12	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	27	0	3	67	15	15	4	0	0	17	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	27	0	3	41	15	22	22	0	0	32	0	0	0	
	GATWICK	EASYJET SWITZERLAND		S A	60	0	0	87	5	7	2	0	0	7	88	7	58	
	GATWICK	EASYJET SWITZERLAND		S D	60	0	0	85	8	5	2	0	0	8	71	16	58	
	LUTON	EASYJET SWITZERLAND		S A	116	0	0	74	8	9	8	2	0	20	65	33	82	
	LUTON	EASYJET SWITZERLAND		S D	116	0	0	60	15	16	8	1	0	21	34	37	82	
	HEATHROW	SWISS AIRLINES		S A	119	0	1	97	1	2	0	0	0	2	0	0	0	
	HEATHROW	SWISS AIRLINES		S D	119	0	1	83	14	3	0	0	0	7	0	0	0	

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
GENEVA																		
	LONDON CITY	SWISS AIRLINES	S	A	96	0	2	85	10	3	1	0	0	8	75	11	68	
	LONDON CITY	SWISS AIRLINES	S	D	94	0	4	65	22	13	0	0	0	15	38	22	68	
<b>TOTAL GENEVA</b>					<b>1456</b>	<b>6</b>	<b>17</b>	<b>76</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>66</b>	<b>17</b>	<b>17</b>	
GENOA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	34	0	0	59	18	21	3	0	0	21	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	34	0	0	47	26	24	3	0	0	22	0	0	0	
	STANSTED	RYANAIR	S	A	59	0	1	83	5	12	0	0	0	9	38	39	60	
	STANSTED	RYANAIR	S	D	59	0	1	63	25	12	0	0	0	14	30	38	60	
<b>TOTAL GENOA</b>					<b>192</b>	<b>0</b>	<b>2</b>	<b>65</b>	<b>18</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>40</b>	<b>31</b>	<b>31</b>	
GERONA																		
	MANCHESTER	BMI BRITISH MIDLAND	C	A	5	0	0	20	20	60	0	0	0	36	40	58	5	
	MANCHESTER	BMI BRITISH MIDLAND	C	D	5	0	0	60	0	40	0	0	0	19	60	49	5	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	25	103	4		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	50	89	4		
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	75	25	0	0	0	0	7	33	66	9	
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	88	13	0	0	0	0	5	33	49	9	
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	50	45	4		
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	25	45	4		
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	60	34	5		
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	40	31	5		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	89	0	0	11	0	0	10	11	50	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	88	0	0	13	0	0	12	33	43	9	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	3	80	10	5	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	100	3	5		
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	60	17	5		
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	5	40	27	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	12	0	0	92	8	0	0	0	0	5	58	42	12	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	12	0	0	75	8	17	0	0	0	11	50	46	12	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	88	0	13	0	0	0	6	75	18	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	88	0	0	13	0	0	15	25	21	4	
	STANSTED	KLM UK LTD	S	A	15	1	0	53	7	33	0	7	0	35	33	36	18	
	STANSTED	KLM UK LTD	S	D	15	1	0	67	13	7	13	0	0	22	78	13	18	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	20	0	0	17	20	213	5	

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 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
GERONA	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	20	209	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	0	25	0	0	46	50	53	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	25	0	0	41	75	50	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	9	0	0	67	22	0	0	11	0	42	36	66	14
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	9	0	0	89	0	11	0	0	0	6	29	83	14
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	10	100	3	4
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	13	100	4	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	50	0	0	0	0	12	25	87	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	11	25	42	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	20	0	0	29	75	23	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	1	0	75	25	0	0	0	0	5	100	2	4
	GLASGOW	SPANAIR	C	A	4	0	0	25	25	25	25	0	0	32	0	0	0
	GLASGOW	SPANAIR	C	D	4	0	0	25	0	50	25	0	0	36	0	0	0
	MANCHESTER	SPANAIR	C	A	4	0	0	50	50	0	0	0	0	11	0	0	0
	MANCHESTER	SPANAIR	C	D	4	0	0	25	25	25	25	0	0	32	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	8	0	0	100	0	0	0	0	0	1	25	68	8
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	7	0	0	86	0	14	0	0	0	5	29	65	7
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	100	0	0	0	0	0	63	23	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	7	0	0	100	0	0	0	0	0	1	57	31	7
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	12	0	0	100	0	0	0	0	0	3	18	91	11
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	11	0	0	100	0	0	0	0	0	25	93	12	
<b>TOTAL GERONA</b>					<b>283</b>	<b>3</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>44</b>	<b>54</b>	<b>54</b>
GIBRALTAR	GATWICK	GB AIRWAYS LTD	S	A	53	2	7	74	9	8	8	2	0	18	80	11	30
	GATWICK	GB AIRWAYS LTD	S	D	57	1	3	54	23	18	4	2	0	24	53	22	30
	LUTON	MONARCH AIRLINES	S	A	29	0	1	59	14	21	7	0	0	18	54	35	28
	LUTON	MONARCH AIRLINES	S	D	29	0	1	62	10	21	7	0	0	21	48	37	29
<b>TOTAL GIBRALTAR</b>					<b>168</b>	<b>3</b>	<b>12</b>	<b>63</b>	<b>15</b>	<b>15</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>62</b>	<b>22</b>	<b>22</b>
GLASGOW	EDINBURGH	BMI BRITISH MIDLAND	S	A	27	0	0	89	7	0	4	0	0	7	0	0	0
	EDINBURGH	BMI BRITISH MIDLAND	S	D	50	0	1	88	4	6	2	0	0	5	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	A	233	0	0	73	16	7	3	0	0	15	65	19	230
	HEATHROW	BMI BRITISH MIDLAND	S	D	231	0	0	68	23	7	2	0	0	13	65	17	228



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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
GLASGOW																		
	MANCHESTER	BMI REGIONAL	S	A	114	0	0	100	0	0	0	0	0	3	65	15	102	
	MANCHESTER	BMI REGIONAL	S	D	114	0	0	100	0	0	0	0	0	92	6	105		
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	168	0	7	88	10	2	0	0	6	79	13	184		
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	164	0	6	82	11	5	2	0	8	74	13	184		
	GATWICK	BRITISH AIRWAYS PLC	S	A	162	0	0	57	22	15	6	0	17	0	0	0		
	GATWICK	BRITISH AIRWAYS PLC	S	D	162	0	0	52	23	19	6	0	21	0	0	0		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	315	1	1	77	14	6	2	0	11	74	15	316		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	317	0	0	64	22	8	5	1	17	82	11	317		
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	112	1	5	74	17	5	3	1	13	64	17	25		
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	117	0	2	81	8	7	3	1	11	68	20	25		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	184	0	1	71	14	7	8	0	16	43	40	155		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	186	0	0	51	23	17	9	0	25	34	47	156		
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	153	0	1	72	17	8	3	1	15	52	28	103		
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	153	1	1	49	33	12	7	0	22	32	45	103		
	STANSTED	GO FLY LTD	S	A	131	0	1	82	13	2	2	1	9	59	21	134		
	STANSTED	GO FLY LTD	S	D	131	0	1	56	27	13	4	1	20	40	38	131		
<b>TOTAL GLASGOW</b>					<b>3226</b>	<b>9</b>	<b>27</b>	<b>71</b>	<b>17</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>66</b>	<b>20</b>	<b>20</b>	
GOTEBORG																		
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	26	0	0	88	8	0	4	0	8	96	2	25		
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	26	0	0	96	0	0	4	0	5	92	4	25		
	MANCHESTER	CITY AIRLINE	S	A	46	0	0	52	30	15	2	0	17	0	0	0		
	MANCHESTER	CITY AIRLINE	S	D	47	0	0	70	23	4	2	0	12	0	0	0		
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	46	0	0	83	9	4	4	0	13	100	0	20		
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	45	0	0	87	9	2	0	2	11	100	0	20		
	HEATHROW	SAS	S	A	60	0	0	85	8	7	0	0	8	85	8	59		
	HEATHROW	SAS	S	D	60	0	0	92	3	3	2	0	6	79	10	58		
<b>TOTAL GOTEBORG</b>					<b>356</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>10</b>	<b>10</b>		
GOTEBORG (SAVE)																		
	STANSTED	RYANAIR	S	A	51	0	0	37	33	24	6	0	25	76	19	49		
	STANSTED	RYANAIR	S	D	51	0	0	41	35	20	4	0	21	57	28	49		
<b>TOTAL GOTEBORG (SAVE)</b>					<b>102</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>34</b>	<b>22</b>	<b>5</b>	<b>0</b>	<b>23</b>	<b>66</b>	<b>24</b>	<b>24</b>		

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
GRAND CAYMAN	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	76	6	12	6	0	0	10	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	16	0	0	81	13	6	0	0	0	9	0	0	0
<b>TOTAL GRAND CAYMAN</b>					<b>33</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>58</b>	<b>25</b>	<b>25</b>
GRAZ	STANSTED	RYANAIR	S	A	30	0	1	97	3	0	0	0	2	0	0	0	0
	STANSTED	RYANAIR	S	D	30	0	0	73	13	13	0	0	13	0	0	0	0
<b>TOTAL GRAZ</b>					<b>62</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
GRENADA	GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	0	50	25	25	0	0	15	56	190	9	9
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	75	25	0	0	0	10	56	39	9	9
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	11	44	11	33	0	36	0	0	0	0
<b>TOTAL GRENADA</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>35</b>	<b>12</b>	<b>18</b>	<b>0</b>	<b>25</b>	<b>56</b>	<b>115</b>	<b>115</b>	<b>115</b>
GRENOBLE	STANSTED	KLM UK LTD	S	A	30	0	0	93	7	0	0	0	2	0	0	0	0
	STANSTED	KLM UK LTD	S	D	30	0	0	33	27	30	7	3	0	34	0	0	0
<b>TOTAL GRENOBLE</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>17</b>	<b>15</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
GUERNSEY	MANCHESTER	AURIGNY AIR SERVICES	S	A	93	0	0	70	19	8	3	0	15	53	29	57	57
	MANCHESTER	AURIGNY AIR SERVICES	S	D	93	0	0	80	10	8	3	0	10	58	34	57	57
	STANSTED	AURIGNY AIR SERVICES	S	A	107	0	0	70	18	11	1	0	12	63	20	102	102
	STANSTED	AURIGNY AIR SERVICES	S	D	107	0	0	60	28	11	1	0	15	58	20	101	101
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	9	0	0	56	22	22	0	0	19	55	22	29	29
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	9	0	0	78	0	22	0	0	12	77	16	30	30
	GATWICK	CITY FLYER EXPRESS	S	A	107	0	0	54	11	14	19	2	30	81	8	114	114
	GATWICK	CITY FLYER EXPRESS	S	D	107	0	0	38	29	20	13	0	31	65	15	114	114
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	35	0	0	63	11	9	17	0	21	48	62	42	42
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	34	0	1	62	15	15	9	0	23	50	49	50	50
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	120	0	0	88	5	3	3	0	8	76	12	115	115
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	120	0	0	86	8	3	4	0	8	68	15	114	114
<b>TOTAL GUERNSEY</b>					<b>941</b>	<b>1</b>	<b>1</b>	<b>68</b>	<b>15</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>16</b>	<b>65</b>	<b>21</b>	<b>21</b>	<b>21</b>

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2001				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
HAHN																		
	STANSTED	RYANAIR	S	A	109	0	2	72	12	9	5	3	0	20	62	19	85	
	STANSTED	RYANAIR	S	D	111	0	0	49	32	11	7	1	0	24	44	32	85	
<b>TOTAL HAHN</b>					<b>220</b>	<b>0</b>	<b>2</b>	<b>60</b>	<b>22</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>52</b>	<b>26</b>	<b>26</b>	
HALIFAX INT																		
	HEATHROW	AIR CANADA	S	A	30	0	0	47	30	17	7	0	0	23	30	49	27	
	HEATHROW	AIR CANADA	S	D	30	0	0	67	23	10	0	0	0	13	89	15	28	
<b>TOTAL HALIFAX INT</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>27</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>60</b>	<b>32</b>	<b>32</b>	
HAMBURG																		
	LONDON CITY	AUGSBURG AIRWAYS GMBH	S	A	70	0	0	79	19	1	1	0	0	7	0	0	0	
	LONDON CITY	AUGSBURG AIRWAYS GMBH	S	D	71	0	0	87	8	3	1	0	0	7	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	47	0	0	72	17	6	4	0	0	12	76	10	42	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	47	0	0	81	9	6	4	0	0	11	93	3	42	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	120	0	0	90	8	3	0	0	0	4	82	12	119	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	120	0	0	73	15	11	1	0	0	11	85	8	119	
	HEATHROW	LUFTHANSA	S	A	90	0	0	91	9	0	0	0	0	3	87	8	119	
	HEATHROW	LUFTHANSA	S	D	90	0	0	94	6	0	0	0	0	3	92	5	119	
	MANCHESTER	LUFTHANSA	S	A	29	0	1	86	7	7	0	0	0	5	84	6	45	
	MANCHESTER	LUFTHANSA	S	D	29	0	1	72	14	14	0	0	0	11	40	27	47	
	MANCHESTER	LUFTHANSA CITY LINE	S	A	21	0	0	81	19	0	0	0	0	6	0	0	0	
	MANCHESTER	LUFTHANSA CITY LINE	S	D	21	0	0	86	10	5	0	0	0	6	0	0	0	
<b>TOTAL HAMBURG</b>					<b>755</b>	<b>1</b>	<b>2</b>	<b>84</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>9</b>	<b>9</b>	
HANOVER																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	90	0	0	88	9	3	0	0	0	5	69	18	89	
	HEATHROW	BMI BRITISH MIDLAND	S	D	90	0	0	69	21	7	3	0	0	13	71	17	89	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	25	0	1	84	0	16	0	0	0	8	90	7	20	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	25	0	1	76	12	4	8	0	0	12	90	5	20	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	30	0	0	80	3	10	7	0	0	14	87	7	30	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	30	0	0	77	10	10	3	0	0	13	87	8	30	
	GATWICK	CITY FLYER EXPRESS	S	A	75	0	0	76	8	11	3	3	0	18	71	12	75	
	GATWICK	CITY FLYER EXPRESS	S	D	76	0	0	51	22	17	7	3	0	30	53	19	75	
	LUTON	TITAN AIRWAYS LTD	C	A	2	1	0	0	50	50	0	0	0	24	0	0	0	

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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	TITAN AIRWAYS LTD	C	D	2	1	0	100	0	0	0	0	0	0	0	0	0	0
<b>TOTAL HANOVER</b>					<b>445</b>	<b>2</b>	<b>2</b>	<b>73</b>	<b>13</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>14</b>	<b>14</b>	
HARARE	GATWICK	AIR ZIMBABWE	S	A	21	0	4	24	14	43	14	5	0	47	24	33	25	
	GATWICK	AIR ZIMBABWE	S	D	21	0	4	57	14	19	5	5	0	35	63	24	24	
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	67	22	11	0	0	0	16	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	67	33	0	0	0	0	12	0	0	0	
<b>TOTAL HARARE</b>					<b>60</b>	<b>0</b>	<b>8</b>	<b>48</b>	<b>18</b>	<b>23</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>33</b>	<b>43</b>	<b>29</b>	<b>29</b>	
HASSI MESSAOUD	GATWICK	ANTINEA AIRLINES	C	A	8	0	0	100	0	0	0	0	0	1	86	4	7	
	GATWICK	ANTINEA AIRLINES	C	D	8	0	0	88	13	0	0	0	0	4	57	17	7	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	67	22	11	0	0	0	10	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	89	0	0	11	0	0	11	0	0	0	
<b>TOTAL HASSI MESSAOUD</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>73</b>	<b>13</b>	<b>13</b>	
HAVANA	HEATHROW	AIR JAMAICA	S	A	4	0	0	0	0	0	75	25	0	134	0	0	0	
	GATWICK	CUBANA	S	A	4	0	0	0	0	50	25	25	0	96	0	0	0	
	GATWICK	CUBANA	S	D	4	0	0	0	0	25	50	25	0	98	0	0	0	
<b>TOTAL HAVANA</b>					<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>109</b>	<b>56</b>	<b>20</b>	<b>20</b>	
HEATHROW	EDINBURGH	BMI BRITISH MIDLAND	S	A	252	0	0	74	16	9	1	0	0	11	59	19	228	
	EDINBURGH	BMI BRITISH MIDLAND	S	D	251	1	2	76	15	7	2	0	0	11	55	23	229	
	GLASGOW	BMI BRITISH MIDLAND	S	A	227	3	0	71	20	7	2	0	0	12	61	19	227	
	GLASGOW	BMI BRITISH MIDLAND	S	D	229	4	0	71	18	7	3	0	0	17	57	21	227	
	MANCHESTER	BMI BRITISH MIDLAND	S	A	205	0	0	64	23	12	1	0	0	14	56	18	201	
	MANCHESTER	BMI BRITISH MIDLAND	S	D	206	0	0	90	6	3	0	0	0	5	83	10	201	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	320	0	0	54	25	17	5	0	0	20	74	13	315	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	316	0	1	68	20	9	4	0	0	15	69	16	313	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	317	0	0	63	23	9	4	1	0	17	73	14	317	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	315	1	0	77	15	6	2	1	0	12	73	15	315	

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
HEATHROW																	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	293	0	0	57	22	17	4	0	0	19	65	16	287
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	292	1	1	84	8	6	2	0	0	8	78	12	287
	NEWCASTLE	BRITISH AIRWAYS PLC	S	A	162	0	0	69	17	10	4	0	0	15	75	12	160
	NEWCASTLE	BRITISH AIRWAYS PLC	S	D	161	0	1	89	7	1	2	0	0	6	81	13	159
<b>TOTAL HEATHROW</b>					<b>3546</b>	<b>11</b>	<b>5</b>	<b>71</b>	<b>17</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>69</b>	<b>16</b>	<b>16</b>
HELSINKI																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	93	5	0	2	0	0	5	77	15	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	75	17	5	3	0	0	13	72	14	60
	HEATHROW	FINNAIR	S	A	108	0	0	94	6	1	0	0	0	3	80	10	103
	HEATHROW	FINNAIR	S	D	107	0	0	87	9	4	0	0	0	6	83	7	103
	MANCHESTER	FINNAIR	S	A	51	0	0	76	20	4	0	0	0	9	90	7	50
	MANCHESTER	FINNAIR	S	D	51	0	0	96	4	0	0	0	0	3	88	6	50
<b>TOTAL HELSINKI</b>					<b>437</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>10</b>	<b>10</b>
HERAKLION																	
	GLASGOW	AEGEAN AIRLINES	C	A	3	0	0	0	0	0	100	0	0	94	0	0	0
	GLASGOW	AEGEAN AIRLINES	C	D	3	0	0	0	0	0	100	0	0	78	0	0	0
	NEWCASTLE	AEGEAN AIRLINES	C	A	4	0	0	0	25	50	0	25	0	112	0	0	0
	NEWCASTLE	AEGEAN AIRLINES	C	D	3	0	0	33	0	33	0	33	0	133	0	0	0
	MANCHESTER	AIR ATLANTA ICELANDIC	C	A	4	0	0	0	25	75	0	0	0	37	40	213	5
	MANCHESTER	AIR ATLANTA ICELANDIC	C	D	4	0	0	75	0	0	25	0	0	22	50	79	4
	MANCHESTER	AIR CORDIAL LTD	C	A	6	0	0	50	17	0	0	17	17	148	25	41	4
	MANCHESTER	AIR CORDIAL LTD	C	D	6	0	0	50	0	17	0	17	17	156	50	38	4
	NEWCASTLE	AIR CORDIAL LTD	C	A	4	0	0	0	0	50	50	0	0	76	40	42	5
	NEWCASTLE	AIR CORDIAL LTD	C	D	4	0	0	0	0	25	75	0	0	83	75	15	4
	GATWICK	ASTRAEUS LTD	C	A	3	0	0	33	0	0	33	33	0	145	0	0	0
	GATWICK	ASTRAEUS LTD	C	D	3	0	0	67	0	0	0	33	0	72	0	0	0
	GLASGOW	BMI BRITISH MIDLAND	C	A	4	0	0	50	0	25	0	25	0	88	0	54	5
	GLASGOW	BMI BRITISH MIDLAND	C	D	4	0	0	75	0	25	0	0	0	14	0	43	4
	MANCHESTER	BMI BRITISH MIDLAND	C	A	4	0	0	0	25	25	50	0	0	65	0	78	4
	MANCHESTER	BMI BRITISH MIDLAND	C	D	4	0	0	50	25	25	0	0	0	19	75	44	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	60	0	20	0	20	0	73	0	68	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	0	0	20	0	68	0	50	4
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	38	13	13	25	13	0	63	75	29	8

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
HERAKLION																		
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	22	0	33	33	11	0	83	63	30	8	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	37	100	0	4	
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	0	20	0	0	29	67	17	3	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	56	22	0	0	11	11	112	38	58	8	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	56	22	0	0	11	11	113	38	34	8	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	25	25	0	0	41	100	0	4	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	0	50	0	0	47	75	7	4	
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	11	75	51	4	
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	17	50	59	4	
	GATWICK	EXCEL AIRWAYS LTD	C	A	17	0	0	88	12	0	0	0	0	4	75	16	12	
	GATWICK	EXCEL AIRWAYS LTD	C	D	16	0	0	88	0	13	0	0	0	9	100	3	11	
	GLASGOW	EXCEL AIRWAYS LTD	C	A	8	0	0	100	0	0	0	0	0	0	0	0	0	
	GLASGOW	EXCEL AIRWAYS LTD	C	D	8	0	0	88	13	0	0	0	0	4	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	3	1	0	100	0	0	0	0	0	0	38	37	8	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	5	50	18	8	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	22	0	0	68	18	9	0	5	0	18	28	67	25	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	22	0	0	73	27	0	0	0	0	9	26	65	23	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	0	0	25	25	0	89	25	47	4	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	0	0	25	25	0	100	75	25	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	63	25	13	0	0	0	12	35	48	17	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	88	0	13	0	0	0	7	69	39	16	
	NEWCASTLE	ISLANDSFLUG	C	A	4	0	0	50	0	0	50	0	0	38	0	0	0	
	NEWCASTLE	ISLANDSFLUG	C	D	4	0	0	0	25	25	50	0	0	54	0	0	0	
	MANCHESTER	MD AIRLINES	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	MD AIRLINES	C	D	4	0	0	75	25	0	0	0	0	7	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	A	8	0	0	100	0	0	0	0	0	1	56	31	9	
	BIRMINGHAM	MONARCH AIRLINES	C	D	8	0	0	100	0	0	0	0	0	0	50	35	8	
	GATWICK	MONARCH AIRLINES	C	A	16	0	0	81	6	6	6	0	0	15	42	33	12	
	GATWICK	MONARCH AIRLINES	C	D	16	1	0	75	13	0	13	0	0	16	36	37	11	
	MANCHESTER	MONARCH AIRLINES	C	A	12	0	0	83	8	0	8	0	0	9	75	58	4	
	MANCHESTER	MONARCH AIRLINES	C	D	12	0	0	83	8	8	0	0	0	6	50	73	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	8	0	0	63	0	13	0	0	25	164	0	35	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	7	1	0	71	14	0	0	0	14	90	25	48	4	

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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
HERAKLION	GATWICK	MY TRAVEL AIRWAYS UK	C	A	16	0	0	63	13	0	25	0	0	31	67	22	9
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	16	0	0	63	13	0	25	0	0	31	50	20	8
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	0	25	0	25	116	75	11	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	0	25	0	25	124	25	15	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	11	1	0	64	0	18	0	18	0	61	56	26	9
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	11	0	0	55	27	9	9	0	0	29	50	20	8
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	75	10	4	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	3	50	24	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	10	50	61	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	13	0	97	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	1	100	1	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	2	75	9	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	12	0	0	92	8	0	0	0	0	2	45	53	22
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	12	0	0	92	0	0	8	0	0	7	40	54	20
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	46	50	28	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	50	0	0	0	0	12	75	24	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	1	0	75	13	0	13	0	0	20	50	49	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	63	13	13	13	0	0	29	50	31	8
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	25	33	4	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	67	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	25	180	4	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	1	0	199	4
<b>TOTAL HERAKLION</b>					<b>515</b>	<b>5</b>	<b>0</b>	<b>68</b>	<b>10</b>	<b>7</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>37</b>	<b>47</b>	<b>44</b>	<b>44</b>
HERINGSBORF																	
HOLGUIN (FRANK PAIS)	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	0	0	50	50	0	0	65	0	0	0
<b>TOTAL HOLGUIN (FRANK PAIS)</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>25</b>	<b>59</b>	<b>59</b>
HONG KONG (CHEP LAP KOK)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	87	10	2	2	0	0	6	93	2	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	85	5	8	2	0	0	11	63	16	30
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	A	77	0	0	79	8	10	3	0	0	10	66	16	59
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	D	77	0	0	60	25	13	3	0	0	17	48	20	60
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	87	10	3	0	0	0	6	90	6	39

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
HONG KONG (CHEP LAP KOK)																		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	30	0	0	73	20	7	0	0	0	11	84	12	38	
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>					<b>334</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>13</b>	<b>13</b>	
HOUSTON																		
	GATWICK	BRITISH AIRWAYS PLC		S A	30	0	0	50	27	13	10	0	0	23	74	16	34	
	GATWICK	BRITISH AIRWAYS PLC		S D	30	0	0	63	13	17	7	0	0	18	83	11	35	
	HEATHROW	BRITISH AIRWAYS PLC		S A	29	1	0	86	10	3	0	0	0	4	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC		S D	29	0	0	66	31	3	0	0	0	11	0	0	0	
	GATWICK	CONTINENTAL AIRLINES		S A	60	0	0	35	27	28	8	2	0	32	56	32	54	
	GATWICK	CONTINENTAL AIRLINES		S D	60	0	0	68	13	10	7	2	0	19	70	19	54	
<b>TOTAL HOUSTON</b>					<b>238</b>	<b>1</b>	<b>0</b>	<b>59</b>	<b>20</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>69</b>	<b>21</b>	<b>21</b>	
HUMBERSIDE																		
	EDINBURGH	EASTERN AIRWAYS		S A	42	0	0	93	5	0	2	0	0	3	0	0	0	
	EDINBURGH	EASTERN AIRWAYS		S D	41	0	1	95	2	2	0	0	0	3	0	0	0	
<b>TOTAL HUMBERSIDE</b>					<b>83</b>	<b>1</b>	<b>1</b>	<b>94</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	
HURGHADA																		
	GATWICK	EXCEL AIRWAYS LTD		C A	6	0	0	83	0	0	0	17	0	40	50	19	4	
	GATWICK	EXCEL AIRWAYS LTD		C D	7	0	0	71	14	0	0	14	0	43	50	26	4	
	MANCHESTER	EXCEL AIRWAYS LTD		C A	5	0	0	80	20	0	0	0	0	7	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD		C D	5	0	0	100	0	0	0	0	0	2	0	0	0	
<b>TOTAL HURGHADA</b>					<b>23</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>25</b>	<b>38</b>	<b>47</b>	<b>47</b>	



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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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
IBIZA																		
	GATWICK	ASTRAEUS LTD	C	A	8	0	0	50	0	13	38	0	0	34	0	0	0	
	GATWICK	ASTRAEUS LTD	C	D	7	0	0	57	14	14	14	0	0	27	0	0	0	
	GLASGOW	BMI BRITISH MIDLAND	C	A	5	0	0	60	20	20	0	0	0	14	20	58	5	
	GLASGOW	BMI BRITISH MIDLAND	C	D	5	0	0	80	20	0	0	0	0	14	60	30	5	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	17	0	0	71	6	6	18	0	0	27	28	42	18	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	17	0	0	65	6	6	24	0	0	35	59	28	17	
	EDINBURGH	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	1	75	20	4	
	EDINBURGH	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	1	100	4	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	24	1	0	67	13	17	4	0	0	18	35	78	26	
	GATWICK	BRITANNIA AIRWAYS	C	D	21	0	0	62	19	14	5	0	0	16	48	61	25	
	GLASGOW	BRITANNIA AIRWAYS	C	A	16	0	0	75	6	13	6	0	0	18	50	22	18	
	GLASGOW	BRITANNIA AIRWAYS	C	D	17	0	0	82	6	6	0	6	0	23	59	17	17	
	LUTON	BRITANNIA AIRWAYS	C	A	16	1	0	56	13	25	6	0	0	20	44	28	18	
	LUTON	BRITANNIA AIRWAYS	C	D	17	0	0	82	0	6	12	0	0	17	56	19	16	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	27	0	0	70	0	7	19	4	0	33	33	49	30	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	25	0	0	80	8	4	4	4	0	17	55	37	29	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	13	0	0	85	0	0	15	0	0	17	46	25	13	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	13	0	0	77	8	8	8	0	0	10	92	7	12	
	STANSTED	BRITANNIA AIRWAYS	C	A	17	0	0	59	29	6	0	0	6	42	29	28	14	
	STANSTED	BRITANNIA AIRWAYS	C	D	15	1	0	67	13	20	0	0	0	13	69	18	13	
	HEATHROW	BRITISH AIRWAYS PLC	C	A	2	0	0	50	0	0	50	0	0	38	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	6	0	0	83	0	0	0	17	0	46	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	60	0	20	0	20	0	68	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	5	0	0	60	40	0	0	0	0	7	0	0	0	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	8	40	44	10	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	60	40	0	0	0	0	14	30	44	10	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	23	0	0	70	9	4	13	4	0	27	48	50	23	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	22	1	0	59	23	5	14	0	0	21	39	65	23	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	23	0	0	65	9	17	4	4	0	28	22	84	18	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	20	3	0	80	0	15	5	0	0	16	28	77	18	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	5	20	121	5	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	6	20	105	5	

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
IBIZA	STANSTED	GO FLY LTD	S	A	47	0	0	51	21	21	6	0	0	22	92	7	26
	STANSTED	GO FLY LTD	S	D	47	0	0	53	17	21	9	0	0	25	48	27	25
	BIRMINGHAM	IBERWORLD	C	A	5	0	0	40	20	20	20	0	0	33	0	0	0
	BIRMINGHAM	IBERWORLD	C	D	5	0	0	40	20	20	20	0	0	29	0	0	0
	GATWICK	IBERWORLD	C	A	5	0	0	60	20	0	20	0	0	26	0	0	0
	GATWICK	IBERWORLD	C	D	4	1	0	50	50	0	0	0	0	14	0	0	0
	GLASGOW	IBERWORLD	C	A	4	0	0	25	0	25	50	0	0	58	0	0	0
	GLASGOW	IBERWORLD	C	D	4	1	0	25	0	25	50	0	0	59	0	0	0
	MANCHESTER	IBERWORLD	C	A	2	0	0	50	0	50	0	0	0	20	0	0	0
	MANCHESTER	IBERWORLD	C	D	3	0	0	33	67	0	0	0	0	16	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	16	0	0	50	19	0	13	13	6	91	15	54	20
	GATWICK	MONARCH AIRLINES	C	D	11	0	0	55	9	18	9	9	0	55	6	65	18
	MANCHESTER	MONARCH AIRLINES	C	A	15	0	0	87	7	7	0	0	0	5	44	52	9
	MANCHESTER	MONARCH AIRLINES	C	D	13	1	0	69	23	8	0	0	0	8	36	59	11
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	14	0	0	71	14	7	0	7	0	23	54	89	13
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	14	0	0	57	29	7	0	0	7	58	38	74	13
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	14	0	0	79	0	7	7	7	0	27	58	28	12
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	14	0	0	79	0	7	7	7	0	30	46	35	13
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	0	25	0	78	40	96	5
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	0	25	0	77	75	88	4
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	2	100	2	4
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	100	2	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	27	0	0	74	4	0	22	0	0	28	36	82	28
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	27	0	0	74	7	4	11	4	0	24	42	77	26
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	9	0	0	67	11	0	0	11	11	87	25	73	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	9	0	0	67	11	0	0	0	22	84	75	71	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	9	0	0	89	11	0	0	0	0	4	43	117	7
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	9	0	0	89	0	11	0	0	0	5	63	106	8
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	40	91	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	4	40	81	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	16	0	0	69	6	19	6	0	0	16	25	96	28
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	13	0	0	62	0	15	23	0	0	21	24	83	25
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	20	0	0	90	0	0	5	5	0	17	37	93	27

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 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																		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	17	0	0	88	0	0	6	6	0	23	24	109	25	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	11	0	0	0	0	4	33	35	9	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	0	13	0	0	0	7	56	25	9	
<b>TOTAL IBIZA</b>					<b>860</b>	<b>12</b>	<b>0</b>	<b>69</b>	<b>10</b>	<b>9</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>25</b>	<b>43</b>	<b>53</b>	<b>53</b>	
INDIANAPOLIS																		
<b>TOTAL INDIANAPOLIS</b>					<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>9</b>	<b>9</b>	
INNSBRUCK																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	88	13	0	0	0	0	2	56	38	9	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	7	0	0	100	0	0	0	0	0	3	50	46	8	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	75	25	0	0	0	0	7	44	23	9	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	6	0	0	83	0	17	0	0	0	8	63	17	8	
	BIRMINGHAM	TYROLEAN AIRWAYS	C	D	3	0	0	33	33	33	0	0	0	29	33	20	3	
	EDINBURGH	TYROLEAN AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	1	0	0	0	
	NEWCASTLE	TYROLEAN AIRWAYS	C	A	3	0	0	33	0	33	0	33	0	100	0	0	0	
	NEWCASTLE	TYROLEAN AIRWAYS	C	D	2	0	0	50	50	0	0	0	0	16	0	0	0	
<b>TOTAL INNSBRUCK</b>					<b>41</b>	<b>3</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>54</b>	<b>26</b>	<b>26</b>	
INVERNESS																		
	GATWICK	BRITISH REGIONAL AIRLINES LTD	S	A	90	0	0	37	23	24	14	1	0	34	63	15	90	
	GATWICK	BRITISH REGIONAL AIRLINES LTD	S	D	90	0	0	60	11	16	12	1	0	26	79	11	90	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	38	0	1	74	11	5	8	3	0	19	56	31	34	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	39	0	0	54	21	15	10	0	0	23	21	46	39	
	STANSTED	FLIGHTLINE LTD	C	A	4	0	0	25	25	25	25	0	0	58	0	0	0	
	STANSTED	FLIGHTLINE LTD	C	D	3	0	0	33	0	33	33	0	0	66	0	0	0	
	GLASGOW	LOGANAIR	S	A	45	0	0	82	13	0	4	0	0	8	89	13	44	
	GLASGOW	LOGANAIR	S	D	46	0	0	74	15	2	9	0	0	12	62	16	45	
<b>TOTAL INVERNESS</b>					<b>355</b>	<b>6</b>	<b>1</b>	<b>59</b>	<b>16</b>	<b>13</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>63</b>	<b>19</b>	<b>19</b>	
ISLAMABAD																		
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	A	17	0	0	82	12	6	0	0	0	7	11	169	19	
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	D	18	0	0	72	22	6	0	0	0	12	16	159	19	
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	14	1	0	36	21	29	7	7	0	41	7	142	14	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	13	0	0	31	46	15	8	0	0	25	24	66	17	

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
ISLAMABAD																		
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	20	0	1	15	25	30	25	5	0	50	11	99	9	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	14	0	1	36	21	29	7	0	7	55	20	260	10	
<b>TOTAL ISLAMABAD</b>					<b>96</b>	<b>1</b>	<b>2</b>	<b>46</b>	<b>24</b>	<b>19</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>31</b>	<b>20</b>	<b>135</b>	<b>135</b>	
ISLAY																		
	GLASGOW	LOGANAIR	S	A	46	0	0	87	7	4	2	0	0	6	47	24	45	
	GLASGOW	LOGANAIR	S	D	46	0	0	76	17	2	4	0	0	12	56	22	45	
<b>TOTAL ISLAY</b>					<b>92</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>51</b>	<b>23</b>	<b>23</b>	
ISLE OF MAN																		
	BIRMINGHAM	BA CITIEXPRESS (IOM) LTD	S	A	111	0	0	84	15	0	1	0	0	7	76	13	58	
	BIRMINGHAM	BA CITIEXPRESS (IOM) LTD	S	D	110	0	0	92	8	0	0	0	0	4	59	31	58	
	GATWICK	BA CITIEXPRESS (IOM) LTD	S	A	81	0	0	47	23	16	14	0	0	28	0	0	0	
	GATWICK	BA CITIEXPRESS (IOM) LTD	S	D	80	1	0	51	14	18	18	0	0	33	0	0	0	
	GLASGOW	BA CITIEXPRESS (IOM) LTD	S	A	39	0	0	72	18	10	0	0	0	12	67	16	42	
	GLASGOW	BA CITIEXPRESS (IOM) LTD	S	D	39	0	0	64	18	13	5	0	0	16	69	18	42	
	MANCHESTER	BA CITIEXPRESS (IOM) LTD	S	A	89	0	0	63	21	7	8	1	0	23	84	13	92	
	MANCHESTER	BA CITIEXPRESS (IOM) LTD	S	D	90	0	0	82	7	8	3	0	0	10	86	9	93	
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	A	47	0	2	72	26	2	0	0	0	11	85	8	40	
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	D	49	0	0	57	31	10	0	2	0	20	45	25	40	
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	S	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	S	D	4	0	1	100	0	0	0	0	0	0	0	0	0	
	EDINBURGH	TTA - TRANS TRAVEL AIRLINES BV	S	A	51	0	0	76	24	0	0	0	0	9	0	0	0	
	EDINBURGH	TTA - TRANS TRAVEL AIRLINES BV	S	D	51	0	0	94	4	2	0	0	0	5	0	0	0	
<b>TOTAL ISLE OF MAN</b>					<b>847</b>	<b>62</b>	<b>63</b>	<b>73</b>	<b>16</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>16</b>	<b>16</b>	
ISTANBUL																		
	STANSTED	BOSPHORUS EUROPEAN AIRWAYS	C	A	8	0	0	38	25	0	13	13	13	113	0	0	0	
	STANSTED	BOSPHORUS EUROPEAN AIRWAYS	C	D	8	0	0	25	13	25	25	13	0	67	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	93	3	2	2	0	0	4	87	9	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	68	23	7	2	0	0	13	58	17	60	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	90	0	0	68	19	10	3	0	0	13	54	19	90	

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2001			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
ISTANBUL	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	89	0	1	75	13	4	6	1	0	16	69	15	90
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	A	17	0	0	71	18	12	0	0	0	14	41	22	22
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	D	17	0	0	53	35	6	6	0	0	22	27	25	22
<b>TOTAL ISTANBUL</b>					<b>359</b>	<b>2</b>	<b>1</b>	<b>71</b>	<b>17</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>59</b>	<b>20</b>	<b>20</b>
IZMIR (ADNAM MENDERES)	HEATHROW	KIBRIS TURKISH AIRLINES - KTHY	S	A	9	0	0	22	44	22	11	0	0	31	0	0	0
	HEATHROW	KIBRIS TURKISH AIRLINES - KTHY	S	D	9	0	0	0	0	33	67	0	0	73	0	0	0
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	13	0	0	62	23	8	8	0	0	21	54	17	13
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	13	0	1	69	23	0	8	0	0	22	46	23	13
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	20	20	0	0	0	15	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	20	40	0	0	0	21	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	3	0	0	67	0	0	33	0	0	22	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	0	0	33	0	0	22	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	1	0	100	0	0	0	0	0	0	64	61	11
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	10	0	0	100	0	0	0	0	0	0	33	73	12
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	0	1	75	33	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	10	0	0	100	0	0	0	0	0	2	75	55	4
<b>TOTAL IZMIR (ADNAM MENDERES)</b>					<b>99</b>	<b>1</b>	<b>1</b>	<b>66</b>	<b>12</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>46</b>	<b>40</b>	<b>40</b>

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

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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	22	0	0	91	0	5	0	5	0	15	100	1	17	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	21	0	0	86	10	0	0	0	5	26	53	25	17	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	25	0	0	28	32	28	12	0	0	33	50	20	30	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	25	0	0	52	36	12	0	0	0	17	80	9	30	
<b>TOTAL JEDDAH</b>					<b>93</b>	<b>3</b>	<b>0</b>	<b>62</b>	<b>20</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>23</b>	<b>69</b>	<b>14</b>	<b>14</b>	
JEREZ																		
	STANSTED	KLM UK LTD	S	A	5	0	0	60	20	20	0	0	0	14	63	19	19	
	STANSTED	KLM UK LTD	S	D	5	0	0	60	0	20	20	0	0	24	42	22	19	
<b>TOTAL JEREZ</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>10</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>53</b>	<b>20</b>	<b>20</b>	
JERSEY																		
	EDINBURGH	BMI BRITISH MIDLAND	S	A	5	0	1	0	20	80	0	0	0	36	17	53	6	
	EDINBURGH	BMI BRITISH MIDLAND	S	D	6	0	0	17	17	33	33	0	0	47	0	54	7	
	GLASGOW	BMI BRITISH MIDLAND	S	A	9	0	0	67	22	11	0	0	0	14	31	42	13	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	2	0	0	100	0	0	0	0	0	7	0	0	0	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	26	0	0	58	19	15	8	0	0	18	0	0	0	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	20	0	0	50	35	5	10	0	0	20	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	11	0	0	55	36	0	9	0	0	16	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	9	0	0	67	22	11	0	0	0	10	0	0	0	
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	3	0	0	67	0	0	33	0	0	34	67	14	3	
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	3	0	0	100	0	0	0	0	0	5	0	0	0	
	STANSTED	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	3	0	0	0	100	0	0	0	0	20	0	0	0	
	STANSTED	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	3	0	0	0	0	100	0	0	0	49	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	A	3	0	0	67	33	0	0	0	0	10	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	D	3	0	0	67	33	0	0	0	0	12	0	0	0	
	STANSTED	BRITISH AIRWAYS PLC	C	A	3	0	0	0	67	33	0	0	0	23	0	0	0	
	STANSTED	BRITISH AIRWAYS PLC	C	D	3	0	0	0	67	33	0	0	0	25	0	0	0	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	78	0	6	69	12	10	9	0	0	20	43	34	72	

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

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
JERSEY																		
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	78	0	8	82	9	5	4	0	0	10	58	23	72	
	GATWICK	CITY FLYER EXPRESS	S	A	198	0	0	62	13	17	9	0	0	19	68	16	189	
	GATWICK	CITY FLYER EXPRESS	S	D	198	0	0	53	24	17	7	0	0	21	60	16	189	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	C	A	8	0	0	63	13	25	0	0	0	18	0	61	8	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	66	0	26	62	15	14	6	3	0	25	52	41	88	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	C	D	8	0	0	75	25	0	0	0	0	10	22	57	9	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	67	0	26	55	22	13	9	0	0	23	44	38	79	
	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	A	4	0	0	75	25	0	0	0	0	9	25	65	4	
	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	D	4	0	0	75	25	0	0	0	0	11	25	73	4	
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	123	0	2	72	11	9	6	2	0	18	48	40	124	
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	123	0	2	71	14	7	7	2	0	19	45	40	125	
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	A	4	0	0	25	50	25	0	0	0	22	0	98	5	
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	D	4	0	0	50	50	0	0	0	0	12	0	96	5	
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	A	95	0	3	74	17	9	0	0	0	10	75	14	89	
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	D	96	0	2	63	25	13	0	0	0	15	56	19	90	
	LUTON	FLYBE.BRITISH EUROPEAN	S	A	8	0	0	75	13	13	0	0	0	13	62	29	39	
	LUTON	FLYBE.BRITISH EUROPEAN	S	D	8	0	0	75	25	0	0	0	0	9	51	33	39	
	MANCHESTER	FLYBE.BRITISH EUROPEAN	C	A	4	0	0	0	25	25	50	0	0	69	0	72	4	
	MANCHESTER	FLYBE.BRITISH EUROPEAN	C	D	4	0	0	0	50	0	50	0	0	66	0	95	4	
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	S	A	4	0	0	0	0	75	25	0	0	46	0	0	0	
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	C	A	3	0	0	0	33	67	0	0	0	32	40	39	5	
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	C	D	3	0	0	33	0	67	0	0	0	29	60	34	5	
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	S	D	4	0	0	25	50	25	0	0	0	25	0	0	0	
	LONDON CITY	VLM (BELGIUM)	S	A	4	0	0	25	0	75	0	0	0	35	25	22	20	
	LONDON CITY	VLM (BELGIUM)	S	D	4	0	0	25	50	25	0	0	0	25	70	13	20	
<b>TOTAL JERSEY</b>					<b>1316</b>	<b>23</b>	<b>76</b>	<b>62</b>	<b>18</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>52</b>	<b>29</b>	<b>29</b>	
JOHANNESBURG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	92	8	0	0	0	0	5	83	11	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	65	22	12	2	0	0	16	58	41	60	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	56	0	0	45	34	11	5	5	0	32	46	23	56	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	56	0	0	66	23	7	4	0	0	15	59	20	56	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	57	33	10	0	0	0	15	60	16	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	70	23	3	0	3	0	18	67	15	30	

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Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)											
JOHANNESBURG																	
<b>TOTAL JOHANNESBURG</b>					292	0	0	66	23	7	2	1	0	17	62	22	22



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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
KALAMATA																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	14	40	88	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	14	20	105	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	19	25	82	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	0	0	20	0	0	15	20	81	5	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	60	20	0	0	20	0	65	20	27	5	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	60	20	0	0	20	0	61	60	19	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	20	20	0	0	0	18	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	20	0	0	0	13	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	20	40	40	0	0	54	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	20	0	40	0	0	32	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	7	40	128	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	20	40	40	0	0	0	23	0	142	5	
<b>TOTAL KALAMATA</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>12</b>	<b>13</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>28</b>	<b>24</b>	<b>137</b>	<b>137</b>	
KARACHI																		
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	A	9	0	0	100	0	0	0	0	0	2	17	108	6	
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	D	6	0	2	83	17	0	0	0	0	8	17	170	6	
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	13	0	0	23	38	38	0	0	0	27	50	43	16	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	13	1	1	46	8	31	15	0	0	32	23	54	13	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	16	0	0	25	13	31	19	6	6	91	25	167	28	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	23	0	0	43	30	13	13	0	0	31	18	126	22	
<b>TOTAL KARACHI</b>					<b>80</b>	<b>1</b>	<b>3</b>	<b>46</b>	<b>20</b>	<b>21</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>38</b>	<b>26</b>	<b>115</b>	<b>115</b>	
KARLSRUHE/BADEN BADEN																		
KAVALLA																		
	MANCHESTER	AZZURRA AIR	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	AZZURRA AIR	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	6	75	25	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	3	75	26	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	6	40	29	5	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	3	75	19	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	5	50	38	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	7	50	32	4	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	7	4	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	7	100	0	4	

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					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Plan (8)												
KAVALLA																		
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	75	9	4	
	GATWICK	HOLA AIRLINES	C	A	4	0	0	0	50	25	25	0	0	40	0	0	0	
	GATWICK	HOLA AIRLINES	C	D	4	0	0	0	0	75	25	0	0	48	0	0	0	
	MANCHESTER	MD AIRLINES	C	A	4	0	0	0	25	25	25	25	0	115	0	0	0	
	MANCHESTER	MD AIRLINES	C	D	4	0	0	75	0	25	0	0	0	10	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	3	0	0	0	0	33	33	33	0	148	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	15	75	11	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	8	100	6	4	
<b>TOTAL KAVALLA</b>					<b>83</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>6</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>69</b>	<b>19</b>	<b>19</b>	
KEFALLINIA																		
	MANCHESTER	AIR CORDIAL LTD	C	A	4	0	0	75	0	25	0	0	0	13	0	64	5	
	MANCHESTER	AIR CORDIAL LTD	C	D	4	0	0	25	50	0	25	0	0	31	40	31	5	
	GATWICK	ASTRAEUS LTD	C	A	3	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	ASTRAEUS LTD	C	D	2	0	0	0	50	0	50	0	0	49	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	38	50	62	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	37	50	55	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	19	100	6	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	26	100	5	4	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	0	25	0	71	50	72	4	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	0	25	0	61	50	78	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	3	1	0	100	0	0	0	0	0	100	0	4		
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	100	6	4		
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	4	0	0	100	0	0	0	0	0	1	0	0	0	
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	17	0	0	88	0	6	6	0	0	12	87	4	15	
	GATWICK	EXCEL AIRWAYS LTD	C	D	17	0	0	88	6	6	0	0	0	6	87	5	15	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	5	0	0	60	40	0	0	0	0	10	20	153	5	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	7	40	156	5	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	9	90	3	10	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	4	0	0	25	25	25	0	25	0	66	70	10	10	

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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)													
KEFALLINIA																			
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	2	4		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	2	4		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	24	0	0	71	17	4	8	0	0	21	20	56	10		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	24	0	0	83	0	13	4	0	0	17	50	52	10		
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	50	19	4		
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	50	20	4		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	0	20	40	20	20	0	77	20	108	5		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	0	0	60	20	20	0	87	20	107	5		
	NEWCASTLE	ISLANDSFLUG	C	A	4	0	0	0	50	25	25	0	0	43	0	0	0		
	NEWCASTLE	ISLANDSFLUG	C	D	4	0	0	25	25	25	25	0	0	39	0	0	0		
	MANCHESTER	MD AIRLINES	C	A	4	0	0	0	0	25	75	0	0	95	0	0	0		
	MANCHESTER	MD AIRLINES	C	D	4	0	0	25	25	25	25	0	0	43	0	0	0		
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	9	75	8	4		
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	7	100	2	4		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	8	100	1	4		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	9	75	11	4		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	0	25	25	0	72	75	10	4		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	25	25	25	0	91	25	21	4		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	0	20	0	56	80	31	5		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	0	80	30	5		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	10	0	0	70	20	10	0	0	0	10	27	68	15		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	0	11	0	0	0	8	27	81	15		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	0	20	20	0	0	22	60	50	5		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	20	0	0	15	80	46	5		
<b>TOTAL KEFALLINIA</b>					<b>257</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>9</b>	<b>8</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>60</b>	<b>38</b>	<b>38</b>		
KEFLAVIK																			
	GLASGOW	ICELANDAIR	S	A	21	0	0	90	5	5	0	0	0	5	90	8	29		
	GLASGOW	ICELANDAIR	S	D	21	0	0	95	0	0	5	0	0	5	100	1	29		
	HEATHROW	ICELANDAIR	S	A	52	0	0	81	10	8	2	0	0	9	80	12	51		
	HEATHROW	ICELANDAIR	S	D	52	0	0	65	13	17	4	0	0	15	69	17	51		
<b>TOTAL KEFLAVIK</b>					<b>146</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>15</b>	<b>15</b>		
KERRY COUNTY																			
	STANSTED	RYANAIR	S	A	30	0	0	73	17	10	0	0	0	11	30	33	30		

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					Actual (7)	Plan (8)												
KERRY COUNTY																		
	STANSTED	RYANAIR		S D	30	0	0	10	40	50	0	0	0	30	30	35	30	
<b>TOTAL KERRY COUNTY</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>28</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>30</b>	<b>34</b>	<b>34</b>	
KHARTOUM																		
	HEATHROW	SUDAN AIRWAYS		S A	9	0	0	33	0	0	22	11	33	183	56	25	9	
	HEATHROW	SUDAN AIRWAYS		S D	9	0	0	44	0	11	0	44	0	127	60	15	10	
<b>TOTAL KHARTOUM</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>6</b>	<b>11</b>	<b>28</b>	<b>17</b>	<b>155</b>	<b>58</b>	<b>20</b>	<b>20</b>	
KIEV (BORISPOL)																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	22	0	0	41	45	14	0	0	0	16	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC		S D	22	0	0	64	27	9	0	0	0	16	0	0	0	
	GATWICK	EUROPEAN AIR CHARTER		C A	2	0	0	0	0	0	100	0	0	94	0	0	0	
	GATWICK	EUROPEAN AIR CHARTER		C D	2	0	0	50	0	50	0	0	0	21	0	0	0	
	GATWICK	UKRAINE INTERNATIONAL AIRLINES		S A	22	0	0	91	5	5	0	0	0	4	77	8	22	
	GATWICK	UKRAINE INTERNATIONAL AIRLINES		S D	22	0	0	86	9	5	0	0	0	7	64	15	22	
<b>TOTAL KIEV (BORISPOL)</b>					<b>96</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>21</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>64</b>	<b>17</b>	<b>17</b>	
KINGSTON																		
	HEATHROW	AIR JAMAICA		S A	26	0	0	23	35	19	19	4	0	45	35	44	23	
	HEATHROW	AIR JAMAICA		S D	31	0	0	23	29	16	26	6	0	54	35	40	23	
	GATWICK	BRITISH AIRWAYS PLC		S A	12	0	0	8	8	42	33	8	0	74	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC		S D	13	0	0	46	31	8	15	0	0	30	0	0	0	
<b>TOTAL KINGSTON</b>					<b>82</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>28</b>	<b>20</b>	<b>23</b>	<b>5</b>	<b>0</b>	<b>50</b>	<b>35</b>	<b>42</b>	<b>42</b>	
KIRKWALL																		
	EDINBURGH	LOGANAIR		S A	60	0	0	92	0	3	5	0	0	7	80	13	46	
	EDINBURGH	LOGANAIR		S D	60	0	0	73	17	8	2	0	0	12	43	29	46	
<b>TOTAL KIRKWALL</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>67</b>	<b>17</b>	<b>17</b>	
KLAGENFURT																		
	STANSTED	RYANAIR		S A	30	0	0	93	0	3	0	3	0	8	0	0	0	
	STANSTED	RYANAIR		S D	30	0	0	67	13	17	0	3	0	20	0	0	0	
<b>TOTAL KLAGENFURT</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>10</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>62</b>	<b>62</b>	
KOS																		
	MANCHESTER	AIR CORDIAL LTD		C A	9	0	0	56	11	11	11	11	0	40	25	73	8	
	MANCHESTER	AIR CORDIAL LTD		C D	8	0	0	50	13	25	0	13	0	52	22	59	9	

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
KOS																		
	NEWCASTLE	AIR CORDIAL LTD	C	A	5	0	0	40	20	0	40	0	0	41	0	75	5	
	NEWCASTLE	AIR CORDIAL LTD	C	D	4	0	0	50	0	0	50	0	0	44	40	74	5	
	GATWICK	ASTRAEUS LTD	C	A	16	0	0	50	19	6	25	0	0	34	0	0	0	
	GATWICK	ASTRAEUS LTD	C	D	15	0	0	47	13	20	20	0	0	37	0	0	0	
	MANCHESTER	ASTRAEUS LTD	C	A	5	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	ASTRAEUS LTD	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0	
	GLASGOW	BMI BRITISH MIDLAND	C	A	5	0	0	40	20	40	0	0	0	22	0	98	5	
	GLASGOW	BMI BRITISH MIDLAND	C	D	4	0	0	25	50	25	0	0	0	27	0	97	5	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	20	20	20	20	20	0	94	20	76	5	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	25	25	0	25	25	0	106	20	66	5	
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	88	0	13	0	0	0	8	56	23	9	
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	75	13	13	0	0	0	12	67	24	9	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	0	25	0	92	25	92	4	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	0	25	0	93	25	82	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	0	25	25	0	103	50	79	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	0	25	25	0	96	25	75	4	
	GATWICK	EXCEL AIRWAYS LTD	C	A	12	0	0	92	0	0	0	8	0	24	69	15	16	
	GATWICK	EXCEL AIRWAYS LTD	C	D	12	0	0	75	17	0	0	8	0	32	75	12	16	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	22	0	0	59	14	5	23	0	0	33	44	49	18	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	20	1	0	75	20	5	0	0	0	8	22	56	18	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	88	13	0	0	0	0	6	42	59	12	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	100	0	0	0	0	0	2	50	41	12	
	GATWICK	MONARCH AIRLINES	C	A	13	0	0	54	8	0	23	15	0	71	0	63	5	
	GATWICK	MONARCH AIRLINES	C	D	12	0	0	58	17	0	8	17	0	51	0	49	5	
	MANCHESTER	MONARCH AIRLINES	C	A	9	0	0	78	22	0	0	0	0	7	33	46	9	
	MANCHESTER	MONARCH AIRLINES	C	D	8	0	0	100	0	0	0	0	0	1	67	29	9	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	6	50	103	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	8	50	123	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	0	75	0	0	57	75	22	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	50	25	0	0	38	50	22	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	0	25	0	0	51	100	0	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	0	25	0	53	75	13	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	17	0	0	47	6	29	12	6	0	49	33	178	9	

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
KOS																		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	16	0	0	56	13	13	6	13	0	42	33	82	9	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	42	100	5	4	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	50	0	25	0	0	45	75	9	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	20	0	0	15	60	24	5	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	60	22	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	50	53	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	75	37	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	3	0	100	0	0	0	0	0	0	32	51	22	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	0	48	44	21	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	3	25	76	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	2	0	73	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	13	0	0	0	0	4	42	77	12	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	13	0	0	0	0	4	42	72	12	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	1	25	43	4	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	25	55	4	
<b>TOTAL KOS</b>					<b>365</b>	<b>6</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>7</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>31</b>	<b>40</b>	<b>54</b>	<b>54</b>	
KRAKOW																		
	GATWICK	LOT-POLISH AIRLINES	S	A	30	0	0	93	3	3	0	0	0	4	97	3	30	
	GATWICK	LOT-POLISH AIRLINES	S	D	30	0	0	80	13	3	3	0	0	12	57	17	30	
<b>TOTAL KRAKOW</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>10</b>	<b>10</b>	
KRISTIANSAND (KJEVIK)																		
<b>TOTAL KRISTIANSAND (KJEVIK)</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
KUALA LUMPUR (SEPANG)																		
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	A	77	0	0	52	16	29	4	0	0	22	36	45	75	
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	D	77	0	0	87	5	5	3	0	0	10	57	16	75	
	MANCHESTER	MALAYSIAN AIRLINES SYSTEM-MAS	S	A	13	0	0	31	23	31	8	8	0	41	46	31	13	
	MANCHESTER	MALAYSIAN AIRLINES SYSTEM-MAS	S	D	13	0	0	92	0	8	0	0	0	5	31	40	13	
<b>TOTAL KUALA LUMPUR (SEPANG)</b>					<b>180</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>11</b>	<b>17</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>45</b>	<b>31</b>	<b>31</b>	
KUWAIT																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	100	0	0	0	0	0	1	93	3	30	

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 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)											
KUWAIT	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	67	23	7	3	0	0	13	60	29	30
	HEATHROW	KUWAIT AIRWAYS	S	A	32	0	0	88	3	0	9	0	0	9	48	21	31
	HEATHROW	KUWAIT AIRWAYS	S	D	32	0	0	25	28	28	19	0	0	35	44	34	32
<b>TOTAL KUWAIT</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>14</b>	<b>9</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>61</b>	<b>22</b>	<b>22</b>

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2001			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
LA CORUNA	HEATHROW	BMI BRITISH MIDLAND	C	A	4	0	0	75	0	25	0	0	0	17	0	67	2
	HEATHROW	BMI BRITISH MIDLAND	C	D	4	0	0	75	25	0	0	0	0	7	0	46	2
<b>TOTAL LA CORUNA</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>57</b>	<b>57</b>
LA ROCHELLE	STANSTED	KLM UK LTD	S	A	41	1	1	66	12	10	12	0	0	23	79	19	19
	STANSTED	KLM UK LTD	S	D	42	0	0	33	36	21	10	0	0	27	68	20	19
<b>TOTAL LA ROCHELLE</b>					<b>83</b>	<b>1</b>	<b>1</b>	<b>49</b>	<b>24</b>	<b>16</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>74</b>	<b>20</b>	<b>20</b>
LA ROMANA	GATWICK	BRITANNIA AIRWAYS	C	A	3	0	0	100	0	0	0	0	0	6	50	20	4
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	4	75	13	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	10	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	50	0	0	0	0	12	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	0	50	50	0	0	0	43	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	3	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL LA ROMANA</b>					<b>25</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>40</b>	<b>66</b>	<b>66</b>
LAGOS	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	87	13	0	0	0	0	7	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	13	47	30	10	0	0	31	0	0	0
	HEATHROW	NIGERIA AIRWAYS	S	A	12	0	0	42	0	25	25	0	8	79	0	0	0
	HEATHROW	NIGERIA AIRWAYS	S	D	12	0	1	17	17	42	25	0	0	49	0	0	0
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	22	2	7	45	9	45	0	0	0	25	22	72	18
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	23	1	6	30	57	4	9	0	0	26	30	31	20
<b>TOTAL LAGOS</b>					<b>129</b>	<b>3</b>	<b>14</b>	<b>42</b>	<b>27</b>	<b>22</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>30</b>	<b>42</b>	<b>37</b>	<b>37</b>
LAHORE	HEATHROW	PAKISTAN INTL AIRLINES	S	A	12	0	0	17	50	25	8	0	0	31	8	76	13
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	12	0	0	25	33	33	8	0	0	30	23	27	13
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	4	0	0	50	50	0	0	0	0	17	0	78	4
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	4	0	0	25	25	50	0	0	0	32	25	65	8
<b>TOTAL LAHORE</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>41</b>	<b>28</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>18</b>	<b>56</b>	<b>56</b>
LARNACA	MANCHESTER	AIR CORDIAL LTD	C	A	5	0	0	20	20	20	20	20	0	78	0	120	5



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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
LARNACA																		
	MANCHESTER	AIR CORDIAL LTD	C	D	5	0	0	40	0	20	20	20	0	81	0	119	5	
	NEWCASTLE	AIR CORDIAL LTD	C	A	5	0	0	40	60	0	0	0	0	19	60	18	5	
	NEWCASTLE	AIR CORDIAL LTD	C	D	5	0	0	80	20	0	0	0	8	20	29	5		
	MANCHESTER	BMI BRITISH MIDLAND	C	A	5	0	0	0	20	80	0	0	0	37	0	74	8	
	MANCHESTER	BMI BRITISH MIDLAND	C	D	5	0	0	60	20	20	0	0	0	13	0	41	8	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	25	0	25	0	74	33	49	9	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	25	0	25	0	73	56	39	9	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	56	0	11	11	22	0	82	0	31	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	67	0	11	0	22	0	78	20	21	5	
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	5	40	59	5	
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	7	40	20	5	
	LUTON	BRITANNIA AIRWAYS	C	A	9	0	0	67	11	11	11	0	0	16	55	25	11	
	LUTON	BRITANNIA AIRWAYS	C	D	9	0	0	78	0	11	11	0	0	16	44	29	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	0	25	0	25	200	25	67	8	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	25	25	0	25	0	25	199	56	44	9	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	20	0	0	0	6	60	37	5	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	20	0	0	0	10	80	11	5	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	39	0	0	36	28	23	13	0	0	32	40	23	40	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	38	0	0	47	34	11	8	0	0	24	65	15	40	
	BIRMINGHAM	CYPRUS AIRWAYS	S	A	4	0	0	25	0	50	25	0	0	43	63	25	8	
	BIRMINGHAM	CYPRUS AIRWAYS	S	D	4	0	0	25	0	50	25	0	0	58	0	69	8	
	GATWICK	CYPRUS AIRWAYS	S	A	4	0	0	100	0	0	0	0	0	3	78	12	9	
	GATWICK	CYPRUS AIRWAYS	S	D	4	0	0	25	50	25	0	0	0	20	56	16	9	
	HEATHROW	CYPRUS AIRWAYS	S	A	69	0	0	71	14	7	7	0	0	14	53	26	64	
	HEATHROW	CYPRUS AIRWAYS	S	D	68	0	0	56	16	19	9	0	0	23	52	24	64	
	MANCHESTER	CYPRUS AIRWAYS	S	A	8	0	0	100	0	0	0	0	0	3	67	11	9	
	MANCHESTER	CYPRUS AIRWAYS	S	D	8	0	0	25	50	13	13	0	0	29	22	52	9	
	STANSTED	CYPRUS AIRWAYS	S	A	17	0	0	88	6	0	6	0	0	9	75	19	12	
	STANSTED	CYPRUS AIRWAYS	S	D	17	0	0	24	65	0	12	0	0	31	23	61	13	
	BIRMINGHAM	EUROCYPRIA AIRLINES LTD	C	A	9	0	0	78	0	0	22	0	0	20	58	23	12	
	BIRMINGHAM	EUROCYPRIA AIRLINES LTD	C	D	9	0	0	44	33	0	22	0	0	28	17	40	12	
	GATWICK	EUROCYPRIA AIRLINES LTD	C	A	17	0	0	53	18	12	18	0	0	28	53	24	15	
	GATWICK	EUROCYPRIA AIRLINES LTD	C	D	17	0	0	65	6	6	24	0	0	30	47	30	15	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
LARNACA	LUTON	EUROCYPRIA AIRLINES LTD	C	A	4	0	0	50	25	0	0	25	0	58	20	205	5
	LUTON	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	50	25	0	0	25	0	56	20	82	5
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	A	8	0	0	75	0	13	13	0	0	29	54	30	13
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	D	8	0	0	50	13	13	25	0	0	52	54	30	13
	GATWICK	EUROPEAN AIR CHARTER	C	A	4	0	0	0	0	25	50	25	0	102	0	0	0
	GATWICK	EUROPEAN AIR CHARTER	C	D	3	0	0	0	33	0	67	0	0	51	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	9	0	0	56	0	33	11	0	0	27	71	15	17
	GATWICK	EXCEL AIRWAYS LTD	C	D	9	0	0	89	0	0	11	0	0	13	82	19	17
	GLASGOW	EXCEL AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	0	0	0
	GLASGOW	EXCEL AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	1	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	10	0	0	80	0	0	20	0	0	17	0	134	10
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	9	0	0	78	0	0	22	0	0	25	20	110	10
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	S	A	4	0	0	75	25	0	0	0	0	13	25	42	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	S	D	4	0	0	75	25	0	0	0	0	10	25	27	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	S	A	18	0	0	56	28	6	11	0	0	30	19	135	21
	GATWICK	FIRST CHOICE AIRWAYS LTD	S	D	18	0	0	50	39	6	6	0	0	24	23	77	22
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	34	75	73	4
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	6	75	67	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	S	A	18	0	0	89	11	0	0	0	0	3	18	88	17
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	S	D	18	0	0	89	6	6	0	0	0	6	26	75	19
	BIRMINGHAM	HELIOS AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	100	1	4
	BIRMINGHAM	HELIOS AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	10	75	36	4
	GATWICK	HELIOS AIRWAYS LTD	C	A	10	0	0	90	0	10	0	0	0	7	72	12	18
	GATWICK	HELIOS AIRWAYS LTD	C	D	9	0	0	44	11	33	11	0	0	30	61	25	18
	GLASGOW	HELIOS AIRWAYS LTD	C	A	8	0	0	75	13	13	0	0	0	10	60	26	5
	GLASGOW	HELIOS AIRWAYS LTD	C	D	8	0	0	50	13	38	0	0	0	19	0	62	5
	LUTON	HELIOS AIRWAYS LTD	C	A	4	0	0	50	0	25	25	0	0	27	25	49	4
	LUTON	HELIOS AIRWAYS LTD	C	D	4	0	0	50	0	25	25	0	0	35	25	49	4
	MANCHESTER	HELIOS AIRWAYS LTD	C	A	5	0	0	40	20	20	20	0	0	35	60	15	5
	MANCHESTER	HELIOS AIRWAYS LTD	C	D	5	0	0	20	0	60	20	0	0	46	40	40	5
	NEWCASTLE	HELIOS AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	14	100	0	5
	NEWCASTLE	HELIOS AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	18	100	2	5
	EDINBURGH	MONARCH AIRLINES	C	A	5	0	0	80	0	0	20	0	0	25	60	26	5

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
LARNACA	EDINBURGH	MONARCH AIRLINES	C	D	5	0	0	60	0	20	20	0	0	38	60	22	5
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	0	25	0	0	25	312	20	52	5
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	0	25	0	0	25	100	0	59	4
	LUTON	MONARCH AIRLINES	C	A	4	0	0	25	50	25	0	0	0	25	25	27	4
	LUTON	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	4	25	22	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	7	75	15	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	10	75	22	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	14	0	0	43	21	14	21	0	0	31	0	71	8
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	15	0	0	27	33	13	27	0	0	39	38	34	8
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	20	40	20	0	0	43	50	23	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	0	40	40	0	0	46	25	39	4
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	25	0	0	0	18	86	11	7
	LUTON	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	20	20	20	0	0	29	60	17	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	18	0	0	44	28	11	6	11	0	49	67	85	12
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	18	0	0	61	17	6	6	11	0	40	38	84	13
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	4	50	33	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	5	50	17	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	2	50	39	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	5	75	28	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	17	0	0	53	18	12	12	6	0	34	27	76	22
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	19	0	0	47	21	32	0	0	0	19	36	42	22
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	4	0	68	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	1	25	40	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	0	69	15	0	8	8	0	26	13	101	16
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	12	1	0	83	0	0	8	8	0	28	29	84	17
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	25	54	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	5	25	54	4
<b>TOTAL LARNACA</b>					<b>882</b>	<b>4</b>	<b>0</b>	<b>60</b>	<b>16</b>	<b>12</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>43</b>	<b>45</b>	<b>45</b>
LAS PALMAS	GATWICK	AIR EUROPA	C	A	4	0	0	100	0	0	0	0	0	0	100	3	4
	GATWICK	AIR EUROPA	C	D	4	0	0	100	0	0	0	0	0	1	75	12	4
	GLASGOW	AIR EUROPA	C	A	11	0	0	100	0	0	0	0	0	0	0	0	0
	GLASGOW	AIR EUROPA	C	D	12	0	0	100	0	0	0	0	0	0	0	0	0

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2001					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
LAS PALMAS																		
	MANCHESTER	AIR EUROPA	C	A	2	0	0	100	0	0	0	0	0	3	0	0	0	0
	STANSTED	AIR EUROPA	C	A	5	0	0	60	20	20	0	0	0	18	75	5	4	4
	STANSTED	AIR EUROPA	C	D	5	0	0	60	20	20	0	0	0	15	50	19	4	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	44	11	11	22	11	0	50	0	153	8	8
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	44	0	22	22	11	0	54	38	122	8	8
	GATWICK	BRITANNIA AIRWAYS	C	A	13	0	0	62	15	8	15	0	0	23	42	35	12	12
	GATWICK	BRITANNIA AIRWAYS	C	D	14	0	0	79	7	0	14	0	0	22	42	39	12	12
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	5	75	10	4	4
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	1	75	13	4	4
	LUTON	BRITANNIA AIRWAYS	C	A	9	0	0	67	11	0	0	11	11	69	60	42	10	10
	LUTON	BRITANNIA AIRWAYS	C	D	9	0	0	78	0	0	0	11	11	68	70	37	10	10
	MANCHESTER	BRITANNIA AIRWAYS	C	A	13	0	0	62	23	8	8	0	0	19	42	52	12	12
	MANCHESTER	BRITANNIA AIRWAYS	C	D	13	0	0	85	8	0	8	0	0	8	58	39	12	12
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	8	100	4	4	4
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	4	75	8	4	4
	STANSTED	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	1	25	31	4	4
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	11	75	18	4	4
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	50	25	0	25	0	0	21	0	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	60	20	20	0	0	0	13	0	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	17	40	133	5	5
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	9	40	133	5	5
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	14	0	0	50	29	21	0	0	0	19	33	47	12	12
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	14	0	0	50	21	29	0	0	0	19	50	45	12	12
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	0	0	25	0	54	50	23	4	4
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	0	0	20	0	0	35	75	18	4	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	12	0	0	83	8	8	0	0	0	8	38	40	8	8
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	10	0	0	90	10	0	0	0	0	3	0	61	8	8
	NEWCASTLE	FUTURA AIRLINES	C	A	9	0	0	89	11	0	0	0	0	6	0	0	0	0
	NEWCASTLE	FUTURA AIRLINES	C	D	9	0	0	89	0	11	0	0	0	6	0	0	0	0
	GATWICK	GB AIRWAYS LTD	S	D	13	0	0	31	31	31	8	0	0	27	0	0	0	0
	GLASGOW	IBERWORLD	C	A	4	0	0	50	50	0	0	0	0	9	0	34	5	5
	GLASGOW	IBERWORLD	C	D	4	0	0	50	50	0	0	0	0	11	0	33	5	5
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	50	0	25	25	0	0	47	75	6	4	4

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
LAS PALMAS	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	60	20	0	20	0	0	31	75	15	4
	EDINBURGH	MONARCH AIRLINES	C	A	9	0	0	89	0	0	0	11	0	21	56	18	9
	EDINBURGH	MONARCH AIRLINES	C	D	9	0	0	78	11	0	0	11	0	27	67	17	9
	GATWICK	MONARCH AIRLINES	C	A	6	0	0	83	17	0	0	0	0	9	40	57	5
	GATWICK	MONARCH AIRLINES	C	D	6	0	0	100	0	0	0	0	0	2	60	45	5
	LUTON	MONARCH AIRLINES	C	A	5	0	0	20	60	0	20	0	0	44	67	27	3
	LUTON	MONARCH AIRLINES	C	D	5	0	0	60	20	0	20	0	0	33	67	36	3
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	2	25	47	4
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	0	50	44	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	13	0	0	69	8	15	8	0	0	13	67	13	9
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	13	0	0	77	15	0	8	0	0	12	78	9	9
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	17	0	0	47	12	29	12	0	0	26	53	30	17
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	17	0	0	53	12	12	24	0	0	34	53	35	17
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	28	33	39	9
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	20	0	0	28	33	47	9
	LUTON	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	5	40	59	5
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	3	60	66	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	17	0	0	71	6	12	12	0	0	22	48	94	23
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	17	0	0	71	0	6	24	0	0	28	46	55	24
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	0	40	20	0	0	28	20	97	5
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	50	0	0	0	22	20	109	5
	GATWICK	SPANAIR	C	A	4	0	0	100	0	0	0	0	0	1	0	0	0
	GATWICK	SPANAIR	C	D	3	1	0	100	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	0	0	60	72	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	0	11	0	0	0	6	20	80	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	20	0	0	80	15	0	5	0	0	11	27	69	22
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	18	0	0	89	0	11	0	0	0	7	32	69	22
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	14	0	0	79	0	21	0	0	0	13	54	63	26
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	13	0	0	54	31	0	15	0	0	21	58	64	26
	STANSTED	VOLAR AIRLINES	C	A	4	0	0	25	0	25	25	25	0	93	0	0	0
	STANSTED	VOLAR AIRLINES	C	D	4	0	0	25	0	0	50	25	0	103	0	0	0
<b>TOTAL LAS PALMAS</b>					<b>555</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>10</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>48</b>	<b>49</b>	<b>49</b>
LAS VEGAS																	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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	4	0	0	50	25	0	25	0	0	46	33	50	3	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	25	25	0	0	51	25	19	4	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	100	0	0	0	0	4	80	18	10		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	56	22	11	11	0	0	19	58	26	12	
<b>TOTAL LAS VEGAS</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>12</b>	<b>8</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>59</b>	<b>25</b>	<b>25</b>	
LEEDS BRADFORD																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	107	0	0	91	6	4	0	0	5	77	13	104		
	HEATHROW	BMI BRITISH MIDLAND	S	D	103	0	0	83	11	7	0	0	8	69	18	100		
	EDINBURGH	BMI REGIONAL	S	A	89	0	0	92	6	0	2	0	4	97	3	65		
	EDINBURGH	BMI REGIONAL	S	D	89	0	0	91	4	1	3	0	6	78	11	64		
	GLASGOW	BMI REGIONAL	S	A	68	1	0	97	0	1	1	0	4	77	11	66		
	GLASGOW	BMI REGIONAL	S	D	68	0	0	96	0	3	1	0	3	82	10	65		
	GATWICK	BRITISH REGIONAL AIRLINES LTD	S	A	80	0	1	66	20	8	6	0	15	0	0	0		
	GATWICK	BRITISH REGIONAL AIRLINES LTD	S	D	79	0	2	68	16	9	5	1	19	0	0	0		
<b>TOTAL LEEDS BRADFORD</b>					<b>685</b>	<b>2</b>	<b>3</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>12</b>	<b>12</b>		
LEMNOS																		
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	20	40	20	20	0	0	35	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	25	25	25	0	0	57	50	69	4	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	0	0	25	0	0	41	25	76	4	
<b>TOTAL LEMNOS</b>					<b>13</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>23</b>	<b>15</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>27</b>	<b>60</b>	<b>60</b>	
LIBREVILLE																		
	GATWICK	AIR GABON	S	A	4	1	0	0	0	0	50	25	25	307	50	24	2	
<b>TOTAL LIBREVILLE</b>					<b>4</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>307</b>	<b>33</b>	<b>31</b>	<b>31</b>	
LIEGE																		
<b>TOTAL LIEGE</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>50</b>	<b>38</b>	<b>38</b>	
LILLE																		
LILONGWE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	5	0	0	100	0	0	0	0	0	0	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	4	0	0	75	0	25	0	0	0	15	0	0	0	
<b>TOTAL LILONGWE</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>15</b>	<b>15</b>	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
LIMOGES																		
	STANSTED	KLM UK LTD		S A	30	0	0	60	20	20	0	0	0	17	0	0	0	0
	STANSTED	KLM UK LTD		S D	30	0	0	70	23	7	0	0	0	9	0	0	0	0
<b>TOTAL LIMOGES</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>22</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
LINKOPING																		
	GATWICK	CITY AIRLINE		S A	48	0	7	46	25	25	4	0	0	21	0	0	0	0
	GATWICK	CITY AIRLINE		S D	48	0	7	83	13	2	2	0	0	7	0	0	0	0
<b>TOTAL LINKOPING</b>					<b>96</b>	<b>0</b>	<b>14</b>	<b>65</b>	<b>19</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>11</b>	<b>11</b>	<b>11</b>
LINZ																		
LISBON																		
	GATWICK	AIR PORTUGAL		S A	56	0	4	59	18	18	5	0	0	21	37	30	30	30
	GATWICK	AIR PORTUGAL		S D	56	0	4	57	18	20	5	0	0	20	33	36	30	30
	HEATHROW	AIR PORTUGAL		S A	90	0	0	24	30	24	20	1	0	40	16	63	90	90
	HEATHROW	AIR PORTUGAL		S D	90	0	0	39	14	26	20	1	0	38	41	49	90	90
	HEATHROW	BRITISH AIRWAYS PLC		S A	120	0	0	68	21	6	4	1	0	16	60	21	120	120
	HEATHROW	BRITISH AIRWAYS PLC		S D	120	0	0	73	12	11	3	3	0	17	73	13	120	120
	GATWICK	GB AIRWAYS LTD		S A	30	0	0	93	0	0	7	0	0	13	73	16	30	30
	GATWICK	GB AIRWAYS LTD		S D	30	0	0	57	27	10	7	0	0	24	53	18	30	30
	MANCHESTER	PORTUGALIA		S A	24	1	1	58	29	8	4	0	0	15	32	29	25	25
	MANCHESTER	PORTUGALIA		S D	4	1	0	75	0	25	0	0	0	9	62	34	21	21
<b>TOTAL LISBON</b>					<b>624</b>	<b>3</b>	<b>9</b>	<b>57</b>	<b>18</b>	<b>15</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>50</b>	<b>32</b>	<b>32</b>	<b>32</b>
LJUBLJANA																		
	GATWICK	ADRIA AIRWAYS		S A	30	0	0	73	20	3	3	0	0	13	0	0	0	0
	GATWICK	ADRIA AIRWAYS		S D	30	0	0	67	13	13	3	0	3	33	0	0	0	0
	MANCHESTER	ADRIA AIRWAYS		S A	4	0	0	50	50	0	0	0	0	11	100	3	4	4
	MANCHESTER	ADRIA AIRWAYS		S D	4	0	0	25	75	0	0	0	0	16	50	15	4	4
<b>TOTAL LJUBLJANA</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>22</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>22</b>	<b>50</b>	<b>22</b>	<b>22</b>	<b>22</b>
LONDON CITY																		
	EDINBURGH	SCOT AIRWAYS		S A	297	0	20	70	23	7	0	0	0	12	47	21	167	167
	EDINBURGH	SCOT AIRWAYS		S D	278	0	18	85	13	2	0	0	0	6	80	14	167	167
	MANCHESTER	VLM (BELGIUM)		S A	85	0	1	94	6	0	0	0	0	3	0	0	0	0
	MANCHESTER	VLM (BELGIUM)		S D	85	0	1	99	1	0	0	0	0	1	0	0	0	0
<b>TOTAL LONDON CITY</b>					<b>745</b>	<b>1</b>	<b>40</b>	<b>82</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>68</b>	<b>17</b>	<b>17</b>	<b>17</b>

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
LOS ANGELES INTERNATIONAL																		
	HEATHROW	AMERICAN AIRLINES	S	A	30	0	0	93	7	0	0	0	0	2	56	18	27	
	HEATHROW	AMERICAN AIRLINES	S	D	30	0	0	73	27	0	0	0	0	12	54	27	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	87	12	0	2	0	0	6	74	13	50	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	62	25	12	2	0	0	18	51	26	51	
	HEATHROW	UNITED AIRLINES	S	A	30	0	0	87	3	7	3	0	0	9	65	16	57	
	HEATHROW	UNITED AIRLINES	S	D	30	0	0	87	13	0	0	0	0	6	68	24	53	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	59	0	0	93	2	2	2	0	2	11	68	19	53	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	59	0	0	56	25	12	7	0	0	20	54	26	52	
<b>TOTAL LOS ANGELES INTERNATIONAL</b>					<b>358</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>15</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>62</b>	<b>21</b>	<b>21</b>	
LUBECK																		
	STANSTED	RYANAIR	S	A	51	0	7	86	8	4	0	2	0	11	67	18	54	
	STANSTED	RYANAIR	S	D	51	0	7	78	16	6	0	0	0	11	64	18	55	
<b>TOTAL LUBECK</b>					<b>102</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>65</b>	<b>18</b>	<b>18</b>	
LUSAKA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	56	33	0	11	0	0	23	54	16	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	25	38	25	13	0	0	30	83	9	12	
<b>TOTAL LUSAKA</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>35</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>68</b>	<b>12</b>	<b>12</b>	
LUTON																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	184	1	0	69	15	11	5	0	0	15	29	46	160	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	183	0	0	51	20	18	10	1	0	25	27	55	161	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	181	5	0	66	18	8	8	0	0	17	43	40	162	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	184	0	1	55	20	15	10	0	0	23	36	45	162	
<b>TOTAL LUTON</b>					<b>733</b>	<b>12</b>	<b>1</b>	<b>60</b>	<b>18</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>34</b>	<b>46</b>	<b>46</b>	
LUXEMBOURG																		
	GATWICK	CITY FLYER EXPRESS	S	A	44	0	0	66	11	14	9	0	0	19	72	12	87	
	GATWICK	CITY FLYER EXPRESS	S	D	44	0	0	48	25	9	18	0	0	27	70	14	88	
	HEATHROW	LUXAIR	S	A	60	0	0	72	27	2	0	0	0	11	63	18	60	
	HEATHROW	LUXAIR	S	D	60	0	0	85	13	2	0	0	0	6	83	12	60	
	MANCHESTER	LUXAIR	S	A	30	0	0	87	13	0	0	0	0	4	100	6	25	
	MANCHESTER	LUXAIR	S	D	30	0	0	93	7	0	0	0	0	2	72	17	25	
	STANSTED	LUXAIR	S	A	59	0	0	100	0	0	0	0	0	1	91	5	44	
	STANSTED	LUXAIR	S	D	59	0	0	88	8	3	0	0	0	5	66	31	44	



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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)													
LUXEMBOURG																			
	LONDON CITY	VLM (BELGIUM)		S A	71	0	1	79	14	6	1	0	0	10	54	18	61		
	LONDON CITY	VLM (BELGIUM)		S D	72	0	0	69	22	8	0	0	0	11	61	17	61		
<b>TOTAL LUXEMBOURG</b>					<b>529</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>15</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>15</b>	<b>15</b>		
LUXOR																			
	GATWICK	BRITANNIA AIRWAYS		C A	4	0	0	100	0	0	0	0	0	3	100	6	4		
	GATWICK	BRITANNIA AIRWAYS		C D	4	0	0	100	0	0	0	0	0	8	50	12	4		
	MANCHESTER	BRITANNIA AIRWAYS		C A	4	0	0	75	25	0	0	0	0	10	25	20	4		
	MANCHESTER	BRITANNIA AIRWAYS		C D	4	0	0	75	25	0	0	0	0	7	50	15	4		
	HEATHROW	EGYPT AIR		S A	6	0	0	50	33	17	0	0	0	17	50	15	4		
	HEATHROW	EGYPT AIR		S D	6	0	0	50	33	17	0	0	0	20	25	73	4		
	GATWICK	MONARCH AIRLINES		C A	10	0	0	60	10	30	0	0	0	18	100	3	4		
	GATWICK	MONARCH AIRLINES		C D	10	0	0	90	10	0	0	0	0	5	0	25	4		
	MANCHESTER	MONARCH AIRLINES		C A	4	0	0	75	25	0	0	0	0	8	0	0	0		
	MANCHESTER	MONARCH AIRLINES		C D	5	0	0	100	0	0	0	0	0	0	0	0	0		
<b>TOTAL LUXOR</b>					<b>57</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>16</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>53</b>	<b>26</b>	<b>26</b>		
LYON																			
	HEATHROW	BRITISH AIRWAYS PLC		S A	89	0	0	69	17	12	2	0	0	14	0	0	0		
	HEATHROW	BRITISH AIRWAYS PLC		S D	89	0	0	71	18	8	3	0	0	13	0	0	0		
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD		S A	26	0	0	96	4	0	0	0	0	3	72	8	25		
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD		S D	26	0	0	81	15	4	0	0	0	8	72	9	25		
	BIRMINGHAM	DUO AIRWAYS LTD		S A	51	0	0	88	6	2	4	0	0	7	88	8	50		
	BIRMINGHAM	DUO AIRWAYS LTD		S D	51	0	0	88	8	2	2	0	0	6	94	4	50		
	HEATHROW	FLYBE.BRITISH EUROPEAN		S A	79	0	0	96	4	0	0	0	0	2	87	7	78		
	HEATHROW	FLYBE.BRITISH EUROPEAN		S D	79	0	0	90	9	0	1	0	0	5	88	6	78		
<b>TOTAL LYON</b>					<b>490</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>8</b>	<b>8</b>		

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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	70	0	1	77	19	3	1	0	0	9	52	20	84		
	STANSTED	HOLLANDEXEL		S D	71	0	0	63	30	7	0	0	0	11	62	16	84		
<b>TOTAL MAASTRICHT</b>					<b>141</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>24</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>57</b>	<b>18</b>	<b>18</b>		
MADRAS/CHENNAI																			
	HEATHROW	BRITISH AIRWAYS PLC		S A	9	0	0	89	0	11	0	0	0	4	78	9	9		
	HEATHROW	BRITISH AIRWAYS PLC		S D	8	0	0	25	25	38	13	0	0	34	44	31	9		
<b>TOTAL MADRAS/CHENNAI</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>12</b>	<b>24</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>61</b>	<b>20</b>	<b>20</b>		
MADRID																			
	GATWICK	AEROLINEAS ARGENTINAS		S A	13	0	0	77	0	23	0	0	0	14	0	0	0		
	GATWICK	AEROLINEAS ARGENTINAS		S D	13	0	0	92	8	0	0	0	0	7	0	0	0		
	GATWICK	AIR EUROPA		S A	30	0	0	70	7	17	7	0	0	18	17	41	30		
	GATWICK	AIR EUROPA		S D	30	0	0	67	13	10	10	0	0	22	20	42	30		
	HEATHROW	BMI BRITISH MIDLAND		S A	90	0	0	60	19	18	3	0	0	18	46	25	118		
	HEATHROW	BMI BRITISH MIDLAND		S D	90	0	0	64	28	6	2	0	0	14	64	17	118		
	BIRMINGHAM	BRITISH AIRWAYS PLC		S A	30	0	0	33	40	17	10	0	0	28	37	33	30		
	BIRMINGHAM	BRITISH AIRWAYS PLC		S D	30	0	0	70	20	10	0	0	0	11	77	14	30		
	EDINBURGH	BRITISH AIRWAYS PLC		S A	4	0	0	50	25	0	25	0	0	40	42	33	24		
	EDINBURGH	BRITISH AIRWAYS PLC		S D	29	0	0	86	7	7	0	0	0	8	97	9	30		
	GATWICK	BRITISH AIRWAYS PLC		S A	106	0	0	46	26	18	9	0	0	26	0	0	0		
	GATWICK	BRITISH AIRWAYS PLC		S D	106	0	0	60	16	15	8	0	0	22	0	0	0		
	HEATHROW	BRITISH AIRWAYS PLC		S A	149	0	0	60	23	11	6	0	0	17	54	23	149		
	HEATHROW	BRITISH AIRWAYS PLC		S D	149	0	0	68	19	8	5	0	0	16	76	13	149		
	MANCHESTER	BRITISH AIRWAYS PLC		S A	50	0	1	24	28	40	8	0	0	32	62	19	50		
	MANCHESTER	BRITISH AIRWAYS PLC		S D	51	0	0	73	22	6	0	0	0	10	84	8	50		
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	27	0	3	44	19	30	7	0	0	25	0	0	0		
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	27	0	3	74	15	7	4	0	0	12	0	0	0		
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	60	1	0	77	8	10	3	2	0	15	56	44	57		
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	60	0	0	57	22	15	7	0	0	19	39	52	57		
	HEATHROW	IBERIA		S A	175	0	1	38	22	21	18	1	0	34	55	21	175		
	HEATHROW	IBERIA		S D	174	0	2	49	15	21	14	1	0	29	75	15	175		
	EDINBURGH	SPANAIR		C A	3	0	0	33	67	0	0	0	0	16	100	10	3		
	EDINBURGH	SPANAIR		C D	3	0	0	33	33	33	0	0	0	28	33	20	3		
<b>TOTAL MADRID</b>					<b>1499</b>	<b>1</b>	<b>11</b>	<b>57</b>	<b>20</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>59</b>	<b>22</b>	<b>22</b>		

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
MAHON																		
	MANCHESTER	AIR CORDIAL LTD	C	A	3	0	0	67	0	0	33	0	0	50	0	0	0	0
	MANCHESTER	AIR CORDIAL LTD	C	D	2	0	0	50	0	0	0	50	0	100	0	0	0	0
	GATWICK	ASTRAEUS LTD	C	A	9	0	0	56	11	22	11	0	0	17	0	0	0	0
	GATWICK	ASTRAEUS LTD	C	D	8	0	0	50	13	0	38	0	0	29	0	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	13	0	0	92	0	0	0	8	0	14	54	44	13	13
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	13	0	0	92	0	0	0	8	0	20	62	37	13	13
	GATWICK	BRITANNIA AIRWAYS	C	A	17	0	0	100	0	0	0	0	0	2	41	40	17	17
	GATWICK	BRITANNIA AIRWAYS	C	D	17	0	0	88	12	0	0	0	0	4	53	38	17	17
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	1	40	18	5	5
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	10	80	9	5	5
	LUTON	BRITANNIA AIRWAYS	C	A	13	0	0	92	8	0	0	0	0	4	50	37	12	12
	LUTON	BRITANNIA AIRWAYS	C	D	13	0	0	69	31	0	0	0	0	8	50	42	12	12
	MANCHESTER	BRITANNIA AIRWAYS	C	A	17	0	0	100	0	0	0	0	0	2	12	68	17	17
	MANCHESTER	BRITANNIA AIRWAYS	C	D	17	0	0	88	12	0	0	0	0	3	29	48	17	17
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	8	0	0	88	13	0	0	0	0	2	56	17	9	9
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	8	0	0	100	0	0	0	0	0	3	78	9	9	9
	STANSTED	BRITANNIA AIRWAYS	C	A	9	0	0	100	0	0	0	0	0	0	25	30	8	8
	STANSTED	BRITANNIA AIRWAYS	C	D	9	0	0	100	0	0	0	0	0	3	50	21	8	8
	GATWICK	EXCEL AIRWAYS LTD	C	A	15	4	0	100	0	0	0	0	0	0	100	1	9	9
	GATWICK	EXCEL AIRWAYS LTD	C	D	14	4	0	100	0	0	0	0	0	1	100	1	9	9
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	44	32	9	9
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	33	44	9	9
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	2	75	8	4	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	4	50	25	4	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	30	0	0	83	7	7	3	0	0	11	42	55	24	24
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	29	0	0	83	7	7	3	0	0	12	42	60	24	24
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	16	100	2	3	3
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	0	0	0	20	0	50	33	101	3	3
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	26	0	0	85	12	4	0	0	0	5	45	66	20	20
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	26	0	0	88	8	4	0	0	0	7	50	58	20	20
	NEWCASTLE	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	50	9	4	4
	NEWCASTLE	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	8	50	14	4	4
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	5	38	86	8	8

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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	
MAHON																			
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	78	22	0	0	0	0	9	25	91	8		
	EDINBURGH	FUTURA AIRLINES	C	A	4	0	0	50	50	0	0	0	0	9	50	25	4		
	EDINBURGH	FUTURA AIRLINES	C	D	4	0	0	50	50	0	0	0	0	14	50	31	4		
	GLASGOW	FUTURA AIRLINES	C	A	4	0	0	75	0	25	0	0	0	11	25	74	4		
	GLASGOW	FUTURA AIRLINES	C	D	4	0	0	75	0	25	0	0	0	9	25	80	4		
	GLASGOW	HOLA AIRLINES	C	A	4	0	0	100	0	0	0	0	0	4	0	0	0		
	GLASGOW	HOLA AIRLINES	C	D	4	0	0	50	50	0	0	0	0	15	0	0	0		
	NEWCASTLE	IBERWORLD	C	A	4	0	0	100	0	0	0	0	0	3	0	0	0		
	NEWCASTLE	IBERWORLD	C	D	4	0	0	100	0	0	0	0	0	5	0	0	0		
	BIRMINGHAM	MONARCH AIRLINES	C	A	8	0	0	75	13	13	0	0	0	10	10	89	10		
	BIRMINGHAM	MONARCH AIRLINES	C	D	8	0	0	75	13	13	0	0	0	8	33	86	9		
	GATWICK	MONARCH AIRLINES	C	A	22	0	0	91	5	0	5	0	0	9	47	31	15		
	GATWICK	MONARCH AIRLINES	C	D	21	0	0	95	0	5	0	0	0	4	63	26	16		
	LUTON	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	2	75	25	4		
	LUTON	MONARCH AIRLINES	S	A	13	0	0	92	8	0	0	0	0	2	55	22	11		
	LUTON	MONARCH AIRLINES	S	D	13	0	0	85	8	8	0	0	0	7	64	26	11		
	LUTON	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	4	50	34	4		
	MANCHESTER	MONARCH AIRLINES	C	A	13	0	0	85	8	0	8	0	0	13	25	108	8		
	MANCHESTER	MONARCH AIRLINES	C	D	13	0	0	85	8	0	8	0	0	14	63	82	8		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	8	0	0	100	0	0	0	0	0	0	40	296	5		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	8	0	0	100	0	0	0	0	0	4	40	290	5		
	EDINBURGH	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	50	25	0	0	39	67	30	3		
	EDINBURGH	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	25	25	50	0	0	49	0	112	4		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	12	0	0	83	0	8	8	0	0	13	56	23	9		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	12	0	0	67	8	8	17	0	0	21	44	25	9		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	8	0	0	63	0	25	13	0	0	19	0	119	4		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	8	0	0	38	0	38	25	0	0	41	25	40	4		
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	2	67	11	9		
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	1	33	42	9		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	19	1	0	79	16	5	0	0	0	6	9	80	22		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	20	0	0	70	15	10	5	0	0	11	39	55	23		
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	8	0	0	75	13	0	0	0	13	50	100	5	4		
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	8	0	0	50	25	0	13	0	13	69	100	2	4		

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
MAHON	STANSTED	MY TRAVEL AIRWAYS UK	C	A	8	0	0	100	0	0	0	0	0	1	43	43	14
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	8	0	0	88	13	0	0	0	0	5	36	43	14
	LUTON	SPANAIR	C	D	4	0	0	75	0	25	0	0	0	15	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	0	0	22	87	9
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	11	0	0	0	0	4	22	99	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	27	0	0	96	0	4	0	0	0	2	44	56	25
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	26	0	0	92	4	0	4	0	0	5	42	54	24
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	3	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	20	0	0	0	9	75	18	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	17	0	0	94	0	6	0	0	0	4	62	91	26
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	17	0	0	94	0	6	0	0	0	3	50	84	24
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	11	0	0	0	5	78	17	9
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	8	0	0	75	13	0	13	0	0	12	78	13	9
<b>TOTAL MAHON</b>					<b>812</b>	<b>14</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>48</b>	<b>52</b>	<b>52</b>
MALAGA	MANCHESTER	AIR ATLANTA ICELANDIC	C	A	4	0	0	0	0	25	75	0	0	97	0	253	5
	MANCHESTER	AIR ATLANTA ICELANDIC	C	D	4	0	0	0	0	50	50	0	0	79	0	222	5
	MANCHESTER	AIR CORDIAL LTD	C	A	6	0	0	33	33	33	0	0	0	29	60	84	5
	MANCHESTER	AIR CORDIAL LTD	C	D	5	0	0	80	20	0	0	0	0	8	60	63	5
	NEWCASTLE	AIR CORDIAL LTD	C	A	4	0	0	25	0	50	25	0	0	47	20	67	5
	NEWCASTLE	AIR CORDIAL LTD	C	D	4	0	0	50	0	25	25	0	0	28	20	52	5
	GATWICK	ASTRAEUS LTD	C	A	16	0	0	63	6	6	25	0	0	32	0	0	0
	GATWICK	ASTRAEUS LTD	C	D	16	1	0	50	6	31	13	0	0	31	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	67	22	0	11	0	0	20	22	53	9
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	89	11	0	0	0	0	4	67	19	9
	GATWICK	BRITANNIA AIRWAYS	C	A	22	0	0	50	18	9	23	0	0	37	42	40	12
	GATWICK	BRITANNIA AIRWAYS	C	D	22	0	0	77	5	9	9	0	0	17	42	36	12
	GLASGOW	BRITANNIA AIRWAYS	C	A	9	0	0	44	0	11	44	0	0	61	67	135	9
	GLASGOW	BRITANNIA AIRWAYS	C	D	9	0	0	44	11	33	11	0	0	28	70	23	10
	LUTON	BRITANNIA AIRWAYS	C	A	9	0	0	67	11	0	11	0	11	77	11	102	9
	LUTON	BRITANNIA AIRWAYS	C	D	9	0	0	78	11	0	0	0	11	59	33	44	9
	MANCHESTER	BRITANNIA AIRWAYS	C	A	13	1	0	31	23	8	31	8	0	57	21	66	14
	MANCHESTER	BRITANNIA AIRWAYS	C	D	13	0	0	62	0	15	23	0	0	32	50	48	14

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
MALAGA	NEWCASTLE	BRITANNIA AIRWAYS	C	A	9	0	0	56	22	11	11	0	0	23	10	27	10
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	9	0	0	89	0	0	11	0	0	13	60	15	10
	STANSTED	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	20	0	0	0	12	20	70	5
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	40	40	20	0	0	0	21	40	40	5
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	A	12	0	0	75	0	17	8	0	0	18	36	36	25
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	D	12	0	0	83	0	8	8	0	0	15	80	11	25
	GATWICK	BRITISH AIRWAYS PLC	C	A	11	0	0	27	27	0	45	0	0	54	38	28	8
	GATWICK	BRITISH AIRWAYS PLC	C	D	8	0	0	38	13	25	25	0	0	48	38	19	8
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	69	1	0	74	7	7	9	3	0	22	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	69	0	0	61	13	13	10	3	0	28	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	94	2	1	68	12	5	13	2	0	24	55	53	77
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	95	0	0	59	20	9	12	0	0	23	27	53	78
	MANCHESTER	ELECTRA AIRLINES	C	A	9	0	0	56	22	11	11	0	0	24	0	0	0
	MANCHESTER	ELECTRA AIRLINES	C	D	8	1	0	63	25	13	0	0	0	12	0	0	0
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	5	0	0	40	20	20	20	0	0	28	0	0	0
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	4	0	0	50	25	25	0	0	0	21	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	14	0	0	79	7	7	7	0	0	14	41	43	17
	GATWICK	EXCEL AIRWAYS LTD	C	D	14	0	0	71	14	7	7	0	0	17	71	15	17
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	56	33	11	0	0	0	12	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	78	11	11	0	0	0	8	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	41	1	0	61	12	10	15	2	0	29	35	66	31
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	39	0	0	69	13	10	8	0	0	18	32	62	31
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	7	0	0	0
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	8	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	28	0	0	43	11	29	18	0	0	38	39	64	28
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	27	1	0	67	7	11	15	0	0	23	50	37	28
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	78	22	0	0	0	0	8	22	93	9
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	78	22	0	0	0	0	7	22	93	9
	LUTON	FUTURA AIRLINES	C	A	4	0	0	50	0	50	0	0	0	24	0	0	0
	LUTON	FUTURA AIRLINES	C	D	4	0	0	50	25	25	0	0	0	19	0	0	0
	STANSTED	FUTURA AIRLINES	C	A	3	0	0	0	33	33	33	0	0	55	0	0	0
	STANSTED	FUTURA AIRLINES	C	D	3	0	0	0	0	33	67	0	0	69	0	0	0
	GATWICK	GB AIRWAYS LTD	S	A	60	4	0	53	15	23	7	2	0	26	92	4	59

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
MALAGA	GATWICK	GB AIRWAYS LTD	S	D	60	2	0	43	33	13	7	3	0	32	65	17	60
	HEATHROW	GB AIRWAYS LTD	S	A	60	0	0	57	23	13	7	0	0	21	46	22	35
	HEATHROW	GB AIRWAYS LTD	S	D	60	0	0	73	22	5	0	0	0	10	57	16	35
	STANSTED	GO FLY LTD	S	A	89	1	0	79	15	6	0	0	1	14	53	42	70
	STANSTED	GO FLY LTD	S	D	89	0	0	69	21	10	0	0	0	13	25	45	69
	HEATHROW	IBERIA	S	A	30	0	0	23	13	43	20	0	0	42	57	21	30
	HEATHROW	IBERIA	S	D	30	0	0	23	23	20	33	0	0	44	63	20	30
	GLASGOW	IBERWORLD	C	A	4	0	0	25	50	25	0	0	0	23	0	0	0
	GLASGOW	IBERWORLD	C	D	4	0	0	50	50	0	0	0	0	21	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	A	13	0	0	77	8	8	0	8	0	24	60	143	10
	BIRMINGHAM	MONARCH AIRLINES	C	D	12	0	0	83	8	8	0	0	0	8	50	129	10
	EDINBURGH	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	4	100	8	4
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	7	75	7	4
	GATWICK	MONARCH AIRLINES	C	A	38	1	0	45	18	16	11	3	8	83	33	67	51
	GATWICK	MONARCH AIRLINES	C	D	35	1	0	69	11	6	11	0	3	39	39	55	44
	LUTON	MONARCH AIRLINES	S	A	34	1	0	74	15	3	9	0	0	16	43	38	35
	LUTON	MONARCH AIRLINES	S	D	34	1	0	85	3	3	9	0	0	12	56	23	34
	MANCHESTER	MONARCH AIRLINES	S	A	30	0	0	60	30	10	0	0	0	14	37	31	30
	MANCHESTER	MONARCH AIRLINES	C	A	24	0	0	67	13	21	0	0	0	17	26	87	23
	MANCHESTER	MONARCH AIRLINES	S	D	30	0	1	87	10	3	0	0	0	4	60	25	30
	MANCHESTER	MONARCH AIRLINES	C	D	23	0	0	87	0	4	0	4	4	56	55	67	22
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	20	0	0	0	11	40	96	5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	20	0	0	0	13	60	87	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	78	0	0	0	22	0	55	33	49	9
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	67	0	11	11	11	0	49	56	37	9
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	9	0	0	56	11	33	0	0	0	21	60	182	5
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	9	0	0	78	11	0	11	0	0	15	80	107	5
	LUTON	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	2	20	56	5
	LUTON	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	4	80	45	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	18	0	0	39	17	11	28	0	6	74	6	227	17
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	18	0	0	61	6	17	11	0	6	49	33	239	18
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	9	0	0	67	0	0	22	0	11	109	20	109	5
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	8	0	0	63	13	0	13	0	13	104	20	111	5

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
MALAGA	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	3	60	38	5
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	4	60	41	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	2	60	48	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	2	80	27	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	52	0	0	81	10	10	0	0	0	9	31	52	67
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	52	0	0	75	10	15	0	0	0	12	51	39	68
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	0	22	0	0	0	10	70	40	10
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	8	1	0	88	0	0	13	0	0	9	80	23	10
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	26	0	0	96	0	4	0	0	0	4	44	50	18
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	26	0	0	100	0	0	0	0	0	0	74	40	19
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	7	60	16	5
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	0	100	1	5
<b>TOTAL MALAGA</b>					<b>1910</b>	<b>24</b>	<b>3</b>	<b>65</b>	<b>14</b>	<b>11</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>25</b>	<b>46</b>	<b>50</b>	<b>50</b>
MALE INTERNATIONAL	GATWICK	MONARCH AIRLINES	C	A	10	0	0	50	20	20	10	0	0	30	42	155	12
	GATWICK	MONARCH AIRLINES	C	D	10	0	0	60	10	20	0	10	0	31	21	69	14
<b>TOTAL MALE INTERNATIONAL</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>15</b>	<b>20</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>30</b>	<b>31</b>	<b>109</b>	<b>109</b>
MALMO	GLASGOW	BRAATHENS ASA	S	A	3	0	1	67	0	0	33	0	0	51	0	0	0
	GLASGOW	BRAATHENS ASA	S	D	4	0	1	75	0	0	0	25	0	58	0	0	0
	STANSTED	RYANAIR	S	A	55	0	0	69	9	13	9	0	0	17	70	15	60
	STANSTED	RYANAIR	S	D	55	0	0	42	27	15	16	0	0	28	33	36	60
<b>TOTAL MALMO</b>					<b>117</b>	<b>0</b>	<b>2</b>	<b>56</b>	<b>17</b>	<b>13</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>52</b>	<b>26</b>	<b>26</b>
MALTA	BIRMINGHAM	AIR MALTA	S	A	14	0	0	86	7	0	7	0	0	15	73	16	11
	BIRMINGHAM	AIR MALTA	S	D	14	0	0	71	21	0	7	0	0	18	27	46	11
	GATWICK	AIR MALTA	S	A	55	0	0	84	5	4	5	2	0	16	80	10	61
	GATWICK	AIR MALTA	C	A	4	0	0	50	0	25	25	0	0	44	75	7	8
	GATWICK	AIR MALTA	S	D	55	0	0	76	7	7	7	2	0	23	48	25	61
	GATWICK	AIR MALTA	C	D	4	0	0	25	25	25	25	0	0	44	63	12	8
	GLASGOW	AIR MALTA	S	A	5	0	0	40	20	20	0	20	0	50	60	15	5
	GLASGOW	AIR MALTA	C	A	13	0	0	85	8	8	0	0	0	8	50	23	16
	GLASGOW	AIR MALTA	C	D	13	0	0	46	38	15	0	0	0	18	24	42	17



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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
MALTA																		
	GLASGOW	AIR MALTA		S D	5	0	0	40	0	20	20	20	0	71	20	30	5	
	HEATHROW	AIR MALTA		S A	61	0	0	87	3	5	3	2	0	11	68	14	60	
	HEATHROW	AIR MALTA		S D	60	0	0	55	22	13	8	2	0	26	53	22	60	
	MANCHESTER	AIR MALTA		S A	36	0	0	86	6	3	6	0	0	13	68	19	37	
	MANCHESTER	AIR MALTA		C A	7	0	0	100	0	0	0	0	0	0	50	18	12	
	MANCHESTER	AIR MALTA		S D	36	0	0	75	6	11	6	3	0	19	35	36	37	
	MANCHESTER	AIR MALTA		C D	7	0	0	100	0	0	0	0	0	0	36	34	11	
	NEWCASTLE	AIR MALTA		C A	8	0	0	50	25	13	13	0	0	24	50	33	8	
	NEWCASTLE	AIR MALTA		C D	8	0	0	50	13	25	13	0	0	25	50	38	8	
	STANSTED	AIR MALTA		S A	9	0	0	78	0	11	0	11	0	30	83	4	6	
	STANSTED	AIR MALTA		S D	10	0	0	60	20	10	0	10	0	34	20	52	5	
	GATWICK	ASTRAEUS LTD		C A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	ASTRAEUS LTD		C D	3	0	0	67	33	0	0	0	0	9	0	0	0	
	MANCHESTER	ASTRAEUS LTD		C A	4	0	0	75	0	0	25	0	0	21	0	0	0	
	MANCHESTER	ASTRAEUS LTD		C D	4	0	0	75	0	0	25	0	0	22	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS		C A	4	0	0	75	0	25	0	0	0	13	50	36	4	
	BIRMINGHAM	BRITANNIA AIRWAYS		C D	4	0	0	100	0	0	0	0	0	3	50	37	4	
	GATWICK	BRITANNIA AIRWAYS		C A	4	0	0	100	0	0	0	0	0	1	75	8	4	
	GATWICK	BRITANNIA AIRWAYS		C D	4	0	0	100	0	0	0	0	0	4	100	1	4	
	LUTON	BRITANNIA AIRWAYS		C A	4	0	0	100	0	0	0	0	0	3	75	7	4	
	LUTON	BRITANNIA AIRWAYS		C D	4	0	0	100	0	0	0	0	0	2	100	5	4	
	MANCHESTER	BRITANNIA AIRWAYS		C A	4	0	0	50	0	0	50	0	0	87	33	23	6	
	MANCHESTER	BRITANNIA AIRWAYS		C D	4	0	0	25	25	0	50	0	0	80	40	29	5	
	BIRMINGHAM	EXCEL AIRWAYS LTD		C A	4	0	0	100	0	0	0	0	0	4	0	0	0	
	BIRMINGHAM	EXCEL AIRWAYS LTD		C D	4	0	0	50	50	0	0	0	0	11	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD		C A	4	0	0	100	0	0	0	0	0	0	100	0	1	
	GATWICK	EXCEL AIRWAYS LTD		S A	13	0	0	85	0	0	8	0	8	35	50	54	12	
	GATWICK	EXCEL AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	4	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD		S D	12	0	0	67	8	17	8	0	0	19	46	38	13	
	MANCHESTER	EXCEL AIRWAYS LTD		S A	12	0	0	83	8	8	0	0	0	6	63	16	8	
	MANCHESTER	EXCEL AIRWAYS LTD		S D	12	0	0	67	25	8	0	0	0	12	50	18	8	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	50	0	50	0	0	0	23	25	34	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	50	25	25	0	0	0	15	0	34	4	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 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)												
MALTA																		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	0	50	0	50	0	0	58	0	89	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	0	25	25	0	0	44	50	66	4	
	GATWICK	GB AIRWAYS LTD	S	A	31	0	0	45	29	13	3	10	0	41	77	20	30	
	GATWICK	GB AIRWAYS LTD	S	D	31	0	0	55	23	10	3	6	3	41	50	30	30	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	25	25	0	0	0	17	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	3	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	1	0	52	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	0	38	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	0	25	0	60	75	16	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	0	25	0	52	60	64	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	100	0	0	0	0	0	1	25	29	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	100	0	0	0	0	0	0	25	23	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	5	50	89	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	7	100	7	3	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	13	13	0	0	0	9	63	29	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	13	0	0	0	0	5	50	28	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	23	101	13	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	23	81	13	
<b>TOTAL MALTA</b>					<b>685</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>11</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>55</b>	<b>27</b>	<b>27</b>	
MANCHESTER																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	206	0	0	82	11	6	0	0	0	8	77	12	202	
	HEATHROW	BMI BRITISH MIDLAND	S	D	205	0	0	70	19	11	1	0	0	12	71	14	202	
	EDINBURGH	BMI REGIONAL	S	A	119	0	0	99	0	1	0	0	0	2	64	16	123	
	EDINBURGH	BMI REGIONAL	S	D	118	0	0	97	3	0	0	0	0	3	73	12	123	
	GLASGOW	BMI REGIONAL	S	A	114	0	0	100	0	0	0	0	0	1	78	12	104	
	GLASGOW	BMI REGIONAL	S	D	114	0	0	99	1	0	0	0	0	2	79	11	102	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	26	0	0	85	8	0	4	4	0	15	0	0	0	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	24	0	0	100	0	0	0	0	0	5	69	22	65	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	20	0	0	95	0	5	0	0	0	5	57	32	65	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	115	5	2	82	8	7	3	0	0	10	56	21	89	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	117	0	2	80	5	8	7	0	0	14	67	13	30	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2001			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
MANCHESTER																	
	GATWICK	BRITISH AIRWAYS PLC		S A	191	0	0	52	24	16	7	1	0	22	0	0	0
	GATWICK	BRITISH AIRWAYS PLC		S D	192	0	0	52	24	15	8	0	0	22	0	0	0
	GLASGOW	BRITISH AIRWAYS PLC		S A	94	2	2	74	16	5	3	1	0	13	100	5	5
	GLASGOW	BRITISH AIRWAYS PLC		S D	94	2	3	78	11	9	1	2	0	14	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC		S A	292	0	1	63	19	14	4	0	0	17	59	22	287
	HEATHROW	BRITISH AIRWAYS PLC		S D	293	0	0	64	21	12	3	0	0	15	77	10	287
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD		S D	4	0	0	50	25	25	0	0	0	22	0	0	0
	STANSTED	BRITISH REGIONAL AIRLINES LTD		S A	63	0	0	76	19	5	0	0	0	10	75	12	77
	STANSTED	BRITISH REGIONAL AIRLINES LTD		S D	63	0	0	68	24	6	2	0	0	14	76	13	76
	GATWICK	MONARCH AIRLINES		C A	5	7	0	60	20	0	20	0	0	24	0	0	0
	GATWICK	MONARCH AIRLINES		C D	5	4	0	80	0	20	0	0	0	9	0	103	2
	LONDON CITY	VLM (BELGIUM)		S A	85	0	1	89	11	0	0	0	0	5	0	0	0
	LONDON CITY	VLM (BELGIUM)		S D	85	0	1	92	8	0	0	0	0	4	0	0	0
<b>TOTAL MANCHESTER</b>					<b>2648</b>	<b>53</b>	<b>12</b>	<b>75</b>	<b>14</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>69</b>	<b>17</b>	<b>17</b>
MANILA																	
MARRAKESH																	
	GATWICK	GB AIRWAYS LTD		S D	4	0	0	75	25	0	0	0	0	14	0	0	0
	HEATHROW	GB AIRWAYS LTD		S A	20	0	0	85	10	5	0	0	0	8	65	16	20
	HEATHROW	GB AIRWAYS LTD		S D	20	0	0	50	35	10	5	0	0	19	53	26	19
<b>TOTAL MARRAKESH</b>					<b>46</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>22</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>59</b>	<b>21</b>	<b>21</b>
MARSEILLE																	
	GATWICK	BRITISH AIRWAYS PLC		S A	114	0	0	67	12	11	10	0	0	18	0	0	0
	GATWICK	BRITISH AIRWAYS PLC		S D	115	0	0	59	16	17	8	0	0	22	0	0	0
	STANSTED	KLM UK LTD		S A	59	0	0	83	5	7	3	2	0	13	73	21	64
	STANSTED	KLM UK LTD		S D	59	0	0	76	7	3	10	3	0	20	55	29	64
<b>TOTAL MARSEILLE</b>					<b>348</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>11</b>	<b>11</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>65</b>	<b>20</b>	<b>20</b>
MAURITIUS																	
	HEATHROW	AIR MAURITIUS LTD		S A	18	0	0	50	17	28	6	0	0	24	43	51	14
	HEATHROW	AIR MAURITIUS LTD		S D	18	0	0	22	28	39	11	0	0	35	14	27	14
	HEATHROW	BRITISH AIRWAYS PLC		S A	13	0	0	85	15	0	0	0	0	8	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC		S D	13	0	0	69	31	0	0	0	0	13	0	0	0

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 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)											
MAURITIUS																	
<b>TOTAL MAURITIUS</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>23</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>56</b>	<b>26</b>	<b>26</b>
MELBOURNE																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	21	0	0	90	5	0	5	0	0	8	71	19	21
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	55	27	9	9	0	0	24	59	28	22
	HEATHROW	QANTAS	S	A	30	0	0	90	3	3	3	0	0	6	63	34	30
	HEATHROW	QANTAS	S	D	13	0	0	23	31	46	0	0	0	28	23	34	22
<b>TOTAL MELBOURNE</b>					<b>86</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>55</b>	<b>29</b>	<b>29</b>
MEXICO CITY																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	12	0	0	67	17	0	17	0	0	25	46	25	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	46	38	15	0	0	0	18	33	47	12
<b>TOTAL MEXICO CITY</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>28</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>40</b>	<b>36</b>	<b>36</b>
MIAMI INTERNATIONAL																	
	HEATHROW	AMERICAN AIRLINES	S	A	30	0	0	80	7	10	3	0	0	11	41	32	27
	HEATHROW	AMERICAN AIRLINES	S	D	30	0	0	80	10	10	0	0	0	11	57	29	28
	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	0	0	97	2	2	0	0	0	3	87	11	45
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	0	0	66	15	15	3	0	0	17	43	35	47
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	40	27	30	3	0	0	23	46	19	26
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	67	17	13	3	0	0	15	52	22	27
<b>TOTAL MIAMI INTERNATIONAL</b>					<b>238</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>56</b>	<b>25</b>	<b>25</b>
MIKONOS																	
	MANCHESTER	AIR CORDIAL LTD	C	A	4	0	0	0	0	50	25	25	0	119	0	0	0
	MANCHESTER	AIR CORDIAL LTD	C	D	4	0	0	25	25	0	25	25	0	102	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	75	0	0	0	25	0	86	50	16	4
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	50	25	0	0	25	0	94	75	11	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	25	92	4	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	11	0	86	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	12	50	16	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	2	75	17	4
<b>TOTAL MIKONOS</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>6</b>	<b>13</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>53</b>	<b>44</b>	<b>39</b>	<b>39</b>
MILAN (LINATE)																	
	HEATHROW	ALITALIA	S	A	86	0	0	49	31	15	5	0	0	20	44	25	90
	HEATHROW	ALITALIA	S	D	85	0	0	41	22	25	9	2	0	32	61	20	90

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2001				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
MILAN (LINATE)																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	84	0	0	57	20	17	6	0	0	19	43	36	89	
	HEATHROW	BMI BRITISH MIDLAND	S	D	85	0	0	68	16	13	2	0	0	15	64	16	89	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	89	0	0	51	31	15	3	0	0	20	36	32	90	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	89	0	0	75	19	2	3	0	0	11	67	15	90	
	STANSTED	GO FLY LTD	S	A	30	0	0	67	17	7	10	0	0	18	52	32	29	
	STANSTED	GO FLY LTD	S	D	30	0	0	37	47	10	7	0	0	25	23	44	30	
<b>TOTAL MILAN (LINATE)</b>					<b>578</b>	<b>5</b>	<b>0</b>	<b>56</b>	<b>24</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>53</b>	<b>24</b>	<b>24</b>	
MILAN (MALPENSA)																		
	HEATHROW	ALITALIA	S	A	145	0	2	16	26	35	22	1	0	42	20	38	150	
	HEATHROW	ALITALIA	S	D	148	0	1	51	14	22	13	1	0	29	51	25	150	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	73	13	7	6	0	1	20	37	38	90	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	62	19	12	6	0	1	23	70	16	90	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	51	0	0	31	29	22	16	0	2	44	48	21	75	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	51	0	0	63	18	16	2	0	2	25	60	22	75	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	76	0	0	84	11	3	1	1	0	12	28	24	75	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	77	0	0	74	14	9	3	0	0	13	89	6	75	
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	8	0	0	0	38	25	25	13	0	63	0	0	0	
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	8	0	0	50	25	13	13	0	0	32	0	0	0	
	STANSTED	EUROPEAN AIR CHARTER	C	A	4	0	0	0	50	0	50	0	0	73	0	0	0	
	STANSTED	EUROPEAN AIR CHARTER	C	D	4	0	0	25	50	25	0	0	0	18	0	0	0	
<b>TOTAL MILAN (MALPENSA)</b>					<b>760</b>	<b>0</b>	<b>3</b>	<b>52</b>	<b>19</b>	<b>18</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>28</b>	<b>49</b>	<b>24</b>	<b>24</b>	
MINNEAPOLIS-ST PAUL																		
	GATWICK	NORTHWEST AIRLINES	S	A	30	0	0	77	17	7	0	0	0	9	59	24	27	
	GATWICK	NORTHWEST AIRLINES	S	D	30	0	0	87	7	3	3	0	0	7	70	18	27	
<b>TOTAL MINNEAPOLIS-ST PAUL</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>65</b>	<b>21</b>	<b>21</b>	
MINSK																		
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	A	8	0	0	50	38	13	0	0	0	21	18	20	11	
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	D	8	0	0	50	25	25	0	0	0	23	45	19	11	
<b>TOTAL MINSK</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>31</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>32</b>	<b>20</b>	<b>20</b>	
MITILINI																		
	MANCHESTER	BMI BRITISH MIDLAND	C	A	4	0	0	50	25	25	0	0	0	17	25	48	4	

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

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					Actual (7)	Plan (8)												
MITILINI																		
	MANCHESTER	BMI BRITISH MIDLAND	C	D	4	0	0	50	50	0	0	0	0	15	0	40	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	25	50	0	0	25	0	69	50	35	8	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	25	0	0	25	0	73	75	37	8	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	25	25	25	25	0	0	50	0	55	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	35	0	40	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	4	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	3	1	0	100	0	0	0	0	0	0	88	8	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	4	100	4	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	125	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	75	110	4	4	
<b>TOTAL MITILINI</b>					<b>47</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>23</b>	<b>52</b>	<b>42</b>	<b>42</b>	
MOENCHENGLADBACH																		
	LONDON CITY	VLM (BELGIUM)	S	A	78	0	1	73	15	8	4	0	0	13	66	12	73	
	LONDON CITY	VLM (BELGIUM)	S	D	77	0	2	74	19	5	1	0	0	10	72	11	74	
<b>TOTAL MOENCHENGLADBACH</b>					<b>155</b>	<b>0</b>	<b>3</b>	<b>74</b>	<b>17</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>64</b>	<b>15</b>	<b>15</b>	
MOMBASA																		
	GATWICK	AFRICAN SAFARI AIRWAYS-ASA	C	A	4	0	0	50	50	0	0	0	0	12	71	24	7	
	GATWICK	AFRICAN SAFARI AIRWAYS-ASA	C	D	4	0	0	100	0	0	0	0	0	4	0	42	7	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	60	20	0	20	0	0	21	50	47	4	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	80	0	0	20	0	0	13	25	44	4	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	80	0	20	0	0	0	10	50	43	4	
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	80	0	20	0	0	0	16	80	27	5	
<b>TOTAL MOMBASA</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>45</b>	<b>36</b>	<b>36</b>	
MONASTIR																		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	8	75	78	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	12	75	62	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	7	25	51	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	3	75	15	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	25	25	0	0	39	0	91	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	25	25	25	25	0	0	35	50	67	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	7	0	0	57	14	14	0	14	0	40	60	21	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	6	0	0	50	33	0	17	0	0	39	80	17	5	

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

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					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
MONASTIR	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	3	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	60	20	20	0	0	0	14	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	40	20	20	0	20	0	65	17	48	6
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	40	20	20	0	20	0	66	33	32	6
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	9	0	0	89	0	0	0	11	0	30	75	138	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	9	0	0	78	22	0	0	0	0	6	80	112	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	67	22	0	11	0	0	15	0	45	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	89	0	0	11	0	0	14	40	37	5
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	20	0	0	20	0	119	5
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	0	40	99	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	19	0	0	74	16	0	11	0	0	18	8	167	13
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	18	0	0	72	11	0	6	11	0	36	31	140	13
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	4	0	0	0
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	20	0	0	18	0	0	0
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	6	0	0	0
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	20	0	0	18	0	0	0
	LUTON	NOUVELAIR TUNISIE	C	A	3	0	0	33	33	0	0	33	0	71	25	99	4
	LUTON	NOUVELAIR TUNISIE	C	D	3	0	0	67	0	0	0	33	0	73	25	91	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	0	20	0	54	50	124	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	0	20	0	60	60	108	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	20	20	60	0	0	0	24	30	122	10
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	20	0	80	0	0	0	33	10	116	10
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	40	0	20	0	0	27	0	126	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	0	40	0	0	0	17	0	116	5
<b>TOTAL MONASTIR</b>					<b>196</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>13</b>	<b>8</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>26</b>	<b>33</b>	<b>89</b>	<b>89</b>
MONTEGO BAY	HEATHROW	AIR JAMAICA	S	A	10	0	0	30	10	40	20	0	0	38	0	0	0
	HEATHROW	AIR JAMAICA	S	D	9	0	0	33	22	33	11	0	0	28	0	0	0
	MANCHESTER	AIR JAMAICA	S	A	8	0	0	38	0	13	38	13	0	81	0	0	0
	MANCHESTER	AIR JAMAICA	S	D	8	0	0	13	0	25	38	25	0	85	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	0	0	50	50	0	0	79	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	0	40	0	0	0	23	50	30	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	20	0	0	0	17	60	38	5

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					Actual (7)	Plan (8)												
MONTEGO BAY																		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	50	24	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	6	50	34	4	
<b>TOTAL MONTEGO BAY</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>5</b>	<b>26</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>43</b>	<b>36</b>	<b>33</b>	<b>33</b>	
MONTPELLIER																		
	GATWICK	GB AIRWAYS LTD	S	A	30	0	0	70	13	3	10	3	0	24	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	D	30	0	0	63	20	7	3	7	0	31	0	0	0	
	STANSTED	RYANAIR	S	A	30	0	0	97	0	3	0	0	0	3	0	0	0	
	STANSTED	RYANAIR	S	D	30	0	0	70	23	3	3	0	0	13	0	0	0	
<b>TOTAL MONTPELLIER</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>68</b>	<b>20</b>	<b>20</b>	
MONTREAL (DORVAL)																		
	HEATHROW	AIR CANADA	S	A	30	0	0	50	20	17	10	3	0	39	68	20	28	
	HEATHROW	AIR CANADA	S	D	30	0	0	60	23	17	0	0	0	17	56	22	27	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	90	0	3	7	0	0	8	59	42	27	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	63	27	3	7	0	0	17	59	28	27	
<b>TOTAL MONTREAL (DORVAL)</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>18</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>61</b>	<b>28</b>	<b>28</b>	
MONTREAL (MIRABEL)																		
<b>TOTAL MONTREAL (MIRABEL)</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>187</b>	<b>187</b>	
MOSCOW (DOMODEDOVO)																		
	HEATHROW	TRANSAERO AIRLINES	S	A	11	0	0	45	18	36	0	0	0	20	44	54	16	
	HEATHROW	TRANSAERO AIRLINES	S	D	11	0	0	45	36	18	0	0	0	18	63	61	16	
<b>TOTAL MOSCOW (DOMODEDOVO)</b>					<b>22</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>27</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>53</b>	<b>58</b>	<b>58</b>	
MOSCOW (SHEREMETYEVO)																		
	HEATHROW	AEROFLOT	S	A	60	0	0	63	28	5	3	0	0	16	34	31	61	
	HEATHROW	AEROFLOT	S	D	60	0	0	60	23	13	3	0	0	16	49	29	61	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	83	8	3	5	0	0	9	87	7	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	77	18	2	3	0	0	12	88	9	60	
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>					<b>240</b>	<b>4</b>	<b>0</b>	<b>71</b>	<b>20</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>64</b>	<b>19</b>	<b>19</b>	
MOSCOW (VNUKOVO)																		
MUMBAI																		
	HEATHROW	AIR INDIA	S	A	47	0	0	53	21	17	4	4	0	27	45	21	38	
	HEATHROW	AIR INDIA	S	D	47	0	0	34	28	32	4	2	0	29	36	69	36	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	93	3	3	0	0	0	3	60	37	30	



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																	MATCHED
MUMBAI	HEATHROW	BRITISH AIRWAYS PLC		S D	30	0	0	67	27	7	0	0	0	14	40	30	30
<b>TOTAL MUMBAI</b>					<b>154</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>21</b>	<b>17</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>45</b>	<b>40</b>	<b>40</b>
MUNICH	LONDON CITY	AUGSBURG AIRWAYS GMBH		S A	51	0	0	96	4	0	0	0	2	0	0	0	
	LONDON CITY	AUGSBURG AIRWAYS GMBH		S D	51	0	0	84	12	4	0	0	8	0	0	0	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD		S A	26	0	0	92	8	0	0	0	4	60	25	5	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD		S D	18	0	0	78	17	6	0	0	9	75	14	4	
	BIRMINGHAM	BRITISH AIRWAYS PLC		S A	49	0	2	65	14	10	10	0	19	78	10	50	
	BIRMINGHAM	BRITISH AIRWAYS PLC		S D	51	0	0	73	20	4	4	0	12	94	4	50	
	EDINBURGH	BRITISH AIRWAYS PLC		S A	3	0	0	67	33	0	0	0	13	0	0	0	
	EDINBURGH	BRITISH AIRWAYS PLC		S D	24	0	2	88	8	0	4	0	7	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC		S A	171	0	0	84	12	3	1	0	8	71	17	173	
	HEATHROW	BRITISH AIRWAYS PLC		S D	171	0	0	74	19	7	0	0	11	71	14	173	
	GATWICK	BRITISH REGIONAL AIRLINES LTD		S A	83	0	3	71	16	8	5	0	15	0	0	0	
	GATWICK	BRITISH REGIONAL AIRLINES LTD		S D	82	0	4	56	29	5	10	0	22	0	0	0	
	STANSTED	GO FLY LTD		S A	72	0	0	89	8	0	3	0	5	65	25	54	
	STANSTED	GO FLY LTD		S D	72	0	0	76	14	7	3	0	10	38	38	55	
	HEATHROW	LUFTHANSA		S A	180	0	0	78	13	7	2	0	10	62	20	178	
	HEATHROW	LUFTHANSA		S D	180	0	0	78	16	5	1	0	9	66	18	176	
	BIRMINGHAM	LUFTHANSA CITY LINE		S A	105	0	0	70	15	8	6	2	18	64	14	105	
	BIRMINGHAM	LUFTHANSA CITY LINE		S D	105	0	0	75	12	9	4	0	14	42	24	105	
	MANCHESTER	LUFTHANSA CITY LINE		S A	116	0	0	66	21	9	5	0	16	48	22	25	
	MANCHESTER	LUFTHANSA CITY LINE		S D	116	0	0	78	15	4	3	1	11	56	22	25	
<b>TOTAL MUNICH</b>					<b>1728</b>	<b>1</b>	<b>11</b>	<b>76</b>	<b>15</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>62</b>	<b>18</b>	<b>18</b>	
MUNSTER-OSNABRUCK																	
<b>TOTAL MUNSTER-OSNABRUCK</b>					<b>3</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>24</b>	<b>64</b>	<b>20</b>	<b>20</b>	
MURCIA SAN JAVIER																	
	MANCHESTER	ASTRAEUS LTD		C A	4	0	0	75	0	0	25	0	28	0	0	0	
	MANCHESTER	ASTRAEUS LTD		C D	4	0	0	75	0	0	25	0	27	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS PLC		C A	4	0	0	75	0	25	0	0	21	0	0	0	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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																			
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	D	4	0	0	100	0	0	0	0	0	7	0	0	0		
	GATWICK	BRITISH AIRWAYS PLC	C	A	21	0	0	57	14	10	19	0	0	31	55	14	22		
	GATWICK	BRITISH AIRWAYS PLC	C	D	21	0	0	43	14	19	24	0	0	38	36	21	22		
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	4	0	0	50	25	25	0	0	0	16	20	58	5		
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	4	0	0	50	25	25	0	0	0	14	20	45	5		
	STANSTED	KLM UK LTD	S	A	51	0	0	57	25	12	6	0	0	17	44	23	27		
	STANSTED	KLM UK LTD	S	D	51	0	0	53	27	14	6	0	0	19	44	21	27		
	GATWICK	MONARCH AIRLINES	C	A	7	0	0	57	14	29	0	0	0	15	0	0	0		
	GATWICK	MONARCH AIRLINES	C	D	7	0	0	71	14	14	0	0	0	13	0	0	0		
<b>TOTAL MURCIA SAN JAVIER</b>					<b>182</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>20</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>43</b>	<b>22</b>	<b>22</b>		
MUSCAT																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	93	7	0	0	0	0	2	97	33	30		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	70	23	7	0	0	0	13	73	13	30		
	HEATHROW	GULF AIR	S	A	28	0	0	82	7	4	7	0	0	12	67	21	36		
	HEATHROW	GULF AIR	S	D	28	0	0	71	25	4	0	0	0	9	72	13	39		
<b>TOTAL MUSCAT</b>					<b>116</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>16</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>19</b>	<b>19</b>		

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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		
NAGOYA (AFB)																		
NAIROBI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	16	0	0	100	0	0	0	0	0	2	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	65	29	6	0	0	0	12	0	0	0	
	HEATHROW	KENYA AIRWAYS	S	A	43	0	0	77	19	5	0	0	0	11	47	51	30	
	HEATHROW	KENYA AIRWAYS	S	D	43	0	0	84	14	2	0	0	0	8	73	21	30	
<b>TOTAL NAIROBI</b>					<b>119</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>60</b>	<b>36</b>	<b>36</b>	
NANTES																		
	GATWICK	BRIT AIR	S	A	71	0	5	66	25	7	1	0	0	13	0	0	0	
	GATWICK	BRIT AIR	S	D	71	0	5	82	11	7	0	0	0	8	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	A	25	0	0	32	28	12	28	0	0	41	62	21	50	
	GATWICK	GB AIRWAYS LTD	S	D	25	0	0	36	24	16	24	0	0	41	82	11	50	
<b>TOTAL NANTES</b>					<b>192</b>	<b>0</b>	<b>10</b>	<b>64</b>	<b>20</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>72</b>	<b>16</b>	<b>16</b>	
NAPLES																		
	HEATHROW	BMI BRITISH MIDLAND	C	A	4	0	0	0	0	75	25	0	0	73	0	94	5	
	HEATHROW	BMI BRITISH MIDLAND	C	D	4	0	0	50	50	0	0	0	0	20	40	44	5	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	50	0	0	0	31	0	75	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	8	25	56	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	56	0	22	22	0	0	39	0	60	8	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	78	0	0	22	0	0	24	50	23	8	
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	15	13	45	8	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	1	38	28	8	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	0	50	25	25	0	0	47	0	44	4	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	5	25	25	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	22	0	33	44	0	0	56	38	31	8	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	67	0	11	22	0	0	25	75	15	8	
	GATWICK	BRITISH AIRWAYS PLC	C	A	4	0	0	25	0	50	25	0	0	46	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	85	0	0	49	26	16	7	0	1	28	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	C	D	4	0	0	25	25	0	50	0	0	43	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	86	0	0	62	17	14	6	0	1	24	0	0	0	
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	4	0	0	0	50	25	25	0	0	36	0	113	8	
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	4	0	0	0	75	25	0	0	0	24	0	92	8	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	0	14	25	95	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	14	25	93	4	

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 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)											
NAPLES	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	16	0	28	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	5	25	19	4
	STANSTED	GO FLY LTD	S	A	60	0	0	60	22	13	5	0	0	18	32	47	47
	STANSTED	GO FLY LTD	S	D	60	0	0	40	33	23	3	0	0	22	26	49	47
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	20	20	40	0	0	20	99	25	107	4
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	40	0	40	0	20	0	91	50	22	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	21	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	1	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	20	75	24	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	39	100	5	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	10	25	61	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	25	115	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	50	25	0	0	48	0	127	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	11	25	89	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	11	25	43	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	4	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	16	50	120	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	75	117	4
<b>TOTAL NAPLES</b>					<b>449</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>19</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>25</b>	<b>37</b>	<b>46</b>	<b>46</b>
NASSAU	GATWICK	THOMAS COOK AIRLINES LTD	C	A	3	1	0	0	67	33	0	0	0	27	0	123	2
<b>TOTAL NASSAU</b>					<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>33</b>	<b>70</b>	<b>70</b>
NATAL																	
NEW YORK (JF KENNEDY)	HEATHROW	AIR INDIA	S	A	30	0	0	40	33	23	0	3	0	27	32	97	22
	HEATHROW	AIR INDIA	S	D	30	0	0	47	13	17	20	3	0	43	14	67	22
	HEATHROW	AMERICAN AIRLINES	S	A	179	0	0	76	12	7	5	0	0	12	39	43	122
	HEATHROW	AMERICAN AIRLINES	S	D	178	0	0	88	8	2	1	0	0	7	65	18	124
	HEATHROW	BRITISH AIRWAYS PLC	S	A	208	0	0	80	13	5	0	1	0	10	85	18	157
	HEATHROW	BRITISH AIRWAYS PLC	S	D	208	0	0	70	22	6	2	0	0	14	70	17	157
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	28	0	0	75	18	7	0	0	0	10	83	6	24
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	28	0	0	96	0	4	0	0	0	3	96	5	25
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	D	2	0	0	0	50	0	50	0	0	69	0	0	0

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2001					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
NEW YORK (JF KENNEDY)																		
	HEATHROW	KUWAIT AIRWAYS	S	A	13	0	0	85	15	0	0	0	0	8	82	7	11	
	HEATHROW	KUWAIT AIRWAYS	S	D	12	0	0	83	8	8	0	0	0	8	36	34	11	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	21	0	0	62	19	10	5	5	0	27	21	148	19	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	20	0	0	35	15	25	10	10	5	86	16	291	19	
	HEATHROW	UNITED AIRLINES	S	A	60	0	0	77	17	5	2	0	0	10	68	26	80	
	HEATHROW	UNITED AIRLINES	S	D	58	0	1	81	9	10	0	0	0	9	76	20	79	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	59	0	0	49	24	14	14	0	0	24	51	25	57	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	59	0	0	59	27	8	5	0	0	17	52	33	66	
<b>TOTAL NEW YORK (JF KENNEDY)</b>					<b>1193</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>64</b>	<b>32</b>	<b>32</b>	
NEW YORK (LA GUARDIA)																		
NEW YORK (NEWARK)																		
	HEATHROW	AMERICAN AIRLINES	S	A	30	0	0	90	7	0	3	0	0	7	42	51	26	
	HEATHROW	AMERICAN AIRLINES	S	D	30	0	0	83	7	10	0	0	0	11	72	22	25	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	65	0	0	89	5	3	3	0	0	7	83	9	47	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	65	0	0	75	18	3	3	0	0	11	65	17	48	
	BIRMINGHAM	CONTINENTAL AIRLINES	S	A	30	0	0	83	10	7	0	0	0	7	77	15	26	
	BIRMINGHAM	CONTINENTAL AIRLINES	S	D	30	0	0	87	3	3	7	0	0	14	92	8	26	
	GATWICK	CONTINENTAL AIRLINES	S	A	58	0	0	76	16	5	3	0	0	12	76	11	51	
	GATWICK	CONTINENTAL AIRLINES	S	D	58	0	0	64	19	16	2	0	0	15	54	32	52	
	GLASGOW	CONTINENTAL AIRLINES	S	A	30	0	0	93	7	0	0	0	0	3	74	20	27	
	GLASGOW	CONTINENTAL AIRLINES	S	D	30	0	0	90	7	3	0	0	0	4	85	11	27	
	MANCHESTER	CONTINENTAL AIRLINES	S	A	30	0	0	80	13	0	7	0	0	10	59	35	27	
	MANCHESTER	CONTINENTAL AIRLINES	S	D	30	0	0	90	3	3	3	0	0	5	74	20	27	
	HEATHROW	UNITED AIRLINES	S	A	30	0	0	80	17	0	3	0	0	9	67	22	27	
	HEATHROW	UNITED AIRLINES	S	D	30	0	0	80	13	3	3	0	0	11	81	10	27	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	54	0	4	52	41	6	2	0	0	17	52	25	27	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	54	0	0	54	17	17	13	0	0	30	50	29	26	
<b>TOTAL NEW YORK (NEWARK)</b>					<b>654</b>	<b>1</b>	<b>4</b>	<b>77</b>	<b>14</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>69</b>	<b>20</b>	<b>20</b>	
NEWCASTLE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	161	0	0	77	17	3	2	0	0	10	74	17	160	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	162	0	0	72	15	9	4	0	0	14	81	10	160	
	BIRMINGHAM	BRITISH REGIONAL AIRLINES LTD	S	A	87	0	0	82	13	3	2	0	0	9	71	22	66	

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 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	D	88	0	0	89	6	1	5	0	0	9	79	19	63	
	GATWICK	CITY FLYER EXPRESS	S	A	119	0	0	50	24	18	8	0	0	22	71	13	129	
	GATWICK	CITY FLYER EXPRESS	S	D	119	0	0	58	18	15	8	1	0	22	65	18	130	
	STANSTED	GO FLY LTD	S	A	81	0	0	79	12	6	2	0	0	10	0	0	0	
	STANSTED	GO FLY LTD	S	D	81	0	0	67	25	5	4	0	0	14	0	0	0	
<b>TOTAL NEWCASTLE</b>					<b>898</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>17</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>15</b>	<b>15</b>	
NEWQUAY																		
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	30	0	0	43	10	40	7	0	0	27	45	21	49	
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	58	0	0	62	22	12	2	2	0	20	68	16	78	
	STANSTED	RYANAIR	S	A	30	0	0	77	13	10	0	0	0	9	0	0	0	
	STANSTED	RYANAIR	S	D	30	0	0	67	23	7	3	0	0	15	0	0	0	
<b>TOTAL NEWQUAY</b>					<b>148</b>	<b>4</b>	<b>0</b>	<b>62</b>	<b>18</b>	<b>16</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>59</b>	<b>18</b>	<b>18</b>	
NICE																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	60	0	0	65	27	5	3	0	0	15	35	33	60	
	HEATHROW	BMI BRITISH MIDLAND	S	D	60	0	0	68	22	8	2	0	0	13	73	16	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	124	0	1	77	13	6	3	0	0	11	60	22	129	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	124	0	0	62	23	12	2	0	0	15	71	16	129	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	33	0	0	55	36	6	3	0	0	17	53	21	30	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	33	0	0	70	24	3	3	0	0	13	77	9	30	
	EDINBURGH	CHANNEL EXPRESS (AIR SVS)	C	A	9	0	0	100	0	0	0	0	0	3	0	0	0	
	EDINBURGH	CHANNEL EXPRESS (AIR SVS)	C	D	9	0	0	33	33	11	22	0	0	30	0	0	0	
	GATWICK	CITY FLYER EXPRESS	S	A	60	0	0	47	22	20	12	0	0	24	79	9	73	
	GATWICK	CITY FLYER EXPRESS	S	D	60	0	0	52	22	18	8	0	0	22	58	17	73	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	22	0	0	86	9	5	0	0	0	5	0	0	0	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	22	0	0	86	5	9	0	0	0	6	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	60	0	0	85	2	5	8	0	0	11	43	38	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	78	13	2	7	0	0	14	47	39	30	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	180	0	0	82	4	7	7	1	0	14	59	31	155	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	180	0	0	63	17	10	8	1	0	20	44	32	162	
	STANSTED	GO FLY LTD	S	A	59	1	1	83	10	3	2	2	0	12	20	42	41	

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
NICE	STANSTED	GO FLY LTD		S D	60	0	0	65	27	5	3	0	0	14	17	40	41
<b>TOTAL NICE</b>					<b>1223</b>	<b>7</b>	<b>2</b>	<b>70</b>	<b>16</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>55</b>	<b>25</b>	<b>25</b>
NIMES	STANSTED	RYANAIR		S A	60	0	0	45	25	20	7	3	0	29	73	18	60
	STANSTED	RYANAIR		S D	60	0	0	23	33	37	5	2	0	31	53	30	60
<b>TOTAL NIMES</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>29</b>	<b>28</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>30</b>	<b>63</b>	<b>24</b>	<b>24</b>
NORWICH	EDINBURGH	EASTERN AIRWAYS		S A	69	0	0	94	3	3	0	0	0	4	82	10	84
	EDINBURGH	EASTERN AIRWAYS		S D	69	0	0	93	4	3	0	0	0	4	83	10	84
	MANCHESTER	EASTERN AIRWAYS		S A	63	0	0	97	2	2	0	0	0	3	75	12	79
	MANCHESTER	EASTERN AIRWAYS		S D	63	0	0	92	0	5	3	0	0	5	94	4	79
<b>TOTAL NORWICH</b>					<b>264</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>9</b>	<b>9</b>
NOTTINGHAM EAST MIDLAN	EDINBURGH	BMI BRITISH MIDLAND		S A	72	0	0	92	4	4	0	0	0	3	64	17	69
	EDINBURGH	BMI BRITISH MIDLAND		S D	72	0	0	89	6	3	3	0	0	7	55	19	69
	GLASGOW	BMI BRITISH MIDLAND		S A	74	0	0	89	7	4	0	0	0	6	49	21	88
	GLASGOW	BMI BRITISH MIDLAND		S D	74	0	0	82	11	7	0	0	0	8	62	18	89
	EDINBURGH	GO FLY LTD		S A	51	0	0	78	14	4	4	0	0	11	0	0	0
	EDINBURGH	GO FLY LTD		S D	51	0	0	78	10	8	4	0	0	14	0	0	0
	GLASGOW	GO FLY LTD		S A	51	0	0	88	10	2	0	0	0	5	0	0	0
	GLASGOW	GO FLY LTD		S D	51	0	0	82	14	4	0	0	0	7	0	0	0
<b>TOTAL NOTTINGHAM EAST MIDLANDS INT'L</b>					<b>496</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>57</b>	<b>19</b>	<b>19</b>
NUREMBERG																	

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

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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)										
OLBIA																		
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	0	25	50	25	0	0	65	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	7	0	0	0	
	MANCHESTER	CHANNEL EXPRESS (AIR SVS)	C	A	4	0	0	25	0	75	0	0	0	36	0	0	0	
	MANCHESTER	CHANNEL EXPRESS (AIR SVS)	C	D	4	0	0	0	50	50	0	0	0	35	0	0	0	
	STANSTED	EUROPEAN AIR CHARTER	C	A	4	0	0	0	75	25	0	0	0	27	0	44	5	
	STANSTED	EUROPEAN AIR CHARTER	C	D	4	0	0	50	50	0	0	0	0	14	40	31	5	
	GATWICK	EXCEL AIRWAYS LTD	C	A	6	0	0	83	0	17	0	0	0	10	100	0	4	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	7	100	5	4	
	GATWICK	MERIDIANA AIR	S	A	8	0	0	50	13	38	0	0	0	21	56	25	9	
	GATWICK	MERIDIANA AIR	S	D	8	0	0	38	13	38	13	0	0	33	44	26	9	
<b>TOTAL OLBIA</b>					<b>50</b>	<b>1</b>	<b>0</b>	<b>42</b>	<b>24</b>	<b>30</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>28</b>	<b>28</b>	
OPORTO (PORTUGAL)																		
	HEATHROW	AIR PORTUGAL	S	A	60	0	0	50	28	18	3	0	0	21	37	37	60	
	HEATHROW	AIR PORTUGAL	S	D	60	0	0	55	18	18	8	0	0	21	43	35	60	
	GATWICK	GB AIRWAYS LTD	S	A	29	0	1	34	38	14	14	0	0	32	67	14	30	
	GATWICK	GB AIRWAYS LTD	S	D	29	0	1	72	14	3	10	0	0	22	70	14	30	
	MANCHESTER	PORTUGALIA	S	A	5	0	0	40	40	20	0	0	0	19	0	0	0	
	MANCHESTER	PORTUGALIA	S	D	26	0	0	85	4	8	4	0	0	6	0	34	4	
<b>TOTAL OPORTO (PORTUGAL)</b>					<b>209</b>	<b>0</b>	<b>2</b>	<b>56</b>	<b>22</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>48</b>	<b>29</b>	<b>29</b>	
ORAN ES SENIA																		
ORLANDO																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	29	0	0	83	10	3	3	0	0	11	64	20	25	
	GATWICK	BRITISH AIRWAYS PLC	S	D	29	0	0	59	24	10	3	3	0	23	60	20	25	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	58	0	1	66	19	10	3	0	2	20	51	28	51	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	57	0	1	51	18	25	5	0	2	30	48	25	52	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	26	0	0	85	0	4	8	0	4	64	78	18	23	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	25	0	0	56	24	4	4	8	4	91	57	34	23	
<b>TOTAL ORLANDO</b>					<b>224</b>	<b>0</b>	<b>2</b>	<b>64</b>	<b>17</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>35</b>	<b>56</b>	<b>34</b>	<b>34</b>	
OSAKA (KANSAI)																		
	HEATHROW	JAPAN AIRLINES	S	A	30	0	0	73	10	10	7	0	0	12	77	13	30	
	HEATHROW	JAPAN AIRLINES	S	D	30	0	0	57	37	3	3	0	0	18	67	12	30	
<b>TOTAL OSAKA (KANSAI)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>23</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>72</b>	<b>12</b>	<b>12</b>	



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

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
OSLO (GARDERMOEN)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	120	0	0	78	13	8	2	0	0	11	62	21	120	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	120	0	0	73	14	9	3	0	0	14	75	14	120	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	50	0	1	86	8	4	2	0	0	7	91	6	54	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	50	0	1	76	14	10	0	0	0	10	85	8	55	
	HEATHROW	SAS	S	A	146	0	0	85	14	1	0	0	0	5	78	11	139	
	HEATHROW	SAS	S	D	146	0	0	86	12	2	0	0	0	6	84	12	139	
<b>TOTAL OSLO (GARDERMOEN)</b>					<b>634</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>12</b>	<b>12</b>	
OSTRAVA																		
OTTAWA INTERNATIONAL																		
	HEATHROW	AIR CANADA	S	A	30	0	0	57	40	3	0	0	0	13	68	20	28	
	HEATHROW	AIR CANADA	S	D	30	0	0	70	20	7	3	0	0	12	68	21	28	
<b>TOTAL OTTAWA INTERNATIONAL</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>30</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>68</b>	<b>20</b>	<b>20</b>	
OVDA																		

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					SEPT 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
PADERBORN																	
<b>TOTAL PADERBORN</b>																	
PALERMO																	
	HEATHROW	BMI BRITISH MIDLAND	C	A	7	0	0	29	14	29	29	0	0	40	0	55	4
	HEATHROW	BMI BRITISH MIDLAND	C	D	7	0	0	71	14	14	0	0	0	11	40	34	5
	LUTON	MONARCH AIRLINES	C	A	6	0	0	33	17	50	0	0	0	25	44	49	9
	LUTON	MONARCH AIRLINES	C	D	5	0	0	80	20	0	0	0	0	7	25	51	8
<b>TOTAL PALERMO</b>																	
PALMA DE MALLORCA																	
	MANCHESTER	AIR CORDIAL LTD	C	A	8	0	0	25	0	0	63	0	13	133	0	88	5
	MANCHESTER	AIR CORDIAL LTD	C	D	8	0	0	50	0	0	38	13	0	99	20	40	5
	NEWCASTLE	AIR CORDIAL LTD	C	A	4	0	0	25	0	0	75	0	0	86	40	77	5
	NEWCASTLE	AIR CORDIAL LTD	C	D	4	0	0	25	0	0	75	0	0	59	40	52	5
	BIRMINGHAM	AIR EUROPA	C	A	4	0	0	75	25	0	0	0	0	9	50	24	2
	BIRMINGHAM	AIR EUROPA	C	D	2	0	0	100	0	0	0	0	0	9	0	0	0
	EDINBURGH	AIR EUROPA	C	A	8	0	0	100	0	0	0	0	0	7	20	68	10
	EDINBURGH	AIR EUROPA	C	D	9	0	0	89	0	11	0	0	0	8	0	77	10
	GATWICK	AIR EUROPA	S	A	18	0	0	67	22	0	6	6	0	26	14	47	21
	GATWICK	AIR EUROPA	S	D	18	0	0	83	6	0	6	6	0	21	48	40	21
	GLASGOW	AIR EUROPA	C	A	5	0	0	60	0	20	20	0	0	39	0	161	9
	GLASGOW	AIR EUROPA	C	D	5	0	0	60	20	0	20	0	0	39	0	166	9
	MANCHESTER	AIR EUROPA	C	A	6	1	0	83	17	0	0	0	0	7	0	48	7
	MANCHESTER	AIR EUROPA	C	D	3	0	0	67	33	0	0	0	0	12	0	65	5
	EDINBURGH	BMI BRITISH MIDLAND	C	A	4	0	0	100	0	0	0	0	0	7	0	95	5
	EDINBURGH	BMI BRITISH MIDLAND	C	D	4	0	0	100	0	0	0	0	0	1	80	8	5
	HEATHROW	BMI BRITISH MIDLAND	S	A	34	0	0	50	32	6	12	0	0	21	9	50	35
	HEATHROW	BMI BRITISH MIDLAND	S	D	34	0	0	71	18	9	3	0	0	15	63	18	35
	MANCHESTER	BMI BRITISH MIDLAND	C	A	2	0	0	0	0	0	100	0	0	95	10	140	10
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	32	0	0	47	13	16	13	13	0	50	29	55	35
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	33	0	0	70	15	0	12	3	0	28	59	49	34
	EDINBURGH	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	19	38	25	8
	EDINBURGH	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	4	38	34	8
	GATWICK	BRITANNIA AIRWAYS	C	A	68	0	0	68	13	7	9	3	0	22	38	50	61
	GATWICK	BRITANNIA AIRWAYS	C	D	67	0	0	81	4	7	4	3	0	16	62	40	60

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
PALMA DE MALLORCA	GLASGOW	BRITANNIA AIRWAYS	C	A	27	0	0	81	11	7	0	0	0	9	28	34	25
	GLASGOW	BRITANNIA AIRWAYS	C	D	26	0	0	88	8	4	0	0	0	5	65	21	26
	LUTON	BRITANNIA AIRWAYS	C	A	24	0	0	54	29	0	13	4	0	34	50	35	24
	LUTON	BRITANNIA AIRWAYS	C	D	22	0	0	82	5	0	9	5	0	24	78	23	23
	MANCHESTER	BRITANNIA AIRWAYS	C	A	48	0	0	52	10	15	19	4	0	37	35	51	57
	MANCHESTER	BRITANNIA AIRWAYS	C	D	47	1	0	66	4	2	26	2	0	32	48	40	56
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	21	0	0	76	19	0	5	0	0	13	52	72	23
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	21	0	0	90	5	0	5	0	0	11	68	23	22
	STANSTED	BRITANNIA AIRWAYS	C	A	23	0	0	91	0	0	9	0	0	14	32	45	22
	STANSTED	BRITANNIA AIRWAYS	C	D	22	0	0	77	14	0	9	0	0	16	59	32	22
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	A	8	0	0	38	38	13	13	0	0	24	30	33	10
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	D	8	0	0	88	13	0	0	0	0	6	80	11	10
	GATWICK	BRITISH AIRWAYS PLC	C	A	8	0	0	13	50	25	0	13	0	44	31	62	13
	GATWICK	BRITISH AIRWAYS PLC	C	D	7	0	0	71	14	0	14	0	0	19	33	31	12
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	8	1	0	0	0	13	88	0	0	90	25	126	20
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	8	0	0	25	25	25	25	0	0	49	30	37	20
	EDINBURGH	CHANNEL EXPRESS (AIR SVS)	C	A	4	0	0	0	75	25	0	0	0	27	0	0	0
	EDINBURGH	CHANNEL EXPRESS (AIR SVS)	C	D	4	0	0	100	0	0	0	0	0	5	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	61	0	0	66	11	11	11	0	0	19	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	50	27	12	12	0	0	22	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	77	1	0	73	13	9	5	0	0	13	46	44	67
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	77	0	0	51	30	13	6	0	0	21	40	33	67
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	4	0	0	0	0	50	25	25	0	113	0	0	0
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	4	0	0	0	0	50	25	25	0	101	0	0	0
	STANSTED	EUROPEAN AIR CHARTER	C	A	6	0	0	0	33	17	50	0	0	55	0	161	5
	STANSTED	EUROPEAN AIR CHARTER	C	D	6	0	0	33	50	0	17	0	0	27	80	9	5
	GATWICK	EXCEL AIRWAYS LTD	C	A	6	0	0	83	0	17	0	0	0	9	30	55	10
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	5	30	54	10
	GLASGOW	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	GLASGOW	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	56	33	11	0	0	0	14	20	90	5
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	50	25	25	0	0	0	21	20	44	5
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	55	1	0	55	16	18	9	2	0	27	37	74	38

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2001				
					Actual (7)	MATCHED UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m 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	FIRST CHOICE AIRWAYS LTD	C	D	52	1	0	63	10	17	8	2	0	24	34	72	38	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	14	0	0	0	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	1	0	100	0	0	0	0	0	5	0	0	0	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	58	4	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	50	62	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	40	0	0	60	15	10	15	0	0	24	22	84	18	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	38	0	0	79	5	3	13	0	0	14	22	78	18	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	75	0	25	0	0	0	13	44	59	9	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	88	13	0	0	0	0	5	44	46	9	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	C	A	5	0	0	40	20	0	40	0	0	50	33	72	6	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	C	D	2	0	0	100	0	0	0	0	0	1	25	84	4	
	GATWICK	FLYBE.BRITISH EUROPEAN	C	A	4	0	0	25	25	50	0	0	0	28	0	0	0	
	GATWICK	FLYBE.BRITISH EUROPEAN	C	D	4	0	0	50	50	0	0	0	0	15	0	0	0	
	BIRMINGHAM	FUTURA AIRLINES	C	A	4	0	0	50	25	25	0	0	0	12	0	0	0	
	BIRMINGHAM	FUTURA AIRLINES	C	D	4	0	0	50	25	25	0	0	0	16	0	0	0	
	EDINBURGH	FUTURA AIRLINES	C	A	4	0	0	50	50	0	0	0	0	10	0	0	0	
	EDINBURGH	FUTURA AIRLINES	C	D	4	0	0	75	25	0	0	0	0	10	0	0	0	
	GATWICK	FUTURA AIRLINES	C	A	4	0	0	25	0	50	25	0	0	50	0	108	2	
	GATWICK	FUTURA AIRLINES	C	D	3	2	0	33	67	0	0	0	0	19	0	123	2	
	GLASGOW	FUTURA AIRLINES	C	A	8	0	0	25	25	25	25	0	0	35	33	66	9	
	GLASGOW	FUTURA AIRLINES	C	D	8	0	0	13	25	38	25	0	0	52	22	72	9	
	GATWICK	GB AIRWAYS LTD	S	A	33	1	0	58	18	15	9	0	0	23	54	18	26	
	GATWICK	GB AIRWAYS LTD	S	D	34	0	0	65	21	12	3	0	0	18	73	13	26	
	STANSTED	GO FLY LTD	S	A	35	0	0	80	6	14	0	0	0	10	52	28	33	
	STANSTED	GO FLY LTD	S	D	35	0	0	63	29	9	0	0	0	13	38	35	32	
	GLASGOW	IBERWORLD	C	A	20	0	0	40	35	20	5	0	0	23	20	96	5	
	GLASGOW	IBERWORLD	C	D	20	0	0	35	30	20	15	0	0	27	20	126	5	
	MANCHESTER	IBERWORLD	C	A	3	1	0	33	0	0	67	0	0	50	0	0	0	
	MANCHESTER	IBERWORLD	C	D	3	1	0	33	0	33	33	0	0	45	0	0	0	
	NEWCASTLE	IBERWORLD	C	A	16	1	0	69	6	13	13	0	0	25	0	80	7	
	NEWCASTLE	IBERWORLD	C	D	15	1	0	73	7	7	13	0	0	23	20	71	5	
	BIRMINGHAM	MONARCH AIRLINES	C	A	8	0	0	63	25	0	13	0	0	32	50	21	10	
	BIRMINGHAM	MONARCH AIRLINES	C	D	8	0	0	63	25	0	13	0	0	26	57	19	7	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
PALMA DE MALLORCA	EDINBURGH	MONARCH AIRLINES	C A	8	0	0	75	13	0	0	13	0	33	20	43	5
	EDINBURGH	MONARCH AIRLINES	C D	8	0	0	75	13	0	0	13	0	34	20	31	5
	GATWICK	MONARCH AIRLINES	C A	23	0	0	65	4	22	9	0	0	22	13	47	23
	GATWICK	MONARCH AIRLINES	C D	21	0	0	71	14	5	5	5	0	29	48	62	21
	GLASGOW	MONARCH AIRLINES	C A	4	0	0	75	25	0	0	0	0	10	50	17	4
	GLASGOW	MONARCH AIRLINES	C D	4	0	0	75	25	0	0	0	0	4	100	4	4
	LUTON	MONARCH AIRLINES	C A	4	0	0	25	25	0	50	0	0	75	29	25	7
	LUTON	MONARCH AIRLINES	C D	4	0	0	50	25	0	25	0	0	49	20	23	5
	MANCHESTER	MONARCH AIRLINES	C A	15	0	0	27	47	13	13	0	0	34	8	168	12
	MANCHESTER	MONARCH AIRLINES	C D	13	0	0	62	8	23	8	0	0	19	56	49	9
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C A	30	0	0	63	0	17	13	7	0	41	41	104	27
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C D	30	0	0	73	10	0	13	3	0	28	22	126	27
	GATWICK	MY TRAVEL AIRWAYS UK	C A	33	0	0	70	0	12	15	3	0	29	46	44	37
	GATWICK	MY TRAVEL AIRWAYS UK	C D	32	0	0	66	16	6	13	0	0	25	36	50	36
	GLASGOW	MY TRAVEL AIRWAYS UK	C A	21	1	0	38	29	19	14	0	0	30	26	82	27
	GLASGOW	MY TRAVEL AIRWAYS UK	C D	21	0	0	62	14	14	10	0	0	23	33	64	27
	LUTON	MY TRAVEL AIRWAYS UK	C A	9	0	0	89	11	0	0	0	0	3	47	29	17
	LUTON	MY TRAVEL AIRWAYS UK	C D	9	0	0	89	0	11	0	0	0	6	47	29	19
	MANCHESTER	MY TRAVEL AIRWAYS UK	C A	58	1	0	55	17	5	22	0	0	32	16	90	55
	MANCHESTER	MY TRAVEL AIRWAYS UK	C D	57	2	0	70	14	5	11	0	0	19	33	71	55
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C A	8	0	0	63	13	13	13	0	0	22	38	108	13
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C D	8	0	0	63	25	0	13	0	0	20	38	94	13
	STANSTED	MY TRAVEL AIRWAYS UK	C A	13	0	0	77	8	8	8	0	0	11	46	68	13
	STANSTED	MY TRAVEL AIRWAYS UK	C D	14	0	0	93	0	0	7	0	0	8	57	63	14
	STANSTED	RYANAIR	C A	8	0	0	100	0	0	0	0	0	2	40	41	5
	STANSTED	RYANAIR	C D	8	0	0	75	25	0	0	0	0	11	40	43	5
	GLASGOW	SPANAIR	C A	10	0	0	40	30	20	10	0	0	22	0	115	5
	GLASGOW	SPANAIR	C D	11	1	0	36	36	18	9	0	0	28	0	134	5
	LUTON	SPANAIR	C A	4	0	0	50	50	0	0	0	0	18	0	0	0
	MANCHESTER	SPANAIR	C A	16	0	0	44	19	31	0	0	6	50	31	36	13
	MANCHESTER	SPANAIR	C D	15	0	0	33	0	47	13	0	7	73	36	45	14
	NEWCASTLE	SPANAIR	C A	17	0	0	59	18	18	6	0	0	19	40	48	10
	NEWCASTLE	SPANAIR	C D	16	1	0	69	6	19	6	0	0	21	50	51	10

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 2001				
					Actual (7)	MATCHED UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m 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	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	17	0	0	100	0	0	0	0	0	1	64	56	14
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	17	0	0	76	18	6	0	0	0	7	43	55	14
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	45	0	0	67	11	16	7	0	0	14	45	65	55
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	39	0	0	72	13	13	3	0	0	13	56	51	52
	LUTON	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	4	8	211	12
	LUTON	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	7	33	87	12
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	32	2	0	69	22	9	0	0	0	9	31	82	52
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	33	0	0	82	12	6	0	0	0	5	39	73	51
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	13	0	0	0	0	6	67	33	9
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	8	0	0	100	0	0	0	0	0	2	89	8	9
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	13	0	0	100	0	0	0	0	0	1	38	64	13
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	12	0	0	100	0	0	0	0	0	5	31	62	13
	GLASGOW	VOLAR AIRLINES	C	A	2	0	0	50	0	50	0	0	0	26	0	0	0
	GLASGOW	VOLAR AIRLINES	C	D	4	0	0	0	75	0	25	0	0	62	0	0	0
	MANCHESTER	VOLAR AIRLINES	C	A	6	0	0	50	33	17	0	0	0	16	0	0	0
	MANCHESTER	VOLAR AIRLINES	C	D	5	0	0	40	60	0	0	0	0	13	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>					<b>2368</b>	<b>33</b>	<b>2</b>	<b>65</b>	<b>15</b>	<b>10</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>38</b>	<b>56</b>	<b>56</b>
PAPHOS	MANCHESTER	AIR ATLANTA ICELANDIC	C	A	3	1	0	100	0	0	0	0	0	25	77	4	4
	MANCHESTER	AIR ATLANTA ICELANDIC	C	D	4	0	0	25	0	50	25	0	0	39	25	125	4
	MANCHESTER	AIR CORDIAL LTD	C	A	4	0	0	50	25	0	0	25	0	56	50	52	4
	MANCHESTER	AIR CORDIAL LTD	C	D	4	0	0	50	25	0	0	25	0	63	25	66	4
	MANCHESTER	BMI BRITISH MIDLAND	C	A	4	0	0	50	25	25	0	0	0	18	13	120	8
	MANCHESTER	BMI BRITISH MIDLAND	C	D	4	0	0	50	0	25	25	0	0	26	0	112	8
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	21	44	140	9
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	56	34	9
	GATWICK	BRITANNIA AIRWAYS	C	A	16	0	0	81	6	6	6	0	0	14	24	35	17
	GATWICK	BRITANNIA AIRWAYS	C	D	16	0	0	75	13	6	6	0	0	15	41	28	17
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	50	44	4	4
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	3	25	24	4
	LUTON	BRITANNIA AIRWAYS	C	A	17	0	0	82	12	0	6	0	0	9	67	22	18
	LUTON	BRITANNIA AIRWAYS	C	D	16	0	0	81	6	6	6	0	0	11	56	26	18
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	63	13	25	0	0	0	17	23	71	13

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2001				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
PAPHOS	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	63	25	13	0	0	0	12	17	56	12
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	40	32	5
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	40	42	5
	BIRMINGHAM	EUROCYPRIA AIRLINES LTD	C	A	8	0	0	75	25	0	0	0	0	8	0	0	0
	BIRMINGHAM	EUROCYPRIA AIRLINES LTD	C	D	8	0	0	75	13	0	13	0	0	14	0	0	0
	GATWICK	EUROCYPRIA AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	10	69	79	13
	GATWICK	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	50	0	25	25	0	0	26	54	88	13
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	A	5	0	0	60	20	0	20	0	0	24	0	0	0
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	D	5	0	0	60	20	0	0	20	0	51	0	0	0
	NEWCASTLE	EUROCYPRIA AIRLINES LTD	C	A	4	0	0	25	25	25	0	25	0	77	75	6	4
	NEWCASTLE	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	25	25	25	0	25	0	79	75	8	4
	GATWICK	EXCEL AIRWAYS LTD	C	A	15	0	0	73	13	13	0	0	0	10	75	29	8
	GATWICK	EXCEL AIRWAYS LTD	C	D	15	0	0	60	13	27	0	0	0	17	44	52	9
	GATWICK	FIRST CHOICE AIRWAYS LTD	S	A	13	0	0	38	31	23	8	0	0	25	31	58	13
	GATWICK	FIRST CHOICE AIRWAYS LTD	S	D	13	0	0	46	0	31	23	0	0	32	31	74	13
	GLASGOW	FIRST CHOICE AIRWAYS LTD	S	A	4	0	0	50	50	0	0	0	0	13	25	56	4
	GLASGOW	FIRST CHOICE AIRWAYS LTD	S	D	4	0	0	75	25	0	0	0	0	8	25	56	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	S	A	9	0	0	67	22	11	0	0	0	11	33	48	12
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	S	D	9	0	0	78	11	11	0	0	0	8	42	45	12
	STANSTED	FIRST CHOICE AIRWAYS LTD	S	A	4	0	0	100	0	0	0	0	0	4	25	82	4
	STANSTED	FIRST CHOICE AIRWAYS LTD	S	D	4	0	0	50	25	0	25	0	0	26	75	40	4
	GATWICK	HELIOS AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	50	46	4
	GATWICK	HELIOS AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	8	50	48	4
	MANCHESTER	HELIOS AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	2	4
	MANCHESTER	HELIOS AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	9	50	44	4
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	50	25	25	0	0	0	18	75	10	4
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	4	50	20	4
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	25	0	25	0	0	46	0	107	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	0	0	25	0	0	39	0	86	4
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	25	75	0	0	0	0	17	60	25	5
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	4	75	10	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	20	0	0	0	11	25	95	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	20	0	0	0	0	7	20	124	5

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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	
PAPHOS																			
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	13	0	0	54	23	8	15	0	0	26	0	34	5		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	13	0	0	46	31	15	8	0	0	26	60	18	5		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	0	50	25	0	102	25	33	4		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	0	25	25	0	78	25	36	4		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	89	0	11	0	0	0	9	50	79	4		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	67	22	11	0	0	0	12	40	98	5		
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	50	93	4		
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	2	0	108	5		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	8	0	0	100	0	0	0	0	0	0	100	3	4		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	8	0	0	100	0	0	0	0	0	3	100	5	4		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	12	1	0	75	0	0	17	8	0	36	29	96	17		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	13	0	0	62	8	8	15	8	0	41	33	84	18		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	0	77	15	8	0	0	7	42	63	12			
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	13	0	0	77	0	8	15	0	0	13	38	72	13		
<b>TOTAL PAPHOS</b>					<b>438</b>	<b>2</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>43</b>	<b>56</b>	<b>56</b>		
PARIS (CHARLES DE GAULLE)																			
	HEATHROW	AIR FRANCE	S	A	349	1	1	47	28	21	5	0	0	21	53	24	387		
	HEATHROW	AIR FRANCE	S	D	347	1	3	59	19	18	3	0	0	17	58	20	388		
	MANCHESTER	AIR FRANCE	S	A	165	0	0	58	25	13	4	0	0	18	51	24	150		
	MANCHESTER	AIR FRANCE	S	D	165	0	0	79	13	6	2	0	0	9	61	20	148		
	HEATHROW	BMI BRITISH MIDLAND	S	A	167	0	0	71	14	11	4	1	1	16	61	21	201		
	HEATHROW	BMI BRITISH MIDLAND	S	D	166	0	0	73	17	8	2	0	0	12	61	17	201		
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	137	0	0	80	13	6	1	0	0	9	66	17	156		
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	137	0	0	93	4	2	1	0	0	4	81	10	157		
	GATWICK	BRITISH AIRWAYS PLC	S	A	152	0	0	61	24	10	5	0	0	16	0	0	0		
	GATWICK	BRITISH AIRWAYS PLC	S	D	152	0	0	45	32	16	7	0	0	22	0	0	0		
	GLASGOW	BRITISH AIRWAYS PLC	S	A	69	0	0	88	10	1	0	0	0	5	66	19	105		
	GLASGOW	BRITISH AIRWAYS PLC	S	D	55	0	7	93	7	0	0	0	0	6	79	14	104		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	331	0	0	73	16	8	3	0	0	12	64	22	325		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	332	0	0	76	14	7	4	0	0	12	76	14	325		
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	131	0	2	38	27	21	15	0	0	31	55	25	128		
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	131	0	2	61	17	12	10	0	0	19	72	14	128		
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	85	0	0	53	27	19	1	0	0	17	52	21	79		



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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2001				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
PARIS (CHARLES DE GAULLE)	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	85	0	0	54	25	19	2	0	0	18	52	21	79	
	EDINBURGH	CITY JET	S	A	60	0	0	82	13	2	3	0	0	12	0	0	0	
	EDINBURGH	CITY JET	S	D	60	0	0	60	23	12	5	0	0	19	0	0	0	
	LONDON CITY	CITY JET	S	A	123	0	0	72	19	8	2	0	0	13	73	16	103	
	LONDON CITY	CITY JET	S	D	123	0	0	57	24	17	2	0	0	17	48	23	104	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	132	0	0	86	8	3	3	1	0	9	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	132	0	0	72	13	8	8	0	0	17	0	0	0	
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	5	0	0	40	40	20	0	0	0	21	0	0	0	
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	5	0	0	80	20	0	0	0	0	6	0	0	0	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	185	0	0	65	20	12	3	1	0	15	59	26	177	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	185	0	0	50	23	20	6	0	0	22	56	32	179	
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	S	A	77	0	0	74	13	8	5	0	0	14	13	204	8	
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	S	D	77	0	0	82	9	6	3	0	0	10	40	45	15	
	STANSTED	KLM UK LTD	S	A	91	0	1	79	10	8	3	0	0	10	72	12	99	
	STANSTED	KLM UK LTD	S	D	91	0	1	73	12	10	5	0	0	15	58	21	99	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>					<b>4504</b>	<b>4</b>	<b>17</b>	<b>66</b>	<b>18</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>61</b>	<b>20</b>	<b>20</b>	
PARIS (LE BOURGET)																		
PARIS (ORLY)																		
<b>TOTAL PARIS (ORLY)</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>20</b>	<b>20</b>	
PERPIGNAN																		
	STANSTED	RYANAIR	S	A	30	0	0	53	20	20	7	0	0	23	47	34	30	
	STANSTED	RYANAIR	S	D	30	0	0	50	23	27	0	0	0	22	40	28	30	
<b>TOTAL PERPIGNAN</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>22</b>	<b>23</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>43</b>	<b>31</b>	<b>31</b>	
PESCARA																		
	STANSTED	RYANAIR	S	A	29	0	1	76	14	3	7	0	0	11	60	20	30	
	STANSTED	RYANAIR	S	D	29	0	1	69	17	10	3	0	0	16	27	31	30	
<b>TOTAL PESCARA</b>					<b>58</b>	<b>0</b>	<b>2</b>	<b>72</b>	<b>16</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>43</b>	<b>26</b>	<b>26</b>	
PHILADELPHIA INTERNATION																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	0	0	81	10	5	3	0	0	9	70	17	50	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	0	0	68	24	5	3	0	0	14	68	15	50	
	GATWICK	US AIRWAYS	S	A	60	0	0	67	22	8	3	0	0	12	51	34	43	
	GATWICK	US AIRWAYS	S	D	60	0	0	57	27	17	0	0	0	16	65	24	43	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
PHILADELPHIA INTERNATIONAL		MANCHESTER	US AIRWAYS	S A	30	0	0	67	30	0	3	0	0	12	50	29	26
		MANCHESTER	US AIRWAYS	S D	30	0	0	97	3	0	0	0	0	1	81	17	26
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>					<b>298</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>20</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>64</b>	<b>23</b>	<b>23</b>
PHOENIX		GATWICK	BRITISH AIRWAYS PLC	S A	29	0	0	86	3	0	10	0	0	14	81	10	26
		GATWICK	BRITISH AIRWAYS PLC	S D	29	0	0	90	7	3	0	0	0	6	85	8	26
<b>TOTAL PHOENIX</b>					<b>58</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>9</b>	<b>9</b>
PISA		GLASGOW	BMI BRITISH MIDLAND	C A	4	0	0	50	0	25	0	25	0	62	40	33	5
		GLASGOW	BMI BRITISH MIDLAND	C D	4	0	0	50	0	25	0	25	0	62	40	30	5
		GATWICK	BRITANNIA AIRWAYS	C A	4	0	0	0	0	25	50	25	0	134	0	0	0
		GATWICK	BRITANNIA AIRWAYS	C D	4	0	0	50	0	0	25	25	0	92	0	0	0
		MANCHESTER	BRITANNIA AIRWAYS	C A	4	0	0	25	50	0	0	0	25	180	0	76	5
		MANCHESTER	BRITANNIA AIRWAYS	C D	4	0	0	75	0	0	0	0	25	145	0	54	5
		GATWICK	BRITISH AIRWAYS PLC	C A	4	1	0	75	0	0	0	25	0	55	0	0	0
		GATWICK	BRITISH AIRWAYS PLC	S A	88	0	0	53	15	19	10	0	2	35	0	0	0
		GATWICK	BRITISH AIRWAYS PLC	C D	4	0	0	25	50	0	0	25	0	63	0	0	0
		GATWICK	BRITISH AIRWAYS PLC	S D	89	0	0	60	19	12	8	1	0	22	0	0	0
		GATWICK	MONARCH AIRLINES	C A	3	1	0	33	0	33	33	0	0	42	40	15	5
		GATWICK	MONARCH AIRLINES	C D	4	0	0	75	0	0	25	0	0	30	20	33	5
		STANSTED	RYANAIR	S A	118	1	2	44	25	19	11	0	0	26	55	30	95
		STANSTED	RYANAIR	S D	118	0	2	59	26	9	5	0	0	17	29	33	95
<b>TOTAL PISA</b>					<b>452</b>	<b>3</b>	<b>4</b>	<b>53</b>	<b>21</b>	<b>15</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>30</b>	<b>47</b>	<b>30</b>	<b>30</b>
PITTSBURGH		GATWICK	US AIRWAYS	S A	30	0	0	90	7	0	3	0	0	6	70	18	27
		GATWICK	US AIRWAYS	S D	30	0	0	43	23	23	10	0	0	25	57	23	28
<b>TOTAL PITTSBURGH</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>64</b>	<b>21</b>	<b>21</b>
PLYMOUTH		GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S A	87	0	0	59	32	6	2	1	0	18	59	17	69
		GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S D	59	0	0	37	19	36	8	0	0	27	50	20	40
<b>TOTAL PLYMOUTH</b>					<b>146</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>27</b>	<b>18</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>60</b>	<b>17</b>	<b>17</b>

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
POITIERS	STANSTED	KLM UK LTD	S	A	30	0	1	57	17	23	3	0	0	19	48	42	21
	STANSTED	KLM UK LTD	S	D	30	0	0	70	3	20	7	0	0	20	57	19	21
<b>TOTAL POITIERS</b>					<b>60</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>10</b>	<b>22</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>52</b>	<b>30</b>	<b>30</b>
PORLAMAR	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	50	0	0	50	0	0	40	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	0	0	50	0	0	69	0	82	2
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	50	12	2	2
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	5	0	37	2	2
<b>TOTAL PORLAMAR</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>17</b>	<b>43</b>	<b>43</b>
PORT OF SPAIN	HEATHROW	BWIA	S	A	29	1	1	21	24	38	17	0	0	39	43	37	30
	HEATHROW	BWIA	S	D	29	1	1	7	17	38	38	0	0	55	27	42	30
	MANCHESTER	BWIA	S	A	6	0	1	83	0	0	0	17	0	35	0	0	0
	MANCHESTER	BWIA	S	D	6	0	1	83	0	0	0	0	17	68	0	0	0
<b>TOTAL PORT OF SPAIN</b>					<b>70</b>	<b>2</b>	<b>4</b>	<b>26</b>	<b>17</b>	<b>31</b>	<b>23</b>	<b>1</b>	<b>1</b>	<b>48</b>	<b>35</b>	<b>39</b>	<b>39</b>
PRAGUE	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	89	8	1	2	0	0	7	70	15	90
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	76	19	3	2	0	0	11	76	13	90
	STANSTED	CHANNEL EXPRESS (AIR SVS)	C	A	2	0	0	100	0	0	0	0	0	3	0	0	0
	BIRMINGHAM	CSA	S	A	26	0	0	92	8	0	0	0	0	2	67	16	21
	BIRMINGHAM	CSA	S	D	25	0	0	76	24	0	0	0	0	11	52	22	21
	HEATHROW	CSA	S	A	65	0	0	72	22	6	0	0	0	9	43	30	60
	HEATHROW	CSA	S	D	65	0	0	75	15	8	2	0	0	11	59	21	59
	MANCHESTER	CSA	S	A	40	0	0	90	8	3	0	0	0	5	83	11	24
	MANCHESTER	CSA	S	D	39	0	0	62	31	8	0	0	0	13	33	26	24
	STANSTED	CSA	S	A	29	1	0	83	17	0	0	0	0	7	60	24	30
	STANSTED	CSA	S	D	29	1	0	86	7	7	0	0	0	9	37	41	30
	STANSTED	GO FLY LTD	S	A	60	0	0	65	20	8	7	0	0	17	33	45	60
	STANSTED	GO FLY LTD	S	D	60	0	0	50	27	15	8	0	0	24	18	53	60
<b>TOTAL PRAGUE</b>					<b>629</b>	<b>4</b>	<b>0</b>	<b>75</b>	<b>17</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>54</b>	<b>26</b>	<b>26</b>
PRESTWICK	STANSTED	RYANAIR	S	A	248	0	0	84	10	5	1	0	0	7	55	29	225

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
PRESTWICK	STANSTED	RYANAIR		S D	248	0	0	73	19	6	1	0	0	12	41	31	225
<b>TOTAL PRESTWICK</b>					<b>496</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>15</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>48</b>	<b>30</b>	<b>30</b>
PREVEZA	MANCHESTER	AIR CORDIAL LTD		C A	5	0	0	60	0	20	20	0	0	27	10	124	10
	MANCHESTER	AIR CORDIAL LTD		C D	5	0	0	80	0	0	20	0	0	18	50	105	10
	MANCHESTER	AZZURRA AIR		C A	5	0	0	40	0	40	20	0	0	43	0	0	0
	MANCHESTER	AZZURRA AIR		C D	5	0	0	0	20	60	20	0	0	62	0	0	0
	HEATHROW	BMI BRITISH MIDLAND		C A	5	0	0	40	40	20	0	0	0	21	0	112	5
	HEATHROW	BMI BRITISH MIDLAND		C D	5	0	0	40	60	0	0	0	0	19	0	69	5
	GATWICK	EXCEL AIRWAYS LTD		C A	9	0	0	89	11	0	0	0	0	4	78	25	9
	GATWICK	EXCEL AIRWAYS LTD		C D	9	0	0	100	0	0	0	0	0	2	44	31	9
	MANCHESTER	EXCEL AIRWAYS LTD		C A	4	0	0	100	0	0	0	0	0	0	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD		C D	4	0	0	75	0	25	0	0	0	12	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	9	0	0	89	0	0	11	0	0	15	25	76	8
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	9	0	0	89	0	0	0	11	0	28	25	111	8
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	50	25	0	25	0	0	49	25	141	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	75	25	0	0	0	0	5	25	86	4
	LUTON	MD AIRLINES		C A	5	0	0	0	40	40	0	0	20	171	0	0	0
	LUTON	MD AIRLINES		C D	5	0	0	0	40	20	20	20	0	73	0	0	0
	MANCHESTER	MD AIRLINES		C A	5	0	0	20	40	0	20	20	0	97	0	0	0
	MANCHESTER	MD AIRLINES		C D	5	0	0	80	20	0	0	0	0	8	0	0	0
	GATWICK	MONARCH AIRLINES		C A	9	0	0	89	0	0	0	11	0	27	44	37	9
	GATWICK	MONARCH AIRLINES		C D	9	0	0	78	11	0	0	11	0	35	67	29	9
	GATWICK	MY TRAVEL AIRWAYS UK		C A	4	0	0	25	75	0	0	0	0	18	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK		C D	4	0	0	100	0	0	0	0	0	2	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK		C A	3	0	0	100	0	0	0	0	0	3	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK		C D	3	0	0	67	0	33	0	0	0	11	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD		C A	5	0	0	100	0	0	0	0	0	2	0	93	5
	GATWICK	THOMAS COOK AIRLINES LTD		C D	5	0	0	80	20	0	0	0	0	7	20	37	5
<b>TOTAL PREVEZA</b>					<b>146</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>14</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>29</b>	<b>32</b>	<b>73</b>	<b>73</b>
PRISTINA	GATWICK	BRITISH AIRWAYS PLC		S A	13	0	0	54	38	8	0	0	0	15	0	0	0
	GATWICK	BRITISH AIRWAYS PLC		S D	13	0	0	46	31	23	0	0	0	20	0	0	0

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
PRISTINA	STANSTED	EUROPEAN AIR CHARTER	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	0
	STANSTED	EUROPEAN AIR CHARTER	C	D	4	0	0	75	25	0	0	0	0	5	0	0	0	0
<b>TOTAL PRISTINA</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>29</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>44</b>	<b>27</b>	<b>27</b>	
PROVIDENCIALES	HEATHROW	BRITISH AIRWAYS PLC	S	A	5	0	0	60	20	20	0	0	0	18	0	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	5	0	0	80	20	0	0	0	0	8	0	0	0	0
<b>TOTAL PROVIDENCIALES</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>56</b>	<b>12</b>	<b>12</b>	
PUERTO PLATA	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	25	25	0	0	47	50	10	4	4
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	0	25	0	0	48	75	14	4	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	56	11	0	22	11	0	47	67	16	3	3
	MANCHESTER	BRITANNIA AIRWAYS	C	D	10	0	0	70	0	0	20	10	0	51	80	12	5	5
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	40	0	0	0	0	10	0	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	11	0	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	0	0	100	0	0	0	40	0	265	1	1
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	10	33	54	3	3
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	2	0	0	100	0	0	0	0	0	0	33	71	3	3
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	8	75	44	4	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	20	0	20	0	0	22	25	88	4	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	20	40	20	0	0	37	20	159	5	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	25	0	0	0	17	13	276	8	8
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	22	13	142	8	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	0	25	25	25	0	74	60	69	5	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	50	0	0	25	0	76	75	79	4	4
<b>TOTAL PUERTO PLATA</b>					<b>72</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>13</b>	<b>11</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>36</b>	<b>43</b>	<b>101</b>	<b>101</b>	
PUERTO VALLARTA	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	14	50	74	4	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	60	40	0	0	0	0	11	0	64	4	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	50	0	0	0	0	11	33	254	3	3
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	14	50	99	4	4
<b>TOTAL PUERTO VALLARTA</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>24</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>33</b>	<b>114</b>	<b>114</b>	
PULA																		

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 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)												
PULA																		
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	2	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	15	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	17	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0	
	GATWICK	CROATIA AIRLINES	S	A	5	0	0	40	40	20	0	0	0	19	33	67	3	
	GATWICK	CROATIA AIRLINES	S	D	5	0	0	40	40	20	0	0	0	19	25	133	4	
	MANCHESTER	CROATIA AIRLINES	S	A	5	0	0	20	60	20	0	0	0	21	50	26	4	
	MANCHESTER	CROATIA AIRLINES	S	D	5	0	0	60	40	0	0	0	0	16	75	219	4	
<b>TOTAL PULA</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>33</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>42</b>	<b>72</b>	<b>72</b>	

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2001			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
RALEIGH	GATWICK	AMERICAN AIRLINES	S	A	30	0	0	83	3	13	0	0	0	9	52	24	27
	GATWICK	AMERICAN AIRLINES	S	D	30	0	0	57	27	10	7	0	0	17	54	22	28
<b>TOTAL RALEIGH</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>53</b>	<b>23</b>	<b>23</b>
RECIFE																	
RENNES																	
REUS	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	2	11	66	9
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	1	33	55	9
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	88	13	0	0	0	0	3	33	44	9
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	100	0	0	0	0	0	2	33	39	9
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	0	75	25	0	0	0	25	60	32	5
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	18	60	39	5
	LUTON	BRITANNIA AIRWAYS	C	A	3	0	0	100	0	0	0	0	0	0	75	14	4
	LUTON	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	7	75	13	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	7	0	0	43	14	14	29	0	0	49	22	70	9
	MANCHESTER	BRITANNIA AIRWAYS	C	D	7	0	0	57	14	0	29	0	0	40	33	61	9
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	30	100	8	4
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	1	100	5	4
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	25	68	4
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	3	0	72	4
	GATWICK	BRITISH AIRWAYS PLC	C	A	4	0	0	100	0	0	0	0	0	3	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	C	D	4	0	0	100	0	0	0	0	0	7	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	10	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	75	30	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	21	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	10	4
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	0	0	25	25	0	75	75	8	4
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	0	0	25	25	0	89	75	18	4
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	0	0	0	25	137	100	3	4
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	3	1	0	100	0	0	0	0	0	0	100	7	3
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	75	0	25	0	0	0	10	25	72	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	63	0	25	13	0	0	24	25	76	4
	NEWCASTLE	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	26	75	19	4

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
REUS	NEWCASTLE	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	75	20	4
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	0	75	7	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	4	75	7	4	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	100	0	4	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	100	1	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	9	0	0	89	11	0	0	0	6	50	60	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	9	0	0	89	11	0	0	0	4	25	77	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	10	0	0	70	20	0	10	0	10	50	29	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	10	0	0	70	0	20	10	0	17	50	25	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	9	0	0	67	11	11	11	0	22	67	145	9	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	9	0	0	78	11	11	0	0	11	44	103	9	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	5	100	4	4	
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	12	50	19	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	18	0	0	72	11	6	6	6	24	50	88	18	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	16	1	0	81	6	0	6	6	26	41	114	17	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	10	0	0	50	20	20	0	10	36	75	6	4	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	10	0	0	30	20	30	10	10	47	100	4	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	20	0	0	0	7	75	32	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	20	0	0	11	75	31	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	75	36	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	4	25	42	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	6	1	0	100	0	0	0	0	0	75	29	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	7	0	0	86	14	0	0	0	4	75	34	8	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	40	50	64	2	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	0	25	48	50	19	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	6	75	8	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	2	88	10	8	
<b>TOTAL REUS</b>					<b>311</b>	<b>3</b>	<b>0</b>	<b>78</b>	<b>8</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>59</b>	<b>43</b>	<b>43</b>
RHODES	STANSTED	AEGEAN AIRLINES	C	A	4	0	0	25	50	0	25	0	0	38	0	0	0
	STANSTED	AEGEAN AIRLINES	C	D	4	0	0	25	50	0	25	0	0	36	0	0	0
	MANCHESTER	AIR ATLANTA ICELANDIC	C	A	5	0	0	40	0	0	60	0	0	62	40	132	5
	MANCHESTER	AIR ATLANTA ICELANDIC	C	D	4	0	0	0	25	0	75	0	0	87	40	124	5



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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
RHODES																		
	MANCHESTER	AIR CORDIAL LTD	C	A	5	0	0	0	40	40	20	0	0	52	0	0	0	0
	MANCHESTER	AIR CORDIAL LTD	C	D	4	0	0	25	50	0	25	0	0	30	0	0	0	0
	NEWCASTLE	AIR CORDIAL LTD	C	A	4	0	0	25	25	50	0	0	0	22	50	26	4	4
	NEWCASTLE	AIR CORDIAL LTD	C	D	4	0	0	25	50	25	0	0	0	22	25	26	4	4
	GATWICK	ASTRAEUS LTD	C	A	11	0	0	36	9	36	18	0	0	36	0	0	0	0
	GATWICK	ASTRAEUS LTD	C	D	9	0	0	22	22	33	22	0	0	41	0	0	0	0
	MANCHESTER	ASTRAEUS LTD	C	A	9	0	0	33	44	11	11	0	0	34	0	0	0	0
	MANCHESTER	ASTRAEUS LTD	C	D	9	0	0	44	33	11	11	0	0	26	0	0	0	0
	MANCHESTER	AZZURRA AIR	C	A	5	0	0	20	40	20	20	0	0	49	0	0	0	0
	MANCHESTER	AZZURRA AIR	C	D	5	0	0	20	0	60	20	0	0	48	0	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	C	A	3	2	0	100	0	0	0	0	0	7	60	30	5	5
	HEATHROW	BMI BRITISH MIDLAND	C	D	4	0	0	50	50	0	0	0	0	12	80	20	5	5
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	16	50	30	4	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	5	75	25	4	4
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	67	22	11	0	0	0	14	33	33	9	9
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	63	13	13	13	0	0	17	44	36	9	9
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	19	50	28	4	4
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	25	50	45	4	4
	LUTON	BRITANNIA AIRWAYS	C	A	8	1	0	75	13	13	0	0	0	9	33	41	6	6
	LUTON	BRITANNIA AIRWAYS	C	D	8	0	0	100	0	0	0	0	0	1	25	42	4	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	50	38	0	0	13	0	46	67	14	18	18
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	50	38	0	0	13	0	43	67	14	18	18
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	10	100	6	4	4
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	75	10	4	4
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	25	75	0	0	0	0	14	60	23	5	5
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	50	0	0	0	18	80	20	5	5
	GATWICK	EXCEL AIRWAYS LTD	C	A	21	0	0	76	14	0	5	0	5	55	33	47	9	9
	GATWICK	EXCEL AIRWAYS LTD	C	D	19	0	0	89	5	0	0	5	0	16	33	47	9	9
	GLASGOW	EXCEL AIRWAYS LTD	C	A	8	1	0	88	13	0	0	0	0	3	0	0	0	0
	GLASGOW	EXCEL AIRWAYS LTD	C	D	8	0	0	88	13	0	0	0	0	4	0	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	50	38	4	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	50	38	4	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	17	0	0	82	6	6	6	0	0	10	31	65	16	16

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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	
RHODES																			
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	16	0	0	81	13	0	6	0	0	9	31	72	16		
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	6	25	54	4		
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	5	25	47	4		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	18	0	0	44	17	22	11	0	6	72	39	44	18		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	16	0	0	69	19	0	13	0	0	20	56	36	18		
	BIRMINGHAM	ISLANDSFLUG	C	A	4	0	0	75	0	25	0	0	0	13	0	0	0		
	BIRMINGHAM	ISLANDSFLUG	C	D	4	0	0	50	25	25	0	0	0	16	0	0	0		
	NEWCASTLE	ISLANDSFLUG	C	A	5	0	0	60	20	20	0	0	0	15	0	0	0		
	NEWCASTLE	ISLANDSFLUG	C	D	5	0	0	60	0	40	0	0	0	19	0	0	0		
	BIRMINGHAM	MD AIRLINES	C	A	4	0	0	25	25	50	0	0	0	33	0	0	0		
	BIRMINGHAM	MD AIRLINES	C	D	4	0	0	0	0	75	25	0	0	45	0	0	0		
	MANCHESTER	MD AIRLINES	C	A	4	0	0	0	0	50	50	0	0	58	0	0	0		
	MANCHESTER	MD AIRLINES	C	D	4	0	0	75	25	0	0	0	0	9	0	0	0		
	NEWCASTLE	MD AIRLINES	C	A	4	0	0	50	0	50	0	0	0	33	0	0	0		
	NEWCASTLE	MD AIRLINES	C	D	4	0	0	75	0	25	0	0	0	9	0	0	0		
	BIRMINGHAM	MONARCH AIRLINES	C	A	9	0	0	89	0	11	0	0	0	7	40	24	5		
	BIRMINGHAM	MONARCH AIRLINES	C	D	8	0	0	88	13	0	0	0	0	8	40	26	5		
	EDINBURGH	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	2	50	21	4		
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	7	50	25	4		
	GATWICK	MONARCH AIRLINES	C	A	13	0	0	46	31	8	8	0	8	60	41	21	17		
	GATWICK	MONARCH AIRLINES	C	D	13	0	0	69	15	8	0	0	8	56	59	22	17		
	MANCHESTER	MONARCH AIRLINES	C	A	17	0	0	88	12	0	0	0	0	4	50	38	8		
	MANCHESTER	MONARCH AIRLINES	C	D	16	0	0	88	13	0	0	0	0	4	38	45	8		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	22	75	43	4		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	2	50	61	4		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	78	0	11	11	0	0	19	28	47	18		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	88	13	0	0	0	0	6	22	48	18		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	25	25	0	0	51	0	136	4		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	25	0	0	36	25	130	4		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	12	0	0	50	25	8	17	0	0	30	15	154	13		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	11	0	0	73	18	0	9	0	0	19	31	153	13		
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	0	0	25	178	0	0	0		
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	0	0	25	181	0	0	0		

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
RHODES																		
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	50	17	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	7	50	14	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	50	67	4		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	3	25	68	4		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	30	0	0	83	7	3	7	0	10	30	74	30		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	27	0	0	85	7	4	4	0	7	28	69	29		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	0	85	8	8	0	0	7	35	88	20		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	12	0	0	100	0	0	0	0	2	45	78	20		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	3	1	0	100	0	0	0	0	0	50	135	4		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	1	25	61	4		
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	1	0	0	0		
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	0		
<b>TOTAL RHODES</b>					<b>614</b>	<b>5</b>	<b>0</b>	<b>69</b>	<b>14</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>24</b>	<b>43</b>	<b>52</b>	<b>52</b>	
RIGA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	73	14	5	5	5	0	23	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	21	0	0	52	24	19	5	0	0	23	0	0	0	
<b>TOTAL RIGA</b>					<b>43</b>	<b>5</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>64</b>	<b>15</b>	<b>15</b>	
RIMINI																		
	GLASGOW	BRAATHENS ASA	C	A	3	0	0	33	33	0	0	33	0	79	33	33	3	
	GLASGOW	BRAATHENS ASA	C	D	3	0	0	33	33	0	0	33	0	81	33	37	3	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	35	75	7	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	0	0	33	0	0	50	100	5	3	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	14	25	96	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	0	1	67	70	3	
<b>TOTAL RIMINI</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>10</b>	<b>5</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>42</b>	<b>55</b>	<b>42</b>	<b>42</b>	
RIO DE JANEIRO (GALEAO)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	90	7	3	0	0	0	5	70	16	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	83	17	0	0	0	0	7	80	11	30	
	HEATHROW	VARIG	S	A	30	0	0	63	13	17	7	0	0	19	40	31	30	
	HEATHROW	VARIG	S	D	30	0	0	73	13	13	0	0	0	11	37	24	30	
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>57</b>	<b>21</b>	<b>21</b>	
RIYADH																		

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
RIYADH	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	100	0	0	0	0	0	2	94	5	17
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	47	35	12	6	0	0	23	76	18	17
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	15	0	0	60	20	20	0	0	0	17	61	15	18
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	18	0	0	50	17	17	6	0	11	179	56	41	18
<b>TOTAL RIYADH</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>57</b>	<b>71</b>	<b>20</b>	<b>20</b>
RIYAN MUKALLA																	
ROME (CIAMPINO)	STANSTED	GO FLY LTD	S	A	60	0	0	85	10	5	0	0	0	7	30	40	89
	STANSTED	GO FLY LTD	S	D	60	0	0	63	25	12	0	0	0	14	28	40	90
	STANSTED	RYANAIR	S	A	88	0	2	36	18	25	20	0	0	37	0	0	0
	STANSTED	RYANAIR	S	D	88	0	2	41	30	17	13	0	0	29	0	0	0
<b>TOTAL ROME (CIAMPINO)</b>					<b>296</b>	<b>0</b>	<b>4</b>	<b>53</b>	<b>21</b>	<b>16</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>28</b>	<b>42</b>	<b>42</b>
ROME (FIUMICINO)	GATWICK	ALITALIA	S	A	28	0	2	46	39	11	4	0	0	19	27	30	30
	GATWICK	ALITALIA	S	D	28	0	2	36	43	14	7	0	0	25	43	24	30
	HEATHROW	ALITALIA	S	A	149	0	0	32	31	27	10	0	0	30	33	30	150
	HEATHROW	ALITALIA	S	D	148	0	0	36	18	26	18	1	0	34	48	27	150
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	26	0	0	77	12	8	4	0	0	14	20	33	25
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	26	0	0	96	4	0	0	0	0	5	88	5	25
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	21	0	0	90	10	0	0	0	0	6	75	10	20
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	33	23	20	20	3	0	47	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	40	23	10	23	3	0	46	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	149	0	0	66	16	8	6	3	1	24	46	28	150
	HEATHROW	BRITISH AIRWAYS PLC	S	D	149	0	0	72	15	10	1	1	1	18	63	15	150
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	26	0	0	0	23	50	27	0	0	54	36	26	25
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	26	0	0	58	19	15	8	0	0	20	48	18	25
<b>TOTAL ROME (FIUMICINO)</b>					<b>837</b>	<b>0</b>	<b>12</b>	<b>52</b>	<b>21</b>	<b>17</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>51</b>	<b>23</b>	<b>23</b>
ROTTERDAM	HEATHROW	KLM	S	A	101	0	1	92	4	4	0	0	0	5	79	12	101
	HEATHROW	KLM	S	D	100	0	2	86	6	8	0	0	0	7	84	9	98
	NEWCASTLE	KLM	C	A	2	0	0	50	0	50	0	0	0	22	0	0	0
	NEWCASTLE	KLM	C	D	2	0	0	100	0	0	0	0	0	5	0	0	0

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
ROTTERDAM																		
	GATWICK	TTA - TRANS TRAVEL AIRLINES BV	S	A	71	0	1	51	35	11	3	0	0	19	0	0	0	0
	GATWICK	TTA - TRANS TRAVEL AIRLINES BV	S	D	71	0	1	93	3	1	3	0	0	5	0	0	0	0
	LONDON CITY	VLM (BELGIUM)	S	A	147	0	10	82	12	4	3	0	0	8	81	10	111	
	LONDON CITY	VLM (BELGIUM)	S	D	146	0	11	92	4	2	2	0	0	6	76	10	113	
<b>TOTAL ROTTERDAM</b>					<b>641</b>	<b>2</b>	<b>26</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>11</b>	<b>11</b>	
ROUEN																		
	STANSTED	KLM UK LTD	S	D	4	0	0	75	0	25	0	0	0	11	0	0	0	0
<b>TOTAL ROUEN</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
SALAMANCA																		
SALONIKA																		
	NEWCASTLE	AIR CORDIAL LTD	C	A	4	0	0	50	25	0	0	25	0	74	0	130	4	
	NEWCASTLE	AIR CORDIAL LTD	C	D	4	0	0	50	25	0	0	25	0	62	0	82	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	75	43	4	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	75	42	4	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	75	9	4	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	25	17	4	4	
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	4	57	18	7	7	
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	3	67	10	6	6	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	20	0	0	12	50	38	8	8	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	50	30	8	8	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	50	16	4	4	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	2	50	22	4	4	
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	7	0	0	0	0	
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	4	0	0	25	75	0	0	0	23	0	0	0	0	
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	4	0	0	75	25	0	0	0	14	0	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	13	60	90	5	5	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	50	25	0	25	0	30	50	17	4	4	
	GLASGOW	EXCEL AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	12	0	0	0	0	
	GLASGOW	EXCEL AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	27	0	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	8	0	0	63	13	0	25	0	27	50	47	4	4	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	8	0	0	75	0	0	25	0	32	50	28	4	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	40	20	40	0	0	22	0	118	4	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	0	50	0	0	23	25	109	4	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	1	0	50	50	0	0	0	11	0	56	8	8	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	8	13	46	8	8	
	GATWICK	HOLA AIRLINES	C	A	4	0	0	0	25	75	0	0	38	0	0	0	0	
	GATWICK	HOLA AIRLINES	C	D	4	0	0	0	75	0	25	0	32	0	0	0	0	
	BIRMINGHAM	ISLANDSFLUG	C	A	4	0	0	0	0	25	75	0	90	0	0	0	0	
	BIRMINGHAM	ISLANDSFLUG	C	D	4	0	0	0	0	25	75	0	88	0	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	3	75	21	4	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	13	75	9	4	4	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 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
SALONIKA																		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	15	33	310	3	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	50	221	4		
	GATWICK	OLYMPIC AIRWAYS	S	A	25	0	1	80	4	12	0	4	0	15	48	32	21	
	GATWICK	OLYMPIC AIRWAYS	S	D	25	0	1	60	24	8	4	4	0	23	14	46	21	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	12	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	1	0	50	0	25	0	0	25	109	67	65	6	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	20	20	0	0	0	12	40	88	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	91	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	50	41	4		
<b>TOTAL SALONIKA</b>					<b>228</b>	<b>2</b>	<b>2</b>	<b>71</b>	<b>12</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>38</b>	<b>61</b>	<b>61</b>	
SALVADOR																		
SALZBURG																		
	BIRMINGHAM	AERO LLOYD	C	A	4	0	0	100	0	0	0	0	0	5	75	13	4	
	BIRMINGHAM	AERO LLOYD	C	D	3	0	0	100	0	0	0	0	0	3	33	41	3	
	NEWCASTLE	AERO LLOYD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	NEWCASTLE	AERO LLOYD	C	D	3	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	AZZURRA AIR	C	A	4	0	0	50	50	0	0	0	0	11	0	0	0	
	MANCHESTER	AZZURRA AIR	C	D	3	0	0	67	33	0	0	0	0	6	0	0	0	
	GLASGOW	BRAATHENS ASA	C	A	6	0	0	83	0	0	0	0	17	141	75	12	4	
	GLASGOW	BRAATHENS ASA	C	D	4	0	0	75	25	0	0	0	0	6	33	25	3	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	8	0	0	88	0	13	0	0	0	6	80	10	5	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	8	0	0	88	0	0	13	0	0	24	100	0	5	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	4	60	50	5	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	2	50	67	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	100	0	0	0	0	0	3	44	37	9	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	63	25	13	0	0	0	14	33	46	9	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	C	A	3	0	0	67	0	0	33	0	0	45	60	42	5	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	C	D	3	0	0	67	33	0	0	0	0	9	0	97	4	
	GATWICK	FLYBE.BRITISH EUROPEAN	C	A	7	0	0	43	29	29	0	0	0	18	10	52	10	
	GATWICK	FLYBE.BRITISH EUROPEAN	C	D	6	0	0	67	33	0	0	0	0	11	25	44	8	
	MANCHESTER	FLYBE.BRITISH EUROPEAN	C	A	3	0	0	100	0	0	0	0	0	60	56	5		
	MANCHESTER	FLYBE.BRITISH EUROPEAN	C	D	3	0	0	33	0	33	33	0	0	35	25	77	4	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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	
SALZBURG																			
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	C	A	3	0	0	100	0	0	0	0	0	1	0	0	0		
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	C	D	2	0	0	50	50	0	0	0	0	14	0	0	0		
	STANSTED	RYANAIR	S	A	60	0	0	85	2	7	7	0	0	12	58	25	60		
	STANSTED	RYANAIR	S	D	60	0	0	67	12	15	7	0	0	19	28	38	60		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	0	75	12	4		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	0	33	19	3		
<b>TOTAL SALZBURG</b>					<b>228</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>9</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>45</b>	<b>33</b>	<b>33</b>		
SAMOS																			
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	20	0	0	0	12	20	70	5		
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	8	40	48	5		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	1	80	21	5		
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	8	60	15	5		
	GATWICK	EXCEL AIRWAYS LTD	C	A	7	1	0	43	29	14	0	14	0	55	50	24	4		
	GATWICK	EXCEL AIRWAYS LTD	C	D	8	0	0	63	0	25	0	13	0	44	100	0	4		
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	45	0	83	4		
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	50	25	0	25	0	0	48	100	4	4		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	17	0	117	4		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	25	25	0	0	29	25	50	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	8	0	75	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	2	75	63	4		
<b>TOTAL SAMOS</b>					<b>59</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>12</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>46</b>	<b>47</b>	<b>47</b>		
SAN DIEGO																			
	GATWICK	BRITISH AIRWAYS PLC	S	A	25	0	0	80	16	4	0	0	0	8	52	18	25		
	GATWICK	BRITISH AIRWAYS PLC	S	D	25	0	0	76	20	4	0	0	0	13	85	7	26		
<b>TOTAL SAN DIEGO</b>					<b>50</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>69</b>	<b>12</b>	<b>12</b>		
SAN FRANCISCO																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	0	0	98	2	0	0	0	0	1	82	13	49		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	0	0	69	25	5	0	0	0	12	69	18	51		
	HEATHROW	UNITED AIRLINES	S	A	60	0	0	92	8	0	0	0	0	3	56	23	73		
	HEATHROW	UNITED AIRLINES	S	D	60	0	0	90	8	2	0	0	0	5	66	22	73		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	87	7	7	0	0	0	7	65	23	26		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	73	23	3	0	0	0	11	42	25	26		
<b>TOTAL SAN FRANCISCO</b>					<b>298</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>64</b>	<b>20</b>	<b>20</b>		



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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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	
SANAA																			
	HEATHROW	YEMENIA		S A	8	0	0	63	13	13	13	0	0	22	44	28		9	
	HEATHROW	YEMENIA		S D	8	0	0	50	50	0	0	0	0	14	44	29		9	
<b>TOTAL SANAA</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>31</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>44</b>	<b>28</b>		<b>28</b>	
SANDEFJORD(TORP)																			
	STANSTED	RYANAIR		S A	56	0	0	52	11	30	5	2	0	26	60	20		55	
	STANSTED	RYANAIR		S D	56	0	0	41	34	25	0	0	0	22	22	43		55	
<b>TOTAL SANDEFJORD(TORP)</b>					<b>112</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>22</b>	<b>28</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>41</b>	<b>32</b>		<b>32</b>	
SANFORD																			
	GATWICK	BRITANNIA AIRWAYS		C A	4	0	0	50	25	0	25	0	0	41	0	0		0	
	GATWICK	BRITANNIA AIRWAYS		C D	4	0	0	75	0	0	25	0	0	46	0	0		0	
	GLASGOW	BRITANNIA AIRWAYS		C A	4	0	0	75	25	0	0	0	0	5	0	0		0	
	GLASGOW	BRITANNIA AIRWAYS		C D	4	0	0	100	0	0	0	0	0	5	0	0		0	
	MANCHESTER	BRITANNIA AIRWAYS		C A	7	0	0	86	14	0	0	0	0	9	0	0		0	
	MANCHESTER	BRITANNIA AIRWAYS		C D	4	0	0	50	50	0	0	0	0	16	0	0		0	
	NEWCASTLE	BRITANNIA AIRWAYS		C A	4	0	0	50	25	25	0	0	0	16	0	0		0	
	NEWCASTLE	BRITANNIA AIRWAYS		C D	4	0	0	100	0	0	0	0	0	2	0	0		0	
	GATWICK	EUROPEAN AIR CHARTER		C A	13	0	0	85	8	0	8	0	0	8	0	0		0	
	GATWICK	EUROPEAN AIR CHARTER		C D	12	0	0	17	8	42	33	0	0	48	0	0		0	
	MANCHESTER	EUROPEAN AIR CHARTER		C A	13	0	0	69	15	8	8	0	0	20	0	0		0	
	MANCHESTER	EUROPEAN AIR CHARTER		C D	12	0	0	17	17	50	8	8	0	57	0	0		0	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C A	9	0	0	67	22	11	0	0	0	17	0	494		3	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C D	8	0	0	88	0	13	0	0	0	14	75	25		4	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	5	0	0	20	40	20	20	0	0	33	71	16		7	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	75	25	0	0	0	0	8	57	25		7	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	8	0	0	100	0	0	0	0	0	5	42	23		12	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	8	0	0	50	38	0	13	0	0	20	50	28		10	
	GATWICK	MONARCH AIRLINES		C A	2	0	0	0	50	0	50	0	0	63	0	49		7	
	GATWICK	MONARCH AIRLINES		C D	2	0	0	50	50	0	0	0	0	13	57	43		7	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		C A	5	0	0	40	40	20	0	0	0	19	75	55		4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		C D	4	0	0	100	0	0	0	0	0	5	33	112		3	
	GATWICK	MY TRAVEL AIRWAYS UK		C A	13	0	0	54	31	8	8	0	0	17	25	151		16	
	GATWICK	MY TRAVEL AIRWAYS UK		C D	12	0	0	50	33	17	0	0	0	18	57	40		14	
	GLASGOW	MY TRAVEL AIRWAYS UK		C A	14	0	0	71	21	7	0	0	0	8	40	92		10	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
SANFORD																		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	13	0	0	85	15	0	0	0	0	9	43	128	14	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	21	0	0	33	33	14	14	5	0	45	26	80	23	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	20	0	0	45	15	25	10	5	0	37	29	109	24	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	25	50	0	0	0	31	100	4	3	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	67	19	3	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	25	0	0	0	17	67	33	9	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	75	0	0	0	0	16	71	13	7	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	56	33	0	11	0	0	20	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	0	0	13	0	0	11	0	0	0	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	25	0	0	0	15	0	0	0	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	19	0	0	0	
<b>TOTAL SANFORD</b>					<b>276</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>21</b>	<b>12</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>46</b>	<b>68</b>	<b>68</b>	
SANTIAGO DE COMPOSTELA																		
	HEATHROW	IBERIA	S	A	30	0	0	73	17	3	7	0	0	15	80	12	30	
	HEATHROW	IBERIA	S	D	30	0	0	70	17	10	3	0	0	12	83	10	30	
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>65</b>	<b>22</b>	<b>22</b>	
SEATTLE (TACOMA)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	97	0	0	0	3	0	11	72	70	25	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	73	20	3	0	0	3	25	42	42	26	
<b>TOTAL SEATTLE (TACOMA)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>18</b>	<b>57</b>	<b>56</b>	<b>56</b>	
SEOUL (INCHEON)																		
	HEATHROW	ASIANA AIRLINES	S	A	12	0	0	25	33	33	8	0	0	32	0	0	0	
	HEATHROW	ASIANA AIRLINES	S	D	12	0	0	50	42	0	8	0	0	19	0	0	0	
	HEATHROW	KOREAN AIR	S	A	22	0	0	86	5	5	5	0	0	11	0	0	0	
	HEATHROW	KOREAN AIR	S	D	22	0	0	77	23	0	0	0	0	9	0	0	0	
<b>TOTAL SEOUL (INCHEON)</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>22</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	
SEOUL (KIMPO)																		
SEVILLE																		
	GATWICK	GB AIRWAYS LTD	S	A	24	0	0	79	8	8	4	0	0	15	86	8	21	
	GATWICK	GB AIRWAYS LTD	S	D	24	0	0	96	0	0	4	0	0	11	81	10	21	
	HEATHROW	IBERIA	S	A	30	0	0	40	30	23	7	0	0	24	67	15	30	
	HEATHROW	IBERIA	S	D	30	0	0	40	23	17	20	0	0	33	80	10	30	

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
SEVILLE																	
<b>TOTAL SEVILLE</b>					<b>114</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>16</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>73</b>	<b>14</b>	<b>14</b>
SEYCHELLES																	
	GATWICK	AIR SEYCHELLES	S	A	9	0	0	67	22	0	11	0	0	18	56	16	9
	GATWICK	AIR SEYCHELLES	S	D	9	0	0	44	33	0	22	0	0	35	44	28	9
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	78	0	11	11	0	0	12	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	78	22	0	0	0	0	11	0	0	0
<b>TOTAL SEYCHELLES</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>3</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>66</b>	<b>16</b>	<b>16</b>
SFAX																	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	6	0	23	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	11	75	15	4
<b>TOTAL SFAX</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>38</b>	<b>19</b>	<b>19</b>
SHANGHAI (PU DONG)																	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	17	0	0	47	41	0	0	12	0	37	65	9	17
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	17	0	0	59	0	29	6	6	0	35	67	12	18
<b>TOTAL SHANGHAI (PU DONG)</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>21</b>	<b>15</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>36</b>	<b>66</b>	<b>11</b>	<b>11</b>
SHANNON																	
	HEATHROW	AER LINGUS	S	A	116	0	0	72	9	10	8	1	0	21	50	26	115
	HEATHROW	AER LINGUS	S	D	115	0	0	68	16	10	7	0	0	20	62	20	115
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	30	0	0	90	3	3	3	0	0	6	89	14	47
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	30	0	0	90	3	3	3	0	0	7	84	8	49
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	30	0	0	67	3	13	10	3	3	41	57	44	30
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	30	0	0	63	10	7	13	3	3	40	57	34	30
	STANSTED	RYANAIR	S	A	120	0	0	83	7	8	3	0	0	9	68	31	118
	STANSTED	RYANAIR	S	D	120	0	0	77	15	7	2	0	0	11	54	35	119
<b>TOTAL SHANNON</b>					<b>591</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>64</b>	<b>25</b>	<b>25</b>
SHARM EL SHEIKH (OPHIRA)																	
	GATWICK	ASTRAEUS LTD	C	A	4	0	0	25	25	0	25	25	0	130	0	0	0
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	0	50	0	25	25	0	129	0	0	0
	HEATHROW	EGYPT AIR	S	A	5	0	0	80	0	20	0	0	0	7	0	0	0
	HEATHROW	EGYPT AIR	S	D	5	0	0	40	20	40	0	0	0	21	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	9	0	0	78	0	22	0	0	0	10	50	60	4

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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
SHARM EL SHEIKH (OPHIRA)																		
	GATWICK	EXCEL AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	2	40	47	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	40	40	0	20	0	0	34	25	32	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	60	20	0	20	0	0	32	40	29	5	
	GATWICK	LOTUS AIR	C	A	5	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	LOTUS AIR	C	D	5	0	0	80	0	20	0	0	0	9	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	0	25	0	0	28	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	25	0	0	0	22	0	0	0	
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>14</b>	<b>11</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>31</b>	<b>44</b>	<b>44</b>	
SHERCHENKO																		
	GATWICK	EUROPEAN AIR CHARTER	C	A	2	0	0	0	0	50	50	0	0	67	0	0	0	
	GATWICK	EUROPEAN AIR CHARTER	C	D	2	0	0	0	50	50	0	0	0	29	0	0	0	
<b>TOTAL SHERCHENKO</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>0</b>	<b>0</b>	<b>0</b>	
SINGAPORE																		
	HEATHROW	SINGAPORE AIRLINES	S	A	90	0	0	82	8	4	4	1	0	14	58	19	90	
	HEATHROW	SINGAPORE AIRLINES	S	D	90	0	0	53	34	10	2	0	0	17	52	19	90	
	MANCHESTER	SINGAPORE AIRLINES	S	A	30	0	0	53	27	17	3	0	0	19	30	38	30	
	MANCHESTER	SINGAPORE AIRLINES	S	D	30	0	0	47	20	20	13	0	0	28	23	47	30	
<b>TOTAL SINGAPORE</b>					<b>240</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>22</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>50</b>	<b>24</b>	<b>24</b>	
SKIATHOS																		
	NEWCASTLE	AIR CORDIAL LTD	C	A	5	0	0	60	20	20	0	0	0	17	75	11	4	
	NEWCASTLE	AIR CORDIAL LTD	C	D	5	0	0	60	40	0	0	0	0	12	75	25	4	
	GATWICK	AZZURRA AIR	C	A	4	1	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	AZZURRA AIR	C	D	5	0	0	80	20	0	0	0	0	6	0	0	0	
	MANCHESTER	AZZURRA AIR	C	A	5	0	0	0	0	0	100	0	0	85	0	0	0	
	MANCHESTER	AZZURRA AIR	C	D	5	0	0	60	20	20	0	0	0	15	0	0	0	
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	4	1	0	75	0	0	25	0	0	39	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	15	3	0	53	13	7	13	7	7	65	100	0	5	
	GATWICK	EXCEL AIRWAYS LTD	C	D	9	0	0	44	22	11	11	11	0	51	71	10	7	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	6	3	0	67	17	0	17	0	0	15	100	2	8	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	9	0	0	89	0	0	0	11	0	26	63	12	8	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	16	0	0	81	6	6	0	6	0	23	44	67	16	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	16	0	0	88	0	6	0	6	0	23	38	81	16	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	11	1	0	64	0	9	9	18	0	57	33	49	12	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
SKIATHOS	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	11	1	0	82	0	0	0	18	0	55	33	52	12
	NEWCASTLE	MD AIRLINES	C	A	4	0	0	50	0	25	25	0	0	39	0	0	0
	NEWCASTLE	MD AIRLINES	C	D	4	0	0	50	0	25	25	0	0	38	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	3	0	0	100	0	0	0	0	0	1	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	25	25	25	0	83	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	11	1	0	82	9	9	0	0	0	7	88	12	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	7	0	0	71	14	14	0	0	0	11	75	14	12
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	7	25	77	4
<b>TOTAL SKIATHOS</b>					<b>169</b>	<b>14</b>	<b>0</b>	<b>69</b>	<b>8</b>	<b>7</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>32</b>	<b>50</b>	<b>46</b>	<b>46</b>
SOFIA	GATWICK	BRITISH AIRWAYS PLC	S	A	22	0	0	82	9	0	9	0	0	9	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	59	18	14	9	0	0	22	0	0	0
<b>TOTAL SOFIA</b>					<b>46</b>	<b>2</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>57</b>	<b>19</b>	<b>19</b>
SOUTHAMPTON	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	52	0	0	67	12	13	6	2	0	19	53	34	53
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	52	0	0	79	4	12	6	0	0	14	79	20	53
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	95	0	0	68	16	7	8	0	0	17	74	16	94
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	96	0	0	69	14	10	7	0	0	18	66	15	93
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	98	0	0	62	19	8	9	1	0	22	67	17	95
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	98	0	0	74	10	6	9	0	0	15	67	13	75
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	67	0	1	73	12	9	6	0	0	15	66	16	64
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	67	0	1	84	9	3	3	1	0	12	75	13	64
<b>TOTAL SOUTHAMPTON</b>					<b>625</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>13</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>68</b>	<b>17</b>	<b>17</b>
SPLIT	GATWICK	CROATIA AIRLINES	S	A	13	0	0	92	0	0	8	0	0	12	55	19	11
	GATWICK	CROATIA AIRLINES	S	D	13	0	0	54	23	15	8	0	0	23	30	30	10
	HEATHROW	CROATIA AIRLINES	S	A	4	0	0	75	25	0	0	0	0	4	20	53	5

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
SPLIT																		
	HEATHROW	CROATIA AIRLINES		S D	4	0	0	75	0	25	0	0	0	14	40	50	5	
	MANCHESTER	CROATIA AIRLINES		S A	5	0	0	80	20	0	0	0	6	0	93	4		
	MANCHESTER	CROATIA AIRLINES		S D	5	0	0	60	40	0	0	0	12	25	61	4		
<b>TOTAL SPLIT</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>30</b>	<b>44</b>	<b>44</b>	
ST ETIENNE																		
	STANSTED	RYANAIR		S A	30	0	0	60	17	10	13	0	0	23	63	28	30	
	STANSTED	RYANAIR		S D	30	0	0	47	27	20	7	0	0	28	43	29	30	
<b>TOTAL ST ETIENNE</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>22</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>53</b>	<b>28</b>	<b>28</b>	
ST KITTS																		
ST LOUIS (LAMBERT)																		
	GATWICK	AMERICAN AIRLINES		S A	30	0	0	43	30	23	3	0	0	26	0	0	0	
	GATWICK	AMERICAN AIRLINES		S D	30	0	0	67	17	10	7	0	0	16	0	0	0	
<b>TOTAL ST LOUIS (LAMBERT)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>23</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>64</b>	<b>28</b>	<b>28</b>	
ST LUCIA (HEWANORRA)																		
	GATWICK	BRITISH AIRWAYS PLC		S A	9	0	0	89	0	0	11	0	0	12	42	37	12	
	GATWICK	BRITISH AIRWAYS PLC		S D	9	0	0	67	11	11	11	0	0	19	62	41	13	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S A	9	0	0	67	11	0	11	0	11	158	25	90	4	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S D	9	0	0	56	22	11	11	0	0	19	20	29	5	
<b>TOTAL ST LUCIA (HEWANORRA)</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>11</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>3</b>	<b>52</b>	<b>42</b>	<b>49</b>	<b>49</b>	
ST PETERSBURG																		
	GATWICK	AEROFLOT		S A	7	0	0	57	29	0	14	0	0	20	38	17	8	
	GATWICK	AEROFLOT		S D	7	0	0	57	14	0	29	0	0	30	63	17	8	
	HEATHROW	AEROFLOT		S A	4	0	0	75	25	0	0	0	9	40	20	5		
	HEATHROW	AEROFLOT		S D	4	0	0	50	25	25	0	0	18	40	24	5		
	GATWICK	BRITISH AIRWAYS PLC		S A	22	0	0	68	18	14	0	0	13	0	0	0		
	GATWICK	BRITISH AIRWAYS PLC		S D	22	0	0	32	32	27	9	0	0	28	0	0	0	
<b>TOTAL ST PETERSBURG</b>					<b>66</b>	<b>1</b>	<b>0</b>	<b>53</b>	<b>24</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>49</b>	<b>18</b>	<b>18</b>	
ST THOMAS ISLANDS																		
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	100	0	0	0	0	0	6	0	54	3	
<b>TOTAL ST THOMAS ISLANDS</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>54</b>	<b>54</b>	
STANSTED																		

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
STANSTED																		
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	63	0	0	71	22	5	2	0	0	12	74	32	77	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	63	0	0	87	10	3	0	0	0	4	86	7	78	
	EDINBURGH	GO FLY LTD	S	A	184	0	0	77	15	5	2	0	0	10	44	26	187	
	EDINBURGH	GO FLY LTD	S	D	184	0	0	67	20	11	2	0	0	14	46	30	188	
	GLASGOW	GO FLY LTD	S	A	131	0	1	79	12	5	3	1	0	12	48	32	132	
	GLASGOW	GO FLY LTD	S	D	131	0	1	76	15	5	3	1	0	13	56	25	132	
	NEWCASTLE	GO FLY LTD	S	A	81	0	0	74	20	2	4	0	0	12	0	0	0	
	NEWCASTLE	GO FLY LTD	S	D	81	0	0	73	17	6	4	0	0	12	0	0	0	
	MANCHESTER	TITAN AIRWAYS LTD	C	A	2	0	0	50	50	0	0	0	0	14	0	0	0	
	MANCHESTER	TITAN AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	3	0	0	0	
<b>TOTAL STANSTED</b>					<b>922</b>	<b>1</b>	<b>2</b>	<b>75</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>58</b>	<b>24</b>	<b>24</b>	
STAVANGER																		
	HEATHROW	SAS	S	A	26	0	0	88	12	0	0	0	0	3	0	0	0	
	HEATHROW	SAS	S	D	26	0	0	88	8	4	0	0	0	5	0	0	0	
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S	S	A	26	0	0	96	0	0	4	0	0	5	0	0	0	
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S	S	D	26	0	0	92	4	4	0	0	0	4	0	0	0	
<b>TOTAL STAVANGER</b>					<b>106</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>89</b>	<b>6</b>	<b>6</b>	
STOCKHOLM (ARLANDA)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	171	0	0	78	12	6	2	1	0	11	81	10	150	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	172	0	0	76	14	7	2	1	0	13	77	10	150	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	45	0	0	67	22	9	2	0	0	12	84	6	45	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	45	0	0	84	9	4	2	0	0	7	93	4	45	
	HEATHROW	SAS	S	A	204	0	0	85	12	1	1	0	0	7	83	9	220	
	HEATHROW	SAS	S	D	202	0	0	87	9	3	0	0	0	6	89	7	216	
	MANCHESTER	SKYWAYS EXPRESS	S	A	47	0	0	87	11	2	0	0	0	6	90	6	49	
	MANCHESTER	SKYWAYS EXPRESS	S	D	47	0	0	94	2	4	0	0	0	4	73	16	49	
<b>TOTAL STOCKHOLM (ARLANDA)</b>					<b>935</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>9</b>	<b>9</b>	
STOCKHOLM (SKAVSTA)																		
	STANSTED	RYANAIR	S	A	60	0	1	80	8	7	5	0	0	11	59	18	78	
	STANSTED	RYANAIR	S	D	61	0	0	74	18	5	3	0	0	13	32	28	78	
<b>TOTAL STOCKHOLM (SKAVSTA)</b>					<b>121</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>13</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>46</b>	<b>23</b>	<b>23</b>	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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	49	0	0	76	6	10	4	2	2	27	67	13	49	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	49	0	0	67	12	12	4	2	2	31	71	14	49	
	EDINBURGH	LOGANAIR	S	A	24	0	0	83	8	8	0	0	0	8	84	14	25	
	EDINBURGH	LOGANAIR	S	D	24	0	0	54	25	13	8	0	0	21	56	23	25	
<b>TOTAL STORNOWAY</b>					<b>146</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>12</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>24</b>	<b>69</b>	<b>16</b>	<b>16</b>	
STRASBOURG																		
	GATWICK	BRIT AIR	S	A	71	0	0	69	23	8	0	0	0	12	29	24	70	
	GATWICK	BRIT AIR	S	D	71	0	0	86	11	3	0	0	0	6	61	15	70	
<b>TOTAL STRASBOURG</b>					<b>142</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>45</b>	<b>20</b>	<b>20</b>	
STUTTART																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	81	0	0	65	22	12	0	0	0	12	66	22	87	
	HEATHROW	BMI BRITISH MIDLAND	S	D	81	0	0	72	21	6	1	0	0	11	77	15	87	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	71	18	8	2	0	1	16	74	15	118	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	62	23	8	6	1	0	17	61	16	118	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	72	0	0	86	14	0	0	0	0	5	76	11	70	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	73	0	0	88	5	7	0	0	0	6	93	5	70	
	MANCHESTER	LUFTHANSA CITY LINE	S	A	30	0	0	87	10	0	3	0	0	9	67	16	30	
	MANCHESTER	LUFTHANSA CITY LINE	S	D	30	0	0	90	7	0	3	0	0	4	67	23	30	
<b>TOTAL STUTTART</b>					<b>548</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>17</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>15</b>	<b>15</b>	
SUMBURGH																		
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	24	0	0	71	8	8	8	4	0	29	88	9	24	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	25	0	0	92	0	4	4	0	0	10	84	12	25	
	EDINBURGH	LOGANAIR	S	A	30	0	0	77	13	3	7	0	0	14	87	9	30	
	EDINBURGH	LOGANAIR	S	D	30	0	0	70	13	7	7	3	0	20	70	18	30	
	GLASGOW	LOGANAIR	S	A	30	0	0	87	3	3	7	0	0	9	0	0	0	
	GLASGOW	LOGANAIR	S	D	29	0	0	41	31	14	14	0	0	31	0	22	1	
<b>TOTAL SUMBURGH</b>					<b>168</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>7</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>76</b>	<b>20</b>	<b>20</b>	
SYDNEY																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	87	7	5	0	2	0	9	48	27	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	57	30	13	0	0	0	14	60	22	60	



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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						SEPT 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)	Actual (7)	Plan (8)										
SYDNEY	HEATHROW	QANTAS	S	A	47	0	0	72	9	9	6	2	2	34	38	34	52	
	HEATHROW	QANTAS	S	D	64	0	0	11	56	20	13	0	0	31	27	34	60	
<b>TOTAL SYDNEY</b>					<b>231</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>27</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>44</b>	<b>29</b>	<b>29</b>	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
TABA																		
	GATWICK	ASTRAEUS LTD	C	A	13	0	0	0	8	15	69	0	8	126	0	0	0	
	GATWICK	ASTRAEUS LTD	C	D	14	0	0	57	14	0	21	0	7	55	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	0	50	25	25	0	0	47	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	60	20	0	20	0	0	26	0	0	0	
<b>TOTAL TABA</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>17</b>	<b>8</b>	<b>39</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>0</b>	<b>0</b>	<b>0</b>	
TAIPEI																		
	HEATHROW	EVA AIR	S	A	17	0	0	71	24	6	0	0	0	10	62	16	13	
	HEATHROW	EVA AIR	S	D	17	0	0	41	53	6	0	0	0	19	31	22	13	
<b>TOTAL TAIPEI</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>38</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>65</b>	<b>15</b>	<b>15</b>	
TALLIN																		
	GATWICK	ESTONIAN AIR	S	A	25	0	0	88	8	0	4	0	0	8	89	10	19	
	GATWICK	ESTONIAN AIR	S	D	25	0	0	96	0	0	4	0	0	7	89	11	19	
<b>TOTAL TALLIN</b>					<b>50</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>10</b>	<b>10</b>	
TAMPA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	18	0	0	61	11	17	6	0	6	96	33	23	12	
	GATWICK	BRITISH AIRWAYS PLC	S	D	17	0	0	41	18	35	6	0	0	30	50	24	12	
<b>TOTAL TAMPA</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>14</b>	<b>26</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>64</b>	<b>42</b>	<b>24</b>	<b>24</b>	
TANGIERS (IBN BATUTA)																		
	HEATHROW	ROYAL AIR MAROC	S	A	5	0	0	40	40	20	0	0	0	19	0	28	3	
	HEATHROW	ROYAL AIR MAROC	S	D	2	0	1	0	50	50	0	0	0	26	33	26	3	
<b>TOTAL TANGIERS (IBN BATUTA)</b>					<b>7</b>	<b>0</b>	<b>1</b>	<b>29</b>	<b>43</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>38</b>	<b>21</b>	<b>21</b>	
TARBES-LOURDES INTERNA																		
	LUTON	AIR MEDITERRANEE	C	A	7	0	0	86	0	0	14	0	0	16	43	22	7	
	LUTON	AIR MEDITERRANEE	C	D	7	0	0	71	0	14	14	0	0	31	17	39	6	
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	A	4	0	0	50	25	25	0	0	0	17	0	0	0	
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	D	4	0	0	0	25	25	50	0	0	62	0	0	0	
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	9	0	0	33	22	44	0	0	0	25	0	0	0	
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	9	0	0	33	44	11	11	0	0	24	0	0	0	
	STANSTED	EUROPEAN AIR CHARTER	C	A	9	0	0	56	0	22	22	0	0	32	0	0	0	
	STANSTED	EUROPEAN AIR CHARTER	C	D	9	0	0	56	44	0	0	0	0	12	0	0	0	
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>21</b>	<b>17</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>31</b>	<b>47</b>	<b>47</b>	
TASHKENT																		

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
TASHKENT	BIRMINGHAM	UZBEKISTAN AIRLINES	S	A	8	0	0	100	0	0	0	0	0	2	100	0	3
	BIRMINGHAM	UZBEKISTAN AIRLINES	S	D	8	0	0	88	13	0	0	0	0	12	50	13	2
	HEATHROW	UZBEKISTAN AIRLINES	S	A	17	0	0	88	6	0	6	0	0	9	86	6	22
	HEATHROW	UZBEKISTAN AIRLINES	S	D	17	0	0	59	18	18	6	0	0	24	86	6	21
<b>TOTAL TASHKENT</b>					<b>50</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>85</b>	<b>6</b>	<b>6</b>
TBILISI	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	4	0	0	75	25	0	0	0	0	4	0	0	0
<b>TOTAL TBILISI</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
TEESSIDE	HEATHROW	BMI BRITISH MIDLAND	S	A	86	0	0	93	7	0	0	0	0	4	75	16	85
	HEATHROW	BMI BRITISH MIDLAND	S	D	86	0	0	88	9	2	0	0	0	6	79	12	85
<b>TOTAL TEESSIDE</b>					<b>172</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>76</b>	<b>15</b>	<b>15</b>
TEHRAN	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	17	0	0	24	29	41	0	6	0	37	82	49	17
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	16	0	0	56	25	13	0	6	0	31	41	30	17
	HEATHROW	IRAN AIR	S	A	17	0	0	24	24	29	24	0	0	37	16	88	19
	HEATHROW	IRAN AIR	S	D	16	0	1	44	25	19	6	0	6	100	56	41	18
<b>TOTAL TEHRAN</b>					<b>66</b>	<b>0</b>	<b>1</b>	<b>36</b>	<b>26</b>	<b>26</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>51</b>	<b>47</b>	<b>53</b>	<b>53</b>
TEL AVIV	GATWICK	ARKIA	C	A	5	0	0	60	20	0	20	0	0	32	0	0	0
	GATWICK	ARKIA	C	D	4	1	0	25	25	25	25	0	0	56	0	0	0
	GATWICK	ASTRAEUS LTD	C	A	10	0	0	50	10	10	20	10	0	49	0	0	0
	GATWICK	ASTRAEUS LTD	C	D	10	0	0	70	10	0	20	0	0	28	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	57	0	0	65	18	7	11	0	0	16	66	17	67
	HEATHROW	BRITISH AIRWAYS PLC	S	D	57	0	0	81	12	4	4	0	0	11	65	16	68
	GATWICK	EL AL	C	D	2	0	0	0	0	100	0	0	0	43	29	55	7
	HEATHROW	EL AL	S	A	43	0	0	63	21	5	12	0	0	20	49	23	35
	HEATHROW	EL AL	C	A	3	0	0	100	0	0	0	0	0	0	0	0	0
	HEATHROW	EL AL	C	D	3	0	0	100	0	0	0	0	0	2	0	0	0
	HEATHROW	EL AL	S	D	43	0	0	60	23	14	2	0	0	18	47	31	36
	MANCHESTER	EL AL	C	A	2	0	0	100	0	0	0	0	0	9	0	0	0

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Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)													
TEL AVIV																			
	STANSTED	EL AL	S	A	7	0	0	43	0	29	14	14	0	61	50	26	8		
	STANSTED	EL AL	S	D	7	1	0	29	0	43	14	14	0	69	56	15	9		
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	50	50	0	0	0	0	20	0	19	1		
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	5	50	16	2		
	MANCHESTER	ISRAIR LTD	C	A	2	0	0	50	0	50	0	0	0	23	0	0	0		
	MANCHESTER	ISRAIR LTD	C	D	3	0	0	33	0	67	0	0	0	34	0	0	0		
	GATWICK	MONARCH AIRLINES	C	A	17	0	0	47	6	41	0	6	0	39	23	103	13		
	GATWICK	MONARCH AIRLINES	C	D	16	0	0	75	13	6	0	6	0	25	21	103	14		
<b>TOTAL TEL AVIV</b>					<b>302</b>	<b>2</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>52</b>	<b>30</b>	<b>30</b>		
TENERIFE (SURREINA SOFIA)																			
	MANCHESTER	AIR ATLANTA ICELANDIC	C	A	4	0	0	0	0	75	25	0	0	72	0	151	3		
	MANCHESTER	AIR ATLANTA ICELANDIC	C	D	4	0	0	0	0	75	25	0	0	64	0	150	3		
	MANCHESTER	AIR CORDIAL LTD	C	A	5	0	0	20	20	20	40	0	0	54	44	62	9		
	MANCHESTER	AIR CORDIAL LTD	C	D	5	0	0	20	40	0	40	0	0	50	38	63	8		
	NEWCASTLE	AIR CORDIAL LTD	C	A	4	0	0	0	0	50	50	0	0	72	0	0	0		
	NEWCASTLE	AIR CORDIAL LTD	C	D	4	0	0	75	0	0	25	0	0	17	0	0	0		
	GATWICK	ASTRAEUS LTD	C	A	4	0	0	25	25	25	25	0	0	54	0	0	0		
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0		
	BIRMINGHAM	AZZURRA AIR	C	A	3	0	0	100	0	0	0	0	0	6	0	0	0		
	BIRMINGHAM	AZZURRA AIR	C	D	4	0	0	50	50	0	0	0	0	16	0	0	0		
	MANCHESTER	AZZURRA AIR	C	A	4	0	0	100	0	0	0	0	0	5	0	0	0		
	MANCHESTER	AZZURRA AIR	C	D	3	0	0	67	33	0	0	0	0	6	0	0	0		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	44	0	0	56	0	0	61	50	204	8		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	44	0	11	44	0	0	55	71	32	7		
	GATWICK	BRITANNIA AIRWAYS	C	A	18	0	0	61	6	22	11	0	0	18	31	51	13		
	GATWICK	BRITANNIA AIRWAYS	C	D	17	0	0	76	6	12	6	0	0	12	46	47	13		
	GLASGOW	BRITANNIA AIRWAYS	C	A	9	0	0	56	11	0	33	0	0	35	56	40	9		
	GLASGOW	BRITANNIA AIRWAYS	C	D	9	0	0	67	0	0	33	0	0	37	25	56	8		
	LUTON	BRITANNIA AIRWAYS	C	A	8	0	0	88	0	13	0	0	0	6	30	26	10		
	LUTON	BRITANNIA AIRWAYS	C	D	8	0	0	75	25	0	0	0	0	7	63	19	8		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	21	0	0	71	10	5	14	0	0	24	15	47	13		
	MANCHESTER	BRITANNIA AIRWAYS	C	D	21	0	0	71	14	0	14	0	0	24	71	29	14		
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	9	0	0	56	11	0	33	0	0	35	88	14	8		

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)																			
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	9	0	0	33	33	0	33	0	0	40	78	15	9		
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	14	44	47	9		
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	8	56	45	9		
	MANCHESTER	ELECTRA AIRLINES	C	A	8	0	0	75	13	0	13	0	0	14	0	0	0		
	MANCHESTER	ELECTRA AIRLINES	C	D	8	0	0	63	0	13	25	0	0	27	0	0	0		
	GATWICK	EXCEL AIRWAYS LTD	C	A	16	0	0	81	13	6	0	0	0	9	42	21	12		
	GATWICK	EXCEL AIRWAYS LTD	C	D	17	0	0	82	12	0	6	0	0	8	75	13	12		
	GLASGOW	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0		
	GLASGOW	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0		
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	6	0	0	83	17	0	0	0	0	5	25	35	8		
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	6	0	0	100	0	0	0	0	0	0	38	21	8		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	33	0	0	0		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	S	A	4	0	0	100	0	0	0	0	0	2	78	19	9		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	7	0	0	0		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	0	0	38	39	8		
	GATWICK	FIRST CHOICE AIRWAYS LTD	S	A	4	0	0	25	75	0	0	0	0	14	47	40	17		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	20	4	0	60	15	15	10	0	0	21	50	29	10		
	GATWICK	FIRST CHOICE AIRWAYS LTD	S	D	4	0	0	75	0	25	0	0	0	14	38	42	16		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	24	0	0	67	8	17	8	0	0	18	67	29	9		
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	0	17	0	0	0		
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	0	0	0		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	S	A	4	0	0	75	0	0	0	0	25	109	77	21	13		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	24	0	0	75	8	4	13	0	0	17	77	17	13		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	S	D	4	0	0	75	25	0	0	0	0	11	67	27	12		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	24	0	0	71	13	8	8	0	0	17	75	14	12		
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	0	0	0		
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	12	0	0	0		
	EDINBURGH	FUTURA AIRLINES	C	A	8	0	0	100	0	0	0	0	0	0	0	0	0		
	EDINBURGH	FUTURA AIRLINES	C	D	8	0	0	100	0	0	0	0	0	2	0	0	0		
	MANCHESTER	FUTURA AIRLINES	C	A	4	0	0	0	50	0	50	0	0	61	100	0	4		
	MANCHESTER	FUTURA AIRLINES	C	D	4	0	0	25	0	25	50	0	0	75	100	0	3		
	GATWICK	GB AIRWAYS LTD	S	A	17	1	0	59	12	12	6	6	6	51	38	24	8		
	GATWICK	GB AIRWAYS LTD	S	D	17	0	0	29	29	12	18	6	6	66	50	24	8		

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2001					
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																	MATCHED	UNMATCHED
TENERIFE (SURREINA SOFIA)																		
	BIRMINGHAM	IBERWORLD	C	A	6	0	0	100	0	0	0	0	0	0	75	9	4	
	BIRMINGHAM	IBERWORLD	C	D	6	0	0	100	0	0	0	0	0	4	75	16	4	
	BIRMINGHAM	MONARCH AIRLINES	C	A	12	0	0	92	0	8	0	0	0	3	53	51	17	
	BIRMINGHAM	MONARCH AIRLINES	C	D	12	0	0	83	17	0	0	0	0	6	44	46	16	
	EDINBURGH	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	0	89	14	9	
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	10	50	24	8	
	GATWICK	MONARCH AIRLINES	C	A	19	0	0	74	11	5	0	5	5	77	26	69	23	
	GATWICK	MONARCH AIRLINES	C	D	17	0	0	94	0	0	0	6	0	24	38	54	21	
	LUTON	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	7	75	13	4	
	LUTON	MONARCH AIRLINES	S	A	8	0	0	88	0	13	0	0	0	10	13	183	8	
	LUTON	MONARCH AIRLINES	S	D	8	0	0	75	25	0	0	0	0	9	25	176	8	
	LUTON	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	1	75	23	4	
	MANCHESTER	MONARCH AIRLINES	C	A	14	0	0	64	21	0	7	7	0	30	33	74	21	
	MANCHESTER	MONARCH AIRLINES	C	D	14	0	0	57	29	0	7	7	0	31	42	58	19	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	17	0	0	76	12	0	12	0	0	23	62	21	13	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	18	0	0	78	11	0	11	0	0	23	42	38	12	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	25	0	0	60	12	16	12	0	0	21	52	25	21	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	25	0	0	72	12	4	12	0	0	15	67	22	21	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	8	0	0	75	25	0	0	0	0	6	50	23	8	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	8	0	0	75	13	13	0	0	0	8	75	20	8	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	80	38	10	
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	2	50	13	8	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	29	1	0	76	7	7	7	3	0	25	50	43	20	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	29	0	0	62	14	14	7	3	0	28	55	43	22	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	8	0	0	88	0	0	13	0	0	10	20	66	5	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	8	0	0	100	0	0	0	0	0	1	25	50	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	15	60	34	5	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	18	50	52	4	
	GLASGOW	SPANAIR	C	A	4	0	0	75	25	0	0	0	0	5	75	12	4	
	GLASGOW	SPANAIR	C	D	5	0	0	80	0	20	0	0	0	7	50	23	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	8	0	0	100	0	0	0	0	0	1	67	30	9	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	13	0	0	0	0	3	50	42	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	37	1	0	95	5	0	0	0	0	3	48	39	29	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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)																	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	38	0	0	89	5	5	0	0	0	6	48	37	29
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	13	0	0	0	0	5	80	6	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	22	0	0	0	0	8	100	7	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	25	0	0	64	8	16	4	8	0	29	34	74	35
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	25	0	0	68	8	12	4	8	0	31	41	61	32
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	13	0	0	0	0	3	56	14	9
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	13	0	0	0	0	5	63	39	8
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	80	46	5
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	67	8	3
	GATWICK	VOLAR AIRLINES	C	A	3	0	0	33	0	33	33	0	0	52	0	0	0
	GATWICK	VOLAR AIRLINES	C	D	2	0	0	0	0	50	50	0	0	64	0	0	0
	GLASGOW	VOLAR AIRLINES	C	A	5	0	0	0	20	0	80	0	0	87	0	0	0
	GLASGOW	VOLAR AIRLINES	C	D	6	0	0	17	0	17	67	0	0	83	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>					<b>1014</b>	<b>8</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>7</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>51</b>	<b>42</b>	<b>42</b>
TETERBORO																	
THIRA (SANTORINI)																	
	MANCHESTER	AIR CORDIAL LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	MANCHESTER	AIR CORDIAL LTD	C	D	4	0	0	0	75	25	0	0	0	23	0	0	0
	NEWCASTLE	AIR CORDIAL LTD	C	A	4	0	0	100	0	0	0	0	0	3	67	12	3
	NEWCASTLE	AIR CORDIAL LTD	C	D	4	0	0	25	0	75	0	0	0	31	25	23	4
	MANCHESTER	ASTRAEUS LTD	C	A	4	0	0	25	0	25	50	0	0	66	0	0	0
	MANCHESTER	ASTRAEUS LTD	C	D	4	0	0	50	0	25	25	0	0	44	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	8	0	0	75	13	0	13	0	0	20	100	1	4
	GATWICK	EXCEL AIRWAYS LTD	C	D	8	0	0	88	0	0	13	0	0	17	50	14	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	3	0	139	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	133	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	10	75	24	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	75	20	4
<b>TOTAL THIRA (SANTORINI)</b>					<b>56</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>7</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>51</b>	<b>56</b>	<b>56</b>
TIREE																	
	GLASGOW	LOGANAIR	S	A	24	0	0	92	8	0	0	0	0	3	83	17	24
	GLASGOW	LOGANAIR	S	D	25	0	0	92	8	0	0	0	0	3	79	12	24
<b>TOTAL TIREE</b>					<b>49</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>81</b>	<b>14</b>	<b>14</b>

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
TOBAGO																		
	GATWICK	BRITISH AIRWAYS PLC		S A	9	0	0	78	11	0	11	0	0	15	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC		S D	8	0	0	25	0	50	25	0	0	48	0	0	0	
	GATWICK	MONARCH AIRLINES		C D	8	0	0	50	38	13	0	0	0	18	0	0	0	
<b>TOTAL TOBAGO</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>16</b>	<b>20</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>	
TOKYO (NARITA)																		
	HEATHROW	AEROFLOT		S A	9	0	0	78	11	11	0	0	0	10	14	38	7	
	HEATHROW	AEROFLOT		S D	9	0	0	67	22	11	0	0	0	12	0	43	8	
	HEATHROW	ALL NIPPON AIRWAYS		S A	30	0	0	87	7	7	0	0	0	6	77	8	30	
	HEATHROW	ALL NIPPON AIRWAYS		S D	30	0	0	83	10	7	0	0	0	9	60	16	30	
	HEATHROW	BRITISH AIRWAYS PLC		S A	60	0	0	88	5	7	0	0	0	5	78	14	60	
	HEATHROW	BRITISH AIRWAYS PLC		S D	60	0	0	67	25	7	2	0	0	13	62	20	60	
	HEATHROW	JAPAN AIRLINES		S A	51	0	0	73	20	6	0	2	0	15	73	14	40	
	HEATHROW	JAPAN AIRLINES		S D	51	0	0	57	37	4	0	2	0	19	60	19	40	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	23	7	7	96	0	4	0	0	0	2	83	11	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	30	0	0	70	17	10	3	0	0	15	63	19	30	
<b>TOTAL TOKYO (NARITA)</b>					<b>353</b>	<b>7</b>	<b>7</b>	<b>75</b>	<b>17</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>67</b>	<b>17</b>	<b>17</b>	
TORONTO																		
	GLASGOW	AIR CANADA		S A	24	0	0	75	17	4	4	0	0	10	50	23	28	
	GLASGOW	AIR CANADA		S D	24	0	0	75	17	4	4	0	0	13	52	49	29	
	HEATHROW	AIR CANADA		S A	180	0	0	51	19	19	8	2	0	27	66	24	134	
	HEATHROW	AIR CANADA		S D	180	0	0	58	27	13	2	1	0	18	56	20	133	
	MANCHESTER	AIR CANADA		S A	27	0	0	59	15	22	4	0	0	16	39	26	28	
	MANCHESTER	AIR CANADA		S D	27	0	0	59	11	22	7	0	0	21	39	32	28	
	BIRMINGHAM	AIR TRANSAT		S A	8	0	0	75	25	0	0	0	0	9	56	19	9	
	BIRMINGHAM	AIR TRANSAT		S D	8	0	0	25	38	38	0	0	0	27	13	50	8	
	EDINBURGH	AIR TRANSAT		S A	4	0	0	25	0	50	25	0	0	47	0	191	4	
	EDINBURGH	AIR TRANSAT		S D	4	0	0	25	25	25	25	0	0	47	0	227	4	
	GATWICK	AIR TRANSAT		S A	27	0	0	74	7	11	7	0	0	17	48	45	27	
	GATWICK	AIR TRANSAT		S D	27	0	0	41	30	22	7	0	0	25	23	59	26	
	GLASGOW	AIR TRANSAT		S A	13	0	0	77	8	8	8	0	0	12	70	27	10	
	GLASGOW	AIR TRANSAT		S D	13	0	0	62	23	8	8	0	0	16	50	48	10	
	MANCHESTER	AIR TRANSAT		S A	12	0	0	75	8	0	17	0	0	23	33	96	12	
	MANCHESTER	AIR TRANSAT		S D	12	0	0	75	0	8	17	0	0	24	17	118	12	



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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
TORONTO																	
	NEWCASTLE	AIR TRANSAT	S	A	4	0	0	25	25	0	25	25	0	110	67	13	3
	NEWCASTLE	AIR TRANSAT	S	D	4	0	0	25	25	0	0	50	0	112	0	28	3
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	75	20	2	3	0	0	12	74	49	53
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	65	23	7	5	0	0	18	50	25	54
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	7	2	0	71	14	0	14	0	0	15	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	9	0	0	89	11	0	0	0	0	6	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	21	0	0	29	14	33	24	0	0	42	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	21	0	0	52	14	19	14	0	0	28	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	9	0	0	56	0	33	11	0	0	26	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	9	0	0	89	11	0	0	0	0	4	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	13	0	0	0	46	38	8	0	8	134	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	13	0	0	77	15	8	0	0	0	10	0	0	0
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	A	8	0	1	88	13	0	0	0	0	6	0	0	0
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	D	9	0	0	89	0	0	11	0	0	10	0	0	0
<b>TOTAL TORONTO</b>					<b>837</b>	<b>2</b>	<b>1</b>	<b>59</b>	<b>20</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>51</b>	<b>48</b>	<b>48</b>
TOULON / HYERES																	
	STANSTED	KLM UK LTD	S	A	45	0	0	64	18	9	7	0	2	26	0	0	0
	STANSTED	KLM UK LTD	S	D	45	0	0	69	16	9	4	2	0	23	0	0	0
<b>TOTAL TOULON / HYERES</b>					<b>90</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>24</b>	<b>100</b>	<b>6</b>	<b>6</b>
TOULOUSE (BLAGNAC)																	
	GATWICK	CITY FLYER EXPRESS	S	A	90	0	0	66	18	9	8	0	0	18	57	20	89
	GATWICK	CITY FLYER EXPRESS	S	D	90	0	0	57	17	17	10	0	0	23	74	16	89
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	4	0	0	100	0	0	0	0	0	1	0	0	0
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	22	0	0	68	18	5	9	0	0	15	63	40	24
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	22	0	0	68	9	23	0	0	0	15	58	42	24
	HEATHROW	FLYBE.BRITISH EUROPEAN	S	A	89	0	0	88	11	1	0	0	0	7	56	24	81
	HEATHROW	FLYBE.BRITISH EUROPEAN	S	D	90	0	0	93	3	2	1	0	0	6	68	17	82
	STANSTED	KLM UK LTD	S	A	30	0	0	93	0	7	0	0	0	4	100	0	3
	STANSTED	KLM UK LTD	S	D	30	0	0	70	13	17	0	0	0	13	100	9	3
<b>TOTAL TOULOUSE (BLAGNAC)</b>					<b>471</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>64</b>	<b>22</b>	<b>22</b>
TOURS																	
	STANSTED	KLM UK LTD	S	A	31	0	0	74	16	0	10	0	0	13	0	0	0

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 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)											
TOURS	STANSTED	KLM UK LTD		S D	31	0	0	74	6	10	10	0	0	19	0	0	0
<b>TOTAL TOURS</b>					<b>62</b>	<b>2</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
TREVISO	STANSTED	RYANAIR		S A	88	1	1	65	16	17	2	0	0	17	69	17	85
	STANSTED	RYANAIR		S D	88	0	1	42	33	22	3	0	0	23	32	33	85
<b>TOTAL TREVISO</b>					<b>177</b>	<b>2</b>	<b>2</b>	<b>53</b>	<b>25</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>51</b>	<b>25</b>	<b>25</b>
TRIESTE (RONCHI DEI LEGIO	STANSTED	RYANAIR		S A	30	0	0	33	20	40	7	0	0	29	33	72	30
	STANSTED	RYANAIR		S D	30	0	0	40	23	27	10	0	0	29	3	87	30
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>22</b>	<b>33</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>18</b>	<b>80</b>	<b>80</b>
TRIPOLI	GATWICK	BRITISH AIRWAYS PLC		S A	12	0	0	50	25	8	17	0	0	24	0	0	0
	GATWICK	BRITISH AIRWAYS PLC		S D	12	0	0	17	50	17	17	0	0	34	0	0	0
	HEATHROW	LIBYAN ARAB AIRLINES		S A	8	0	0	38	0	50	13	0	0	37	63	14	8
	HEATHROW	LIBYAN ARAB AIRLINES		S D	9	0	0	44	22	22	11	0	0	30	75	23	8
<b>TOTAL TRIPOLI</b>					<b>41</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>27</b>	<b>22</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>55</b>	<b>23</b>	<b>23</b>
TRONDHEIM (VAERNES)																	
TUNIS	GATWICK	GB AIRWAYS LTD		S A	22	0	0	82	14	5	0	0	0	9	85	9	20
	GATWICK	GB AIRWAYS LTD		S D	22	0	0	27	41	32	0	0	0	24	55	21	20
	HEATHROW	TUNISAIR		S A	17	0	0	47	29	24	0	0	0	18	28	38	18
	HEATHROW	TUNISAIR		S D	17	0	0	29	35	35	0	0	0	26	33	48	18
<b>TOTAL TUNIS</b>					<b>78</b>	<b>1</b>	<b>0</b>	<b>47</b>	<b>29</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>51</b>	<b>28</b>	<b>28</b>
TURIN	STANSTED	RYANAIR		S A	30	0	0	90	3	3	3	0	0	7	73	19	55
	STANSTED	RYANAIR		S D	30	0	0	87	7	3	3	0	0	10	44	31	55
<b>TOTAL TURIN</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>53</b>	<b>29</b>	<b>29</b>

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

Origin / Destinations: U

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 2001				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
URALSK																		
	STANSTED	EUROPEAN AIR CHARTER	C	A	4	0	0	100	0	0	0	0	0	1	0	0	0	0
	STANSTED	EUROPEAN AIR CHARTER	C	D	4	0	0	75	25	0	0	0	0	12	0	0	0	0
<b>TOTAL URALSK</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>50</b>	<b>11</b>	<b>11</b>	

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
VAGAR																		
	GLASGOW	ATLANTIC AIRWAYS	C	A	2	1	0	100	0	0	0	0	0	4	0	0	0	
	GLASGOW	ATLANTIC AIRWAYS	C	D	3	0	0	67	0	0	33	0	0	21	0	0	0	
<b>TOTAL VAGAR</b>					<b>5</b>	<b>3</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	
VALENCIA																		
	GATWICK	GB AIRWAYS LTD	S	A	43	0	0	72	16	5	0	5	2	34	56	33	25	
	GATWICK	GB AIRWAYS LTD	S	D	43	0	1	40	26	14	19	0	2	49	64	30	25	
	HEATHROW	IBERIA	S	A	30	0	0	40	27	23	10	0	0	25	50	21	30	
	HEATHROW	IBERIA	S	D	30	0	0	57	13	17	13	0	0	23	70	14	30	
<b>TOTAL VALENCIA</b>					<b>146</b>	<b>0</b>	<b>1</b>	<b>53</b>	<b>21</b>	<b>14</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>34</b>	<b>60</b>	<b>24</b>	<b>24</b>	
VANCOUVER																		
	HEATHROW	AIR CANADA	S	A	60	0	0	90	2	3	5	0	0	7	52	28	62	
	HEATHROW	AIR CANADA	S	D	60	0	0	63	27	10	0	0	0	14	53	27	60	
	GATWICK	AIR TRANSAT	S	A	17	0	0	76	12	6	6	0	0	10	31	71	13	
	GATWICK	AIR TRANSAT	S	D	17	0	0	88	6	0	6	0	0	11	33	54	12	
	GLASGOW	AIR TRANSAT	S	A	4	0	0	100	0	0	0	0	0	0	38	134	8	
	GLASGOW	AIR TRANSAT	S	D	4	0	0	100	0	0	0	0	0	3	25	139	8	
	MANCHESTER	AIR TRANSAT	S	A	4	0	0	100	0	0	0	0	0	2	43	76	7	
	MANCHESTER	AIR TRANSAT	S	D	4	0	0	100	0	0	0	0	0	0	29	80	7	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	83	10	7	0	0	0	5	74	22	27	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	80	3	13	3	0	0	13	56	38	27	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	44	33	11	0	11	0	42	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	60	0	0	0	0	18	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	4	0	0	0	
<b>TOTAL VANCOUVER</b>					<b>250</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>48</b>	<b>59</b>	<b>59</b>	
VARADERO																		
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	0	25	0	25	0	79	44	59	9	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	50	0	0	25	0	79	25	92	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	25	25	0	0	42	25	320	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	8	50	78	4	
<b>TOTAL VARADERO</b>					<b>17</b>	<b>2</b>	<b>0</b>	<b>53</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>53</b>	<b>38</b>	<b>119</b>	<b>119</b>	
VARNA																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	0	0	25	75	0	0	78	0	0	0	

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
VARNA																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	0	0	75	25	0	0	76	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0	
	BIRMINGHAM	HEMUS AIR	C	A	4	0	0	75	0	25	0	0	0	17	0	0	0	
	BIRMINGHAM	HEMUS AIR	C	D	4	0	0	50	25	25	0	0	0	23	0	0	0	
	EDINBURGH	HEMUS AIR	C	A	4	0	0	50	0	0	50	0	0	40	100	4	4	
	EDINBURGH	HEMUS AIR	C	D	4	0	0	0	50	0	50	0	0	56	75	15	4	
	GATWICK	HEMUS AIR	C	A	4	0	0	75	0	25	0	0	0	15	20	38	5	
	GATWICK	HEMUS AIR	C	D	4	0	0	25	25	25	25	0	0	40	40	48	5	
	GLASGOW	HEMUS AIR	C	D	4	0	0	25	25	50	0	0	0	27	33	87	3	
	MANCHESTER	HEMUS AIR	C	A	12	0	0	75	0	25	0	0	0	14	67	14	9	
	MANCHESTER	HEMUS AIR	C	D	9	0	0	56	11	22	11	0	0	24	25	64	8	
	NEWCASTLE	HEMUS AIR	C	A	4	0	0	100	0	0	0	0	0	0	75	18	4	
	NEWCASTLE	HEMUS AIR	C	D	4	0	0	75	25	0	0	0	0	5	67	12	3	
<b>TOTAL VARNA</b>					<b>74</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>9</b>	<b>22</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>53</b>	<b>36</b>	<b>36</b>	
VASTERAS																		
	STANSTED	RYANAIR	S	A	30	0	0	63	23	13	0	0	0	12	47	26	30	
	STANSTED	RYANAIR	S	D	30	0	0	40	47	13	0	0	0	17	47	28	30	
<b>TOTAL VASTERAS</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>35</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>47</b>	<b>27</b>	<b>27</b>	
VENICE																		
	GLASGOW	BMI BRITISH MIDLAND	C	A	5	0	0	60	20	0	20	0	0	33	60	13	5	
	GLASGOW	BMI BRITISH MIDLAND	C	D	4	0	0	100	0	0	0	0	0	5	100	2	5	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	12	50	48	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	1	0	54	3	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	9	0	49	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	33	39	3		
	GATWICK	BRITISH AIRWAYS PLC	S	A	80	0	0	45	16	20	16	3	0	35	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	81	0	0	36	26	23	14	1	0	31	0	0	0	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	29	0	0	17	45	21	10	7	0	47	0	0	0	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	29	0	0	55	21	10	10	3	0	35	0	0	0	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	13	0	0	54	31	8	8	0	0	21	0	0	0	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	13	0	0	92	0	8	0	0	0	8	0	0	0	

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 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
VENICE	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	C	A	5	0	0	40	20	20	0	0	20	107	20	36	5
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	C	D	4	1	0	100	0	0	0	0	0	7	40	22	5
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	C	A	5	0	0	60	20	20	0	0	0	14	0	0	0
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	C	D	5	0	0	100	0	0	0	0	0	4	0	0	0
	STANSTED	GO FLY LTD	S	A	60	0	0	62	20	13	5	0	0	19	38	44	60
	STANSTED	GO FLY LTD	S	D	60	0	0	52	22	18	8	0	0	26	32	44	60
	GATWICK	MONARCH AIRLINES	C	A	6	0	0	50	50	0	0	0	0	10	0	125	5
	GATWICK	MONARCH AIRLINES	C	D	6	0	0	100	0	0	0	0	0	3	0	109	5
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	60	0	40	0	0	0	19	0	128	5
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	80	20	0	0	0	0	4	40	85	5
	GATWICK	VOLARE AIRLINES	S	A	59	0	0	71	12	10	3	3	0	24	0	0	0
	GATWICK	VOLARE AIRLINES	S	D	59	0	0	47	34	12	0	7	0	33	0	0	0
<b>TOTAL VENICE</b>					<b>553</b>	<b>4</b>	<b>2</b>	<b>53</b>	<b>21</b>	<b>15</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>38</b>	<b>38</b>	<b>38</b>
VERONA	GLASGOW	BMI BRITISH MIDLAND	C	A	4	0	0	0	50	0	25	25	0	81	0	0	0
	GLASGOW	BMI BRITISH MIDLAND	C	D	4	0	0	25	25	25	0	25	0	64	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	8	0	0	75	0	0	13	13	0	52	20	61	5
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	8	0	0	75	0	0	13	13	0	42	40	40	5
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	0	50	0	25	0	25	206	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	30	0	0	0
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	19	0	0	0
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	15	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	A	7	1	0	0	43	14	43	0	0	71	25	117	4
	MANCHESTER	BRITANNIA AIRWAYS	C	D	7	1	0	57	0	14	29	0	0	39	25	98	4
	GATWICK	BRITISH AIRWAYS PLC	C	A	3	1	0	67	33	0	0	0	0	8	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	1	87	3	3	3	3	0	14	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	1	57	23	13	3	3	0	26	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	C	D	3	0	0	67	0	33	0	0	0	15	0	0	0
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	9	0	0	11	33	33	11	0	11	79	0	82	10
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	8	0	0	50	25	13	0	0	13	65	30	34	10
	STANSTED	EUROPEAN AIR CHARTER	C	A	4	0	0	75	25	0	0	0	0	6	0	72	4
	STANSTED	EUROPEAN AIR CHARTER	C	D	3	0	0	0	67	33	0	0	0	29	0	55	4
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	2	25	107	4

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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	
VERONA																			
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	0	50	88	4		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	13	0	0	69	8	15	8	0	0	20	33	85	9		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	13	0	0	69	0	23	8	0	0	20	44	70	9		
	NEWCASTLE	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	15	25	83	4		
	NEWCASTLE	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	16	25	88	4		
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	C	A	4	0	0	75	0	25	0	0	0	12	0	57	5		
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	C	D	4	0	0	25	75	0	0	0	0	16	60	37	5		
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	C	A	8	0	0	25	0	63	13	0	0	43	20	54	5		
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	C	D	6	0	0	33	0	50	17	0	0	36	0	43	4		
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	25	25	25	25	0	0	34	0	95	5		
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	10	40	58	5		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	50	0	25	0	0	44	0	122	4		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	35	0	80	4		
<b>TOTAL VERONA</b>					<b>224</b>	<b>3</b>	<b>2</b>	<b>57</b>	<b>15</b>	<b>15</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>34</b>	<b>41</b>	<b>46</b>	<b>46</b>		
VIENNA																			
	HEATHROW	AUSTRIAN AIRLINES	S	A	107	0	0	84	10	6	0	0	0	8	59	18	108		
	HEATHROW	AUSTRIAN AIRLINES	S	D	107	0	0	75	16	7	2	0	0	13	68	18	108		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	120	0	0	87	7	5	2	0	0	7	67	15	119		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	120	0	0	83	13	3	2	0	0	9	77	12	119		
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	26	0	0	96	0	4	0	0	0	3	80	9	50		
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	26	0	0	96	4	0	0	0	0	2	90	6	50		
	MANCHESTER	LAUDA-AIR	S	A	30	0	0	83	13	3	0	0	0	7	22	27	45		
	MANCHESTER	LAUDA-AIR	S	D	30	0	0	80	10	10	0	0	0	10	24	40	45		
<b>TOTAL VIENNA</b>					<b>568</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>63</b>	<b>17</b>	<b>17</b>		
VILNIUS																			
	GATWICK	LITHUANIA AIRLINES	S	A	30	0	0	97	3	0	0	0	0	5	0	0	0		
	GATWICK	LITHUANIA AIRLINES	S	D	30	0	0	80	10	10	0	0	0	11	0	0	0		
<b>TOTAL VILNIUS</b>					<b>60</b>	<b>2</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>92</b>	<b>6</b>	<b>6</b>		
VOLOS																			
	HEATHROW	BMI BRITISH MIDLAND	C	A	5	0	0	0	0	40	40	20	0	88	0	121	5		
	HEATHROW	BMI BRITISH MIDLAND	C	D	5	0	0	60	20	0	20	0	0	36	60	26	5		
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	5	0	0	80	0	20	0	0	0	13	0	0	0		
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	9	0	0	44	22	0	22	11	0	56	0	0	0		

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 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)												
VOLOS																		
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	50	0	25	0	25	0	87	0	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	0	25	25	25	25	0	120	25	61	4	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	25	25	0	25	25	0	112	50	60	4	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	5	0	0	0	0
<b>TOTAL VOLOS</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>13</b>	<b>13</b>	<b>18</b>	<b>13</b>	<b>0</b>	<b>62</b>	<b>48</b>	<b>45</b>	<b>45</b>	



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

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 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	
WARSAW																			
	HEATHROW	BRITISH AIRWAYS PLC		S A	90	0	0	80	12	2	4	1	0	13	80	10	88		
	HEATHROW	BRITISH AIRWAYS PLC		S D	90	0	0	84	10	4	1	0	0	8	77	12	88		
	HEATHROW	LOT-POLISH AIRLINES		S A	90	0	0	84	11	2	2	0	0	9	68	15	90		
	HEATHROW	LOT-POLISH AIRLINES		S D	90	0	0	70	24	4	1	0	0	13	78	12	90		
	MANCHESTER	LOT-POLISH AIRLINES		S A	26	0	0	96	0	4	0	0	0	3	0	0	0		
	MANCHESTER	LOT-POLISH AIRLINES		S D	25	0	0	92	4	4	0	0	0	8	0	0	0		
<b>TOTAL WARSAW</b>					<b>411</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>13</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>12</b>	<b>12</b>		
WASHINGTON (DULLES)																			
	MANCHESTER	BMI BRITISH MIDLAND		S A	26	0	0	88	8	4	0	0	0	5	68	10	22		
	MANCHESTER	BMI BRITISH MIDLAND		S D	26	0	0	100	0	0	0	0	0	2	83	5	23		
	HEATHROW	BRITISH AIRWAYS PLC		S A	58	0	0	90	9	2	0	0	0	3	80	9	64		
	HEATHROW	BRITISH AIRWAYS PLC		S D	58	0	0	67	26	7	0	0	0	12	77	17	66		
	HEATHROW	UNITED AIRLINES		S A	118	0	0	54	25	19	2	0	0	16	42	38	79		
	HEATHROW	UNITED AIRLINES		S D	119	0	0	76	17	6	1	0	0	10	68	21	79		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	29	0	1	76	24	0	0	0	0	8	78	10	27		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	30	0	0	77	17	3	3	0	0	12	67	19	27		
<b>TOTAL WASHINGTON (DULLES)</b>					<b>464</b>	<b>1</b>	<b>1</b>	<b>73</b>	<b>18</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>68</b>	<b>19</b>	<b>19</b>		
WATERFORD																			
	LUTON	EUROCELTIC AIRWAYS LTD		S A	50	0	1	88	4	4	2	2	0	13	82	18	49		
	LUTON	EUROCELTIC AIRWAYS LTD		S D	50	0	1	76	12	6	4	2	0	18	79	22	48		
<b>TOTAL WATERFORD</b>					<b>100</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>80</b>	<b>20</b>	<b>20</b>		
WINDHOEK																			
	HEATHROW	AIR NAMIBIA		S A	4	0	0	25	0	75	0	0	0	31	25	24	4		
	HEATHROW	AIR NAMIBIA		S D	4	0	0	75	25	0	0	0	0	6	25	42	4		
<b>TOTAL WINDHOEK</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>25</b>	<b>33</b>	<b>33</b>		
WROCLAW																			

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

Origin / Destinations: Y

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 2001				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
YEREVAN	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	8	0	0	88	0	0	0	13	0	33	85	11	13	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	13	0	0	8	15	54	23	0	0	53	67	31	12	
<b>TOTAL YEREVAN</b>					<b>21</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>10</b>	<b>33</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>46</b>	<b>76</b>	<b>20</b>	<b>20</b>	

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
ZAGREB	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	13	0	0	46	15	31	8	0	0	24	0	0	0
	HEATHROW	CROATIA AIRLINES	S	A	34	0	0	79	9	6	6	0	0	13	70	16	30
	HEATHROW	CROATIA AIRLINES	S	D	34	0	0	56	32	6	6	0	0	17	57	21	30
<b>TOTAL ZAGREB</b>					<b>94</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>17</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>62</b>	<b>18</b>	<b>18</b>
ZAKINTHOS	NEWCASTLE	AEGEAN AIRLINES	C	A	5	0	0	0	0	60	20	0	20	129	0	0	0
	NEWCASTLE	AEGEAN AIRLINES	C	D	5	0	0	20	20	20	20	0	20	116	0	0	0
	MANCHESTER	AIR CORDIAL LTD	C	A	4	1	0	100	0	0	0	0	0	0	0	0	0
	MANCHESTER	AIR CORDIAL LTD	C	D	5	0	0	80	20	0	0	0	0	4	0	0	0
	GATWICK	ASTRAEUS LTD	C	A	9	0	0	67	22	0	11	0	0	16	0	0	0
	GATWICK	ASTRAEUS LTD	C	D	9	0	0	89	0	0	11	0	0	12	0	0	0
	MANCHESTER	ASTRAEUS LTD	C	A	5	0	0	20	0	60	20	0	0	41	0	0	0
	MANCHESTER	ASTRAEUS LTD	C	D	5	0	0	0	0	60	40	0	0	53	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	0	0	25	0	71	0	89	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	0	0	25	0	67	25	85	4
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	89	0	0	0	0	11	46	13	54	8
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	89	0	0	0	0	11	42	38	52	8
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	18	75	9	4
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	100	8	8	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	56	22	11	11	0	0	32	63	17	8
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	67	11	11	11	0	0	25	63	14	8
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	0	20	0	0	16	50	33	4
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	20	0	0	0	13	75	33	4
	GATWICK	EXCEL AIRWAYS LTD	C	A	18	0	0	61	6	11	11	11	0	54	50	27	14
	GATWICK	EXCEL AIRWAYS LTD	C	D	18	0	0	83	6	0	0	11	0	37	79	20	14
	GLASGOW	EXCEL AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	14	0	0	0
	GLASGOW	EXCEL AIRWAYS LTD	C	D	5	0	0	60	0	40	0	0	0	19	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	10	0	0	80	10	10	0	0	0	8	80	14	10
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	10	0	0	70	10	0	20	0	0	28	80	12	10
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	50	152	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	75	137	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	18	0	0	83	0	6	11	0	0	15	36	62	22

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
ZAKINTHOS																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	18	0	0	67	17	6	11	0	0	21	32	78	22	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	11	0	42	5	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	8	80	22	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	13	0	0	77	15	0	8	0	0	12	29	82	17	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	13	0	0	77	15	0	8	0	0	12	29	58	17	
	STANSTED	FLYGLOBESPAN	C	A	5	0	0	80	0	0	20	0	0	14	0	0	0	
	STANSTED	FLYGLOBESPAN	C	D	5	0	0	20	20	40	20	0	0	38	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	5	25	98	4	
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	4	0	107	4	
	EDINBURGH	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	0	75	22	4	
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	5	75	11	4	
	GATWICK	MONARCH AIRLINES	C	A	14	0	0	86	14	0	0	0	0	4	67	42	6	
	GATWICK	MONARCH AIRLINES	C	D	14	0	0	93	7	0	0	0	0	4	22	50	9	
	LUTON	MONARCH AIRLINES	C	A	4	0	0	0	50	0	25	25	0	93	0	0	0	
	LUTON	MONARCH AIRLINES	C	D	4	0	0	50	0	25	0	25	0	74	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	A	13	0	0	69	8	15	8	0	0	23	11	41	9	
	MANCHESTER	MONARCH AIRLINES	C	D	13	0	0	69	8	15	8	0	0	22	44	28	9	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	5	50	23	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	50	0	0	0	20	25	30	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	78	11	0	11	0	0	13	0	70	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	78	11	0	11	0	0	12	0	49	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	20	0	0	65	15	10	10	0	0	17	8	160	13	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	19	0	0	63	21	11	5	0	0	14	15	78	13	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	25	25	0	0	36	0	0	0	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	0	50	0	0	49	0	0	0	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	2	100	4	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	9	50	14	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	1	63	46	8	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	2	57	62	7	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	27	0	0	67	7	22	4	0	0	17	46	82	24	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	27	0	0	74	15	11	0	0	0	12	54	35	24	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	20	0	20	0	20	197	25	51	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	20	0	40	0	0	50	40	30	5	

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)													
ZAKINTHOS																			
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	0	69	15	15	0	0	0	9	27	80	30		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	13	0	0	77	8	15	0	0	0	10	38	104	29		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	5	25	29	4		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	20	0	0	0	12	40	18	5		
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	20	20	20	0	0	29	100	1	5		
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	10	100	2	5		
<b>TOTAL ZAKINTHOS</b>					<b>544</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>24</b>	<b>43</b>	<b>56</b>	<b>56</b>		
ZURICH																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	169	0	1	83	12	4	1	0	0	8	54	25	169		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	170	0	0	79	14	5	2	0	0	10	73	15	169		
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	51	0	0	49	33	16	2	0	0	19	0	0	0		
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	51	0	0	76	20	2	2	0	0	10	0	0	0		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	60	0	0	60	23	8	8	0	0	20	0	0	0		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	50	25	20	5	0	0	23	0	0	0		
	LUTON	EASYJET SWITZERLAND	S	A	81	0	0	67	19	6	7	1	0	18	28	48	79		
	LUTON	EASYJET SWITZERLAND	S	D	81	0	0	65	20	5	9	1	0	21	35	42	79		
	BIRMINGHAM	SWISS AIRLINES	S	A	76	0	0	82	11	4	4	0	0	9	65	15	72		
	BIRMINGHAM	SWISS AIRLINES	S	D	74	0	1	66	23	9	1	0	0	15	54	21	72		
	EDINBURGH	SWISS AIRLINES	S	A	9	0	0	89	11	0	0	0	0	10	50	15	10		
	EDINBURGH	SWISS AIRLINES	S	D	9	0	0	33	33	22	11	0	0	34	60	17	10		
	HEATHROW	SWISS AIRLINES	S	A	210	0	0	77	17	6	0	0	0	10	0	0	0		
	HEATHROW	SWISS AIRLINES	S	D	210	0	0	80	11	7	1	0	0	10	0	0	0		
	LONDON CITY	SWISS AIRLINES	S	A	168	0	3	70	18	10	3	0	0	13	67	16	136		
	LONDON CITY	SWISS AIRLINES	S	D	168	0	2	47	40	8	4	0	0	19	47	24	135		
	MANCHESTER	SWISS AIRLINES	S	A	90	0	0	63	28	7	2	0	0	15	0	0	0		
	MANCHESTER	SWISS AIRLINES	S	D	90	0	0	68	18	10	4	0	0	15	0	0	0		
	STANSTED	SWISS AIRLINES	C	A	2	0	0	0	0	100	0	0	0	41	0	0	0		
<b>TOTAL ZURICH</b>					<b>1832</b>	<b>3</b>	<b>7</b>	<b>70</b>	<b>20</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>56</b>	<b>23</b>	<b>23</b>		

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2002

Reporting Airport: BIRMINGHAM (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)	1895	21	0	77	9	6	5	2	0	19	44	61	1886
SCHEDULED FLIGHTS(ALL ROUTES)	8496	20	237	77	13	6	3	0	0	12	67	20	8162
AIRPORT TOTAL	10391	41	237	77	12	6	4	1	0	13	63	28	10048

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2002

Reporting Airport: EDINBURGH (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)	302	25	0	71	13	5	9	3	0	22	48	36	396
SCHEDULED FLIGHTS(ALL ROUTES)	7905	21	75	74	14	8	4	0	0	13	61	21	7410
AIRPORT TOTAL	8207	46	75	74	14	8	4	0	0	13	61	22	7806

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2002

Reporting Airport: GATWICK (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)	6614	111	0	69	11	10	8	2	0	24	43	51	6367
SCHEDULED FLIGHTS(ALL ROUTES)	15621	25	204	62	18	13	7	1	0	21	61	22	16394
AIRPORT TOTAL	22235	136	204	64	16	12	7	1	0	22	56	30	22761



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2002

Reporting Airport: GLASGOW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)	1407	36	0	67	12	10	9	2	1	26	41	55	1280
SCHEDULED FLIGHTS(ALL ROUTES)	6216	86	22	75	14	7	3	0	0	13	65	21	6996
AIRPORT TOTAL	7623	122	22	74	14	7	4	1	0	15	61	26	8276

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2002

Reporting Airport: HEATHROW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)	121	18	0	51	18	20	10	1	0	26	22	59	134
SCHEDULED FLIGHTS(ALL ROUTES)	38686	30	85	71	17	9	3	0	0	14	65	19	37431
AIRPORT TOTAL	38807	48	85	71	17	9	3	0	0	14	65	20	37565

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2002

Reporting Airport: LONDON CITY (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)	4569	7	127	73	19	7	1	0	0	11	70	14	3979
AIRPORT TOTAL	4569	13	127	73	19	7	1	0	0	11	70	14	3979

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2002

Reporting Airport: LUTON (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)	791	85	0	74	10	7	5	2	1	25	49	47	1061
SCHEDULED FLIGHTS(ALL ROUTES)	4112	69	73	68	15	10	6	0	0	17	45	39	3543
AIRPORT TOTAL	4903	154	73	69	14	10	6	1	0	18	46	41	4604

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2002

Reporting Airport: MANCHESTER (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)	5346	95	0	67	12	10	9	2	0	25	39	67	5597
SCHEDULED FLIGHTS(ALL ROUTES)	11501	8	81	75	13	8	4	0	0	13	65	21	11512
AIRPORT TOTAL	16847	103	81	72	13	8	5	1	0	17	56	36	17109

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2002

Reporting Airport: NEWCASTLE (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)	1159	7	0	69	10	10	8	1	1	24	53	39	1114
SCHEDULED FLIGHTS(ALL ROUTES)	2804	0	2	79	11	7	3	0	0	11	73	17	2923
AIRPORT TOTAL	3963	7	2	76	11	8	4	1	0	15	68	23	4037

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2002

Reporting Airport: STANSTED (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)	948	33	0	71	14	9	5	1	0	17	40	50	984
SCHEDULED FLIGHTS(ALL ROUTES)	11774	35	54	66	18	11	4	0	0	16	51	28	11545
AIRPORT TOTAL	12722	68	54	66	18	11	4	0	0	16	50	30	12529