

# Punctuality Statistics

Economic Regulation Group

Aviation Data Unit



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

**Full and Summary Analysis**

**February 2003**

**Disclaimer**

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

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## FOREWORD

### 1 CONTENT

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

### 2 ENQUIRIES

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

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

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

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

#### 2.4 Coverage

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

## INTRODUCTORY NOTES

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

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

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

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

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



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

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2003

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2002		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
INNSBRUCK	FIRST CHOICE AIRWAYS LTD	C	8	0	0	38	0	25	25	13	0	74	13	43	8
<b>TOTAL INNSBRUCK</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>43</b>	<b>8</b>
<b>SALZBURG</b>															
	BRITANNIA AIRWAYS	C	8	0	0	75	13	0	0	13	0	39	75	9	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	25	0	13	0	0	20	63	19	8
	FLYBE.BRITISH EUROPEAN	C	2	0	0	0	50	0	50	0	0	100	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	25	0	13	0	0	25	88	7	8
<b>TOTAL SALZBURG</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>23</b>	<b>0</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>33</b>	<b>75</b>	<b>11</b>	<b>24</b>
<b>VIENNA</b>															
VIENNA	DUO AIRWAYS LTD	S	55	0	0	69	11	9	7	4	0	23	27	41	48
<b>TOTAL VIENNA</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>11</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>23</b>	<b>27</b>	<b>41</b>	<b>48</b>
<b>TOTAL AUSTRIA</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>13</b>	<b>8</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>31</b>	<b>40</b>	<b>32</b>	<b>80</b>
<b>BELGIUM</b>															
ANTWERP	VLM (BELGIUM)	C	2	0	0	0	100	0	0	0	0	25	0	51	2
<b>TOTAL ANTWERP</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>51</b>	<b>2</b>
<b>BRUSSELS</b>															
	FLYBE.BRITISH EUROPEAN	S	176	0	0	90	5	4	2	0	0	6	74	13	134
	SN BRUSSELS AIRLINES	S	267	0	21	88	10	3	0	0	0	5	78	11	197
<b>TOTAL BRUSSELS</b>			<b>443</b>	<b>0</b>	<b>21</b>	<b>88</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>13</b>	<b>554</b>
<b>TOTAL BELGIUM</b>			<b>445</b>	<b>0</b>	<b>21</b>	<b>88</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>13</b>	<b>556</b>
<b>BULGARIA</b>															
SOFIA	EUROPEAN AIR CHARTER	C	8	0	0	75	0	13	13	0	0	21	0	0	0
<b>TOTAL SOFIA</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>21</b>	<b>100</b>	<b>2</b>	<b>8</b>
<b>TOTAL BULGARIA</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>21</b>	<b>100</b>	<b>2</b>	<b>8</b>
<b>CANADA</b>															
TORONTO	PAKISTAN INTL AIRLINES	S	16	0	0	50	19	6	13	13	0	59	0	0	0
<b>TOTAL TORONTO</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>19</b>	<b>6</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>59</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CANADA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>19</b>	<b>6</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>59</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CYPRUS</b>															
LARNACA	CYPRUS AIRWAYS	S	8	0	0	75	13	13	0	0	0	10	80	7	5
	EUROCYPRIA AIRLINES LTD	C	6	0	0	50	17	0	33	0	0	54	0	0	0
<b>TOTAL LARNACA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>14</b>	<b>7</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>80</b>	<b>7</b>	<b>5</b>
<b>PAPHOS</b>															
	BRITANNIA AIRWAYS	C	8	0	0	88	0	0	13	0	0	14	75	11	8
	EUROCYPRIA AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	6	0	0	0
	FIRST CHOICE AIRWAYS LTD	S	8	0	0	88	13	0	0	0	0	3	100	2	8
	THOMAS COOK AIRLINES LTD	C	6	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL PAPHOS</b>			<b>24</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>7</b>	<b>79</b>	<b>11</b>	<b>19</b>
<b>TOTAL CYPRUS</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>79</b>	<b>10</b>	<b>24</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	CSA	S	48	0	0	90	4	2	4	0	0	6	70	13	40

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2003

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2002		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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 PRAGUE			48	0	0	90	4	2	4	0	0	6	71	13	42
TOTAL CZECH REPUBLIC			48	0	0	90	4	2	4	0	0	6	71	13	42
DENMARK															
COPENHAGEN	DUO AIRWAYS LTD	S	128	0	0	82	8	7	2	1	0	10	55	23	170
	SAS	S	136	0	0	90	5	5	0	0	0	6	62	18	156
TOTAL COPENHAGEN			264	0	0	86	6	6	1	0	0	8	59	20	326
TOTAL DENMARK			264	0	0	86	6	6	1	0	0	8	59	20	326
FINLAND															
KITTLA	EUROPEAN AIR CHARTER	C	8	0	0	63	0	13	25	0	0	34	0	0	0
TOTAL KITTLA			8	0	0	63	0	13	25	0	0	34	75	35	8
TOTAL FINLAND			8	0	0	63	0	13	25	0	0	34	75	35	8
FRANCE															
BEAUVAIS	MY TRAVEL AIRWAYS UK	S	74	1	0	95	5	0	0	0	0	2	0	0	0
TOTAL BEAUVAIS			74	1	0	95	5	0	0	0	0	2	0	0	0
BORDEAUX	DUO AIRWAYS LTD	S	23	1	0	61	13	17	9	0	0	19	0	0	0
TOTAL BORDEAUX			23	1	0	61	13	17	9	0	0	19	0	0	0
CHAMBERY	EXCEL AIRWAYS LTD	C	8	0	0	63	13	13	13	0	0	22	0	0	0
TOTAL CHAMBERY			8	1	0	63	13	13	13	0	0	22	10	93	10
GRENOBLE	BRITISH AIRWAYS PLC	C	8	0	0	88	13	0	0	0	0	7	0	0	0
TOTAL GRENOBLE			8	0	0	88	13	0	0	0	0	7	25	32	8
LYON	DUO AIRWAYS LTD	S	99	8	0	73	9	9	7	2	0	19	63	19	95
	EUROPEAN AIR CHARTER	C	4	0	0	25	25	0	50	0	0	88	0	0	0
	FLYBE.BRITISH EUROPEAN	C	4	0	0	50	50	0	0	0	0	17	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	0	25	27	8
TOTAL LYON			115	8	0	72	10	8	8	2	0	20	63	18	111
NICE	DUO AIRWAYS LTD	S	38	0	0	76	8	11	5	0	0	16	0	0	0
TOTAL NICE			38	0	0	76	8	11	5	0	0	16	100	0	2
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS PLC	S	247	0	9	70	13	7	9	1	0	20	83	10	256
	FLYBE.BRITISH EUROPEAN	S	340	0	0	78	6	8	8	1	0	17	65	17	335
TOTAL PARIS (CHARLES DE GAULLE)			587	2	14	75	9	7	9	1	0	18	73	14	593
TOULOUSE (BLAGNAC)															
	BMI BRITISH MIDLAND	S	8	0	0	13	25	25	38	0	0	62	0	0	0
	DUO AIRWAYS LTD	S	4	0	0	50	0	25	25	0	0	27	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	0	0	13	0	0	15	100	1	8
	FLYBE.BRITISH EUROPEAN	C	8	0	0	63	0	25	0	13	0	48	0	0	0
	FLYBE.BRITISH EUROPEAN	S	48	0	0	63	19	4	15	0	0	25	50	29	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	0	0	13	25	0	69	50	15	8
TOTAL TOULOUSE (BLAGNAC)			84	0	0	60	13	8	15	4	0	34	67	15	24
TOTAL FRANCE			937	14	14	74	9	7	8	1	0	18	70	16	748
GERMANY															

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2003

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2002		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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)										
BERLIN (TEGEL)	DUO AIRWAYS LTD	S	86	0	0	78	10	7	5	0	0	12	61	19	95
<b>TOTAL BERLIN (TEGEL)</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>61</b>	<b>19</b>	<b>95</b>
DUSSELDORF	BRITISH AIRWAYS PLC	S	190	0	2	63	12	12	13	0	0	21	88	8	192
	EUROWINGS LUFTVERKEHRS	S	96	0	0	77	14	1	8	0	0	14	74	10	136
	LUFTHANSA CITY LINE	S	40	0	0	95	5	0	0	0	0	3	0	0	0
<b>TOTAL DUSSELDORF</b>			<b>326</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>12</b>	<b>7</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>82</b>	<b>9</b>	<b>330</b>
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	225	0	7	73	13	7	7	1	0	17	78	13	186
	LUFTHANSA	S	168	0	0	86	12	1	1	0	0	7	81	9	167
<b>TOTAL FRANKFURT MAIN</b>			<b>393</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>12</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>11</b>	<b>353</b>
HAMBURG	BRITISH AIRWAYS PLC	S	86	0	2	78	7	12	3	0	0	12	65	17	79
<b>TOTAL HAMBURG</b>			<b>86</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>7</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>65</b>	<b>17</b>	<b>79</b>
HANOVER	BRITISH AIRWAYS PLC	S	47	0	1	83	6	6	4	0	0	10	85	10	46
<b>TOTAL HANOVER</b>			<b>47</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>6</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>10</b>	<b>46</b>
MUNICH	BRITISH AIRWAYS PLC	S	94	0	2	69	7	10	12	2	0	25	54	23	93
	LUFTHANSA CITY LINE	S	211	0	0	82	8	5	6	0	0	11	61	21	200
<b>TOTAL MUNICH</b>			<b>305</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>8</b>	<b>6</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>59</b>	<b>22</b>	<b>293</b>
MUNSTER-OSNABRUCK	EUROPEAN AIR CHARTER	C	7	0	0	71	0	0	0	29	0	56	0	0	0
<b>TOTAL MUNSTER-OSNABRUCK</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>56</b>	<b>0</b>	<b>0</b>	<b>0</b>
PADERBORN	EUROPEAN AIR CHARTER	C	8	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL PADERBORN</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>0</b>	<b>0</b>	<b>0</b>
STUTTGART	DUO AIRWAYS LTD	S	135	0	0	80	10	6	3	1	0	13	67	20	135
<b>TOTAL STUTTGART</b>			<b>135</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>20</b>	<b>135</b>
<b>TOTAL GERMANY</b>			<b>1393</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>10</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>15</b>	<b>1332</b>
GIBRALTAR															
GIBRALTAR	MAERSK AIR	C	3	0	0	33	67	0	0	0	0	15	0	0	0
<b>TOTAL GIBRALTAR</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GIBRALTAR</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
GREECE															
ATHENS	DUO AIRWAYS LTD	S	10	0	0	70	20	10	0	0	0	12	0	0	0
<b>TOTAL ATHENS</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>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GREECE</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>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
IRISH REPUBLIC															
CORK	AER ARRAN	S	95	0	2	89	5	5	0	0	0	6	0	0	0
	FLYBE.BRITISH EUROPEAN	S	32	0	0	91	3	0	6	0	0	9	100	1	14
<b>TOTAL CORK</b>			<b>127</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>90</b>	<b>9</b>	<b>83</b>
DUBLIN	AER LINGUS	S	256	2	4	52	23	20	5	1	0	22	80	20	277
	RYANAIR	S	170	0	2	93	4	3	0	0	0	4	85	9	208
<b>TOTAL DUBLIN</b>			<b>426</b>	<b>3</b>	<b>6</b>	<b>69</b>	<b>15</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>82</b>	<b>15</b>	<b>485</b>
SHANNON	FLYBE.BRITISH EUROPEAN	S	40	0	0	75	15	5	5	0	0	12	56	26	36

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Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2002		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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 SHANNON			40	0	0	75	15	5	5	0	0	12	56	26	36
TOTAL IRISH REPUBLIC			593	3	8	74	13	10	3	0	0	13	82	15	604
ITALY															
BERGAMO	BRITISH AIRWAYS PLC	C	7	0	0	57	0	43	0	0	0	26	0	0	0
TOTAL BERGAMO			7	0	0	57	0	43	0	0	0	26	38	41	8
MILAN (MALPENSA)	DUO AIRWAYS LTD	S	138	0	0	76	8	9	7	0	0	15	62	21	143
TOTAL MILAN (MALPENSA)			138	0	0	76	8	9	7	0	0	15	62	21	143
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	32	0	0	44	19	25	13	0	0	30	78	16	32
TOTAL ROME (FIUMICINO)			32	0	0	44	19	25	13	0	0	30	78	16	32
TURIN	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	7	50	13	8
	BRITISH AIRWAYS PLC	C	8	0	0	50	25	13	13	0	0	18	0	0	0
	DUO AIRWAYS LTD	S	30	0	0	73	7	13	7	0	0	21	0	0	0
	FLYBE.BRITISH EUROPEAN	C	8	0	0	13	13	0	63	13	0	107	63	45	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	0	13	0	0	13	88	5	8
TOTAL TURIN			62	0	0	66	10	8	15	2	0	29	67	21	24
VENICE	DUO AIRWAYS LTD	S	16	0	0	88	13	0	0	0	0	6	0	0	0
TOTAL VENICE			16	0	0	88	13	0	0	0	0	6	0	0	0
TOTAL ITALY			255	0	0	70	10	11	9	0	0	20	65	21	215
MALTA															
MALTA	AIR MALTA	S	16	0	0	81	13	6	0	0	0	5	100	1	16
	BRITANNIA AIRWAYS	C	8	0	0	75	0	13	13	0	0	20	63	14	8
	THOMAS COOK AIRLINES LTD	C	4	0	0	100	0	0	0	0	0	0	0	59	4
TOTAL MALTA			28	0	0	82	7	7	4	0	0	8	75	13	28
TOTAL MALTA			28	0	0	82	7	7	4	0	0	8	75	13	28
NETHERLANDS															
AMSTERDAM	DUO AIRWAYS LTD	S	149	0	0	77	9	9	5	0	0	12	57	36	189
	KLM	C	2	0	0	100	0	0	0	0	0	3	0	35	2
	KLM CITYHOPPER	S	357	0	0	74	8	9	8	0	0	16	0	0	0
	MY TRAVEL AIRWAYS UK	S	40	0	0	58	28	8	8	0	0	21	0	0	0
TOTAL AMSTERDAM			548	0	9	74	10	9	7	0	0	15	56	33	514
TOTAL NETHERLANDS			548	0	9	74	10	9	7	0	0	15	52	32	587
PAKISTAN															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	26	0	0	77	8	8	4	4	0	18	0	0	0
TOTAL ISLAMABAD			26	0	0	77	8	8	4	4	0	18	0	0	0
KARACHI	PAKISTAN INTL AIRLINES	S	16	0	0	63	0	13	6	19	0	59	0	0	0
TOTAL KARACHI			16	0	0	63	0	13	6	19	0	59	0	0	0
TOTAL PAKISTAN			42	0	0	71	5	10	5	10	0	34	0	0	0
PORTUGAL(EXCLUDING MADEIRA)															
FARO	AZZURRA AIR	C	5	0	0	100	0	0	0	0	0	2	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)										
FARO	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	6	38	19	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	1	0	0	0	0
	MONARCH AIRLINES	C	4	0	0	75	25	0	0	0	7	63	16	8	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	0	13	0	0	9	13	32	8	8
<b>TOTAL FARO</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>56</b>	<b>16</b>	<b>36</b>	
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>56</b>	<b>16</b>	<b>36</b>	
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	1	100	4	8	8
<b>TOTAL FUNCHAL</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>1</b>	<b>100</b>	<b>4</b>	<b>8</b>	
<b>TOTAL PORTUGAL(MADEIRA)</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>1</b>	<b>100</b>	<b>4</b>	<b>8</b>	
<b>SLOVENIA</b>															
LJUBLJANA	ADRIA AIRWAYS	C	2	0	0	50	50	0	0	0	13	0	0	0	0
<b>TOTAL LJUBLJANA</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>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SLOVENIA</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>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>SPAIN</b>															
ALICANTE	BRITANNIA AIRWAYS	C	24	0	0	92	0	0	0	8	0	19	92	6	24
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	25	13	0	0	12	0	0	0	0
	MY TRAVEL AIRWAYS UK	S	56	0	0	89	5	5	0	0	5	0	0	0	0
	MY TRAVEL AIRWAYS UK	C	14	0	0	79	14	7	0	0	8	36	17	14	14
<b>TOTAL ALICANTE</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>9</b>	<b>67</b>	<b>20</b>	<b>46</b>	
ALMERIA	MY TRAVEL AIRWAYS UK	C	6	0	0	67	17	17	0	0	11	0	0	0	0
<b>TOTAL ALMERIA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	
BARCELONA	BRITISH AIRWAYS PLC	S	33	0	0	58	9	27	6	0	24	91	4	32	
<b>TOTAL BARCELONA</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>9</b>	<b>27</b>	<b>6</b>	<b>0</b>	<b>24</b>	<b>91</b>	<b>4</b>	<b>32</b>	
MADRID	BRITISH AIRWAYS PLC	S	40	0	0	25	13	40	15	8	52	93	4	40	
<b>TOTAL MADRID</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>13</b>	<b>40</b>	<b>15</b>	<b>8</b>	<b>52</b>	<b>93</b>	<b>4</b>	<b>40</b>	
MALAGA	BRITANNIA AIRWAYS	C	14	0	0	86	0	14	0	0	6	38	24	16	
	FIRST CHOICE AIRWAYS LTD	C	6	0	0	67	17	17	0	0	12	83	4	6	
	MONARCH AIRLINES	C	4	0	0	100	0	0	0	0	4	75	14	4	
	MY TRAVEL AIRWAYS UK	C	6	0	0	67	17	17	0	0	10	33	27	6	
	MY TRAVEL AIRWAYS UK	S	56	0	0	73	18	5	4	0	14	0	0	0	
<b>TOTAL MALAGA</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>53</b>	<b>29</b>	<b>40</b>	
PALMA DE MALLORCA	BRITANNIA AIRWAYS	C	16	0	0	81	6	0	13	0	23	81	7	16	
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	3	67	12	6	
<b>TOTAL PALMA DE MALLORCA</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>16</b>	<b>77</b>	<b>9</b>	<b>22</b>	
<b>TOTAL SPAIN</b>			<b>291</b>	<b>4</b>	<b>0</b>	<b>71</b>	<b>10</b>	<b>13</b>	<b>4</b>	<b>2</b>	<b>18</b>	<b>75</b>	<b>14</b>	<b>180</b>	
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	3	75	11	8	
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	1	0	0	0	
	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	3	25	22	8	
	MY TRAVEL AIRWAYS UK	C	16	0	0	88	13	0	0	0	4	63	9	8	

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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)
ARRECIFE	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	1	100	2	8
<b>TOTAL ARRECIFE</b>			<b>48</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>3</b>	<b>68</b>	<b>10</b>	<b>38</b>
FUERTEVENTURA	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	1	88	5	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	6	63	16	8
	THOMAS COOK AIRLINES LTD	C	16	0	0	81	6	0	13	0	0	15	88	3	8
<b>TOTAL FUERTEVENTURA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>8</b>	<b>24</b>	
LAS PALMAS	BRITANNIA AIRWAYS	C	16	0	0	94	6	0	0	0	0	3	65	16	20
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	100	2	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	2	75	14	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	4	100	0	3
<b>TOTAL LAS PALMAS</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>77</b>	<b>11</b>	<b>39</b>	
TENERIFE (SURREINA SOFIA)	BRITANNIA AIRWAYS	C	28	0	0	75	11	4	11	0	0	22	53	37	15
	FIRST CHOICE AIRWAYS LTD	C	23	0	0	65	22	13	0	0	0	10	0	0	0
	HOLA AIRLINES	C	8	0	0	25	38	38	0	0	0	23	0	0	0
	MONARCH AIRLINES	C	20	0	0	80	10	10	0	0	0	8	57	17	21
	MY TRAVEL AIRWAYS UK	C	16	0	0	69	19	6	0	6	0	23	31	32	16
	THOMAS COOK AIRLINES LTD	C	13	0	0	69	8	0	23	0	0	32	85	6	13
	VOLAR AIRLINES	C	8	0	0	50	25	25	0	0	0	18	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>16</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>58</b>	<b>21</b>	<b>96</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>236</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>66</b>	<b>15</b>	<b>197</b>
<b>SWEDEN</b>															
GOTEBORG	DUO AIRWAYS LTD	S	83	0	0	77	10	10	2	1	0	15	68	15	81
<b>TOTAL GOTEBORG</b>			<b>83</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>68</b>	<b>15</b>	<b>81</b>
STOCKHOLM (ARLANDA)	DUO AIRWAYS LTD	S	86	0	0	76	13	8	3	0	0	12	51	39	84
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>51</b>	<b>39</b>	<b>84</b>
<b>TOTAL SWEDEN</b>			<b>169</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>59</b>	<b>27</b>	<b>165</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	SWISS AIRLINES	S	87	0	7	76	20	5	0	0	0	9	62	16	94
<b>TOTAL BASLE MULHOUSE</b>			<b>87</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>20</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>62</b>	<b>16</b>	<b>94</b>
BERNE	FLYBE.BRITISH EUROPEAN	C	8	0	0	63	25	13	0	0	0	9	0	0	0
<b>TOTAL BERNE</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>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
GENEVA	BRITANNIA AIRWAYS	C	8	0	0	63	38	0	0	0	0	14	25	42	8
	DUO AIRWAYS LTD	C	5	0	0	60	40	0	0	0	0	14	0	0	0
	DUO AIRWAYS LTD	S	77	7	3	61	12	13	12	3	0	26	0	0	0
	FLYBE.BRITISH EUROPEAN	C	8	0	0	63	25	13	0	0	0	13	0	0	0
	MONARCH AIRLINES	C	8	0	0	50	0	38	13	0	0	25	13	38	8
	MY TRAVEL AIRWAYS UK	S	64	0	0	88	8	2	3	0	0	9	0	0	0
<b>TOTAL GENEVA</b>			<b>170</b>	<b>8</b>	<b>3</b>	<b>71</b>	<b>12</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>19</b>	<b>40</b>	<b>16</b>
ZURICH	SWISS AIRLINES	S	154	0	4	68	14	8	10	0	0	20	48	20	142
<b>TOTAL ZURICH</b>			<b>154</b>	<b>0</b>	<b>4</b>	<b>68</b>	<b>14</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>48</b>	<b>20</b>	<b>142</b>
<b>TOTAL SWITZERLAND</b>			<b>419</b>	<b>8</b>	<b>14</b>	<b>70</b>	<b>15</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>51</b>	<b>20</b>	<b>252</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2003

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2002		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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>TUNISIA</b>															
MONASTIR	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	0	75	7	8
	MY TRAVEL AIRWAYS UK	C	6	0	0	83	17	0	0	0	0	6	67	13	6
<b>TOTAL MONASTIR</b>			<b>14</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>3</b>	<b>71</b>	<b>10</b>	<b>14</b>
<b>TOTAL TUNISIA</b>			<b>14</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>3</b>	<b>71</b>	<b>10</b>	<b>14</b>
<b>TURKEY</b>															
ANTALYA	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	13	0	0	0	5	0	0	0
<b>TOTAL ANTALYA</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>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TURKEY</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>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TURKMENISTAN</b>															
ASHKHABAD	TURKMENISTAN AIRLINES	S	32	0	0	69	19	0	3	9	0	31	33	133	21
<b>TOTAL ASHKHABAD</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>0</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>31</b>	<b>33</b>	<b>133</b>	<b>21</b>
<b>TOTAL TURKMENISTAN</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>0</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>31</b>	<b>33</b>	<b>133</b>	<b>21</b>
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	56	0	0	82	5	9	4	0	0	12	60	20	55
<b>TOTAL DUBAI</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>5</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>60</b>	<b>20</b>	<b>55</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>5</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>60</b>	<b>20</b>	<b>55</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BRITISH AIRWAYS CITIEXPRESS L	S	135	0	0	70	13	10	6	0	0	16	88	10	140
<b>TOTAL ABERDEEN</b>			<b>135</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>88</b>	<b>10</b>	<b>140</b>
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	260	0	1	79	9	3	7	1	0	17	87	9	254
<b>TOTAL BELFAST CITY</b>			<b>260</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>9</b>	<b>3</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>87</b>	<b>9</b>	<b>254</b>
BELFAST INTERNATIONAL	DUO AIRWAYS LTD	S	194	0	0	72	12	9	7	1	0	17	78	12	240
	MY TRAVEL AIRWAYS UK	S	112	0	0	88	7	4	1	0	0	5	0	0	0
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>306</b>	<b>3</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>12</b>	<b>240</b>
EDINBURGH	BRITISH AIRWAYS CITIEXPRESS L	S	324	6	0	64	15	13	8	0	0	20	0	0	0
	FLYBE.BRITISH EUROPEAN	S	263	2	4	81	3	8	6	0	0	15	64	18	196
<b>TOTAL EDINBURGH</b>			<b>587</b>	<b>8</b>	<b>8</b>	<b>72</b>	<b>10</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>80</b>	<b>11</b>	<b>520</b>
GLASGOW	BRITISH AIRWAYS CITIEXPRESS L	S	302	5	0	76	11	4	8	1	0	17	0	0	0
	FLYBE.BRITISH EUROPEAN	S	274	0	2	77	9	10	3	1	0	13	80	12	154
<b>TOTAL GLASGOW</b>			<b>576</b>	<b>5</b>	<b>23</b>	<b>77</b>	<b>10</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>86</b>	<b>8</b>	<b>470</b>
GUERNSEY	FLYBE.BRITISH EUROPEAN	S	48	0	1	73	4	13	10	0	0	18	40	24	47
<b>TOTAL GUERNSEY</b>			<b>48</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>4</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>40</b>	<b>24</b>	<b>47</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	179	0	0	90	6	2	2	0	0	6	89	11	95
<b>TOTAL ISLE OF MAN</b>			<b>179</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>11</b>	<b>95</b>
JERSEY	FLYBE.BRITISH EUROPEAN	S	71	0	0	68	7	7	15	3	0	30	21	41	48
<b>TOTAL JERSEY</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>7</b>	<b>7</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>30</b>	<b>21</b>	<b>41</b>	<b>48</b>
NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS L	S	160	1	0	76	12	8	4	0	0	12	0	0	0



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2003

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2002		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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			160	6	0	76	12	8	4	0	0	12	76	16	120
TOTAL UNITED KINGDOM			2323	40	33	76	10	7	6	1	0	15	80	11	1935
USA															
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	46	0	2	91	7	2	0	0	0	4	95	10	56
TOTAL NEW YORK (NEWARK)			46	0	2	91	7	2	0	0	0	4	95	10	56
TOTAL USA			47	0	2	89	6	2	2	0	0	7	86	24	63
UZBEKISTAN															
TASHKENT	UZBEKISTAN AIRLINES	S	24	0	0	54	25	17	4	0	0	18	67	15	18
TOTAL TASHKENT			24	0	0	54	25	17	4	0	0	18	67	15	18
TOTAL UZBEKISTAN			24	0	0	54	25	17	4	0	0	18	67	15	18
TOTAL BIRMINGHAM			8389	70	115	76	10	7	6	1	0	15	71	17	7517

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2003

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2002		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>AUSTRIA</b>															
INNSBRUCK	FLYBE.BRITISH EUROPEAN	C	7	0	0	43	14	14	0	29	0	71	38	65	8
<b>TOTAL INNSBRUCK</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>71</b>	<b>38</b>	<b>65</b>	<b>8</b>
<b>TOTAL AUSTRIA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>71</b>	<b>38</b>	<b>65</b>	<b>8</b>
<b>BELGIUM</b>															
BRUSSELS	BMI REGIONAL	S	143	0	0	91	6	0	3	0	0	6	64	14	143
<b>TOTAL BRUSSELS</b>			<b>143</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>67</b>	<b>17</b>	<b>239</b>
<b>TOTAL BELGIUM</b>			<b>143</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>67</b>	<b>17</b>	<b>239</b>
<b>DENMARK</b>															
COPENHAGEN	BMI BRITISH MIDLAND	S	96	0	0	92	2	4	2	0	0	7	81	9	54
<b>TOTAL COPENHAGEN</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>9</b>	<b>54</b>
<b>TOTAL DENMARK</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>9</b>	<b>54</b>
<b>FRANCE</b>															
CHAMBERY	FLYBE.BRITISH EUROPEAN	C	16	0	0	75	13	6	6	0	0	16	25	92	8
<b>TOTAL CHAMBERY</b>			<b>16</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>25</b>	<b>92</b>	<b>8</b>
LYON	FLYBE.BRITISH EUROPEAN	C	8	0	0	25	38	13	0	25	0	77	0	0	0
<b>TOTAL LYON</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>77</b>	<b>0</b>	<b>0</b>	<b>0</b>
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS CITIEXPRESS L	S	149	0	0	66	17	14	3	0	0	15	0	0	0
	CHANNEL EXPRESS (AIR SVS)	C	8	0	0	25	13	25	38	0	0	46	0	0	0
	CITY JET	S	110	0	0	87	8	3	1	1	0	9	0	0	0
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>267</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>13</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>47</b>	<b>25</b>	<b>316</b>
<b>TOTAL FRANCE</b>			<b>291</b>	<b>1</b>	<b>2</b>	<b>72</b>	<b>14</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>46</b>	<b>26</b>	<b>324</b>
<b>GERMANY</b>															
DUSSELDORF	BRITISH AIRWAYS CITIEXPRESS L	S	22	0	0	82	5	14	0	0	0	10	0	0	0
<b>TOTAL DUSSELDORF</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>5</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>12</b>	<b>28</b>
FRANKFURT MAIN	BRITISH AIRWAYS CITIEXPRESS L	S	28	0	0	86	7	4	4	0	0	8	0	0	0
	LUFTHANSA	S	166	0	2	67	24	7	1	1	0	14	69	11	112
<b>TOTAL FRANKFURT MAIN</b>			<b>194</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>22</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>68</b>	<b>12</b>	<b>132</b>
MUNICH	BRITISH AIRWAYS CITIEXPRESS L	S	24	1	0	79	13	4	4	0	0	10	0	0	0
<b>TOTAL MUNICH</b>			<b>24</b>	<b>2</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>86</b>	<b>14</b>	<b>7</b>
<b>TOTAL GERMANY</b>			<b>240</b>	<b>2</b>	<b>2</b>	<b>72</b>	<b>19</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>12</b>	<b>168</b>
<b>IRISH REPUBLIC</b>															
CORK	AER ARRAN	S	40	0	0	95	3	3	0	0	0	4	0	0	0
	AER ARRAN	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL CORK</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
DUBLIN	AER LINGUS	C	4	0	0	75	25	0	0	0	0	7	0	0	0
	AER LINGUS	S	163	0	2	59	20	15	6	0	0	19	71	24	205
	FLIGHTLINE LTD	C	4	0	0	0	75	25	0	0	0	28	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)										
DUBLIN	RYANAIR	S	212	0	0	84	8	4	3	0	0	8	78	11	228
<b>TOTAL DUBLIN</b>			<b>383</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>14</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>15</b>	<b>585</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>425</b>	<b>0</b>	<b>2</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>585</b>
<b>ITALY</b>															
ROME (FIUMICINO)	BRITISH AIRWAYS CITIEXPRESS L	S	24	0	0	50	21	21	8	0	0	26	0	0	0
<b>TOTAL ROME (FIUMICINO)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>21</b>	<b>21</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ITALY</b>			<b>24</b>	<b>2</b>	<b>0</b>	<b>50</b>	<b>21</b>	<b>21</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>73</b>	<b>20</b>	<b>11</b>
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	112	0	0	62	12	10	16	1	0	28	47	40	112
	KLM CITYHOPPER	S	295	0	0	67	9	9	13	1	0	25	0	0	0
<b>TOTAL AMSTERDAM</b>			<b>407</b>	<b>0</b>	<b>17</b>	<b>66</b>	<b>10</b>	<b>10</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>45</b>	<b>36</b>	<b>376</b>
<b>TOTAL NETHERLANDS</b>			<b>407</b>	<b>0</b>	<b>17</b>	<b>66</b>	<b>10</b>	<b>10</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>45</b>	<b>36</b>	<b>376</b>
<b>SPAIN</b>															
ALICANTE	BRITANNIA AIRWAYS	C	8	0	0	75	0	0	0	13	13	190	38	29	8
	MY TRAVEL AIRWAYS UK	C	6	0	0	50	17	17	17	0	0	26	67	13	6
<b>TOTAL ALICANTE</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>120</b>	<b>50</b>	<b>22</b>	<b>14</b>
MADRID	BRITISH AIRWAYS CITIEXPRESS L	S	15	0	0	60	7	20	13	0	0	25	0	0	0
<b>TOTAL MADRID</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>7</b>	<b>20</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>89</b>	<b>8</b>	<b>18</b>
MALAGA	MY TRAVEL AIRWAYS UK	C	6	0	0	67	33	0	0	0	0	7	33	22	6
<b>TOTAL MALAGA</b>			<b>6</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>60</b>	<b>15</b>	<b>10</b>
<b>TOTAL SPAIN</b>			<b>35</b>	<b>3</b>	<b>0</b>	<b>63</b>	<b>11</b>	<b>11</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>60</b>	<b>67</b>	<b>15</b>	<b>43</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR EUROPA	C	8	0	0	75	25	0	0	0	0	6	75	12	8
<b>TOTAL ARRECIFE</b>			<b>8</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>6</b>	<b>75</b>	<b>12</b>	<b>8</b>
LAS PALMAS	SPANAIR	C	8	0	0	50	25	25	0	0	0	23	75	13	8
<b>TOTAL LAS PALMAS</b>			<b>8</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>23</b>	<b>75</b>	<b>13</b>	<b>8</b>
TENERIFE (SURREINA SOFIA)	AIR EUROPA	C	8	0	0	75	25	0	0	0	0	7	38	34	8
	IBERWORLD	C	8	0	0	38	13	13	38	0	0	34	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>6</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>38</b>	<b>34</b>	<b>8</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>22</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>63</b>	<b>20</b>	<b>24</b>
<b>SWITZERLAND</b>															
GENEVA	BRITISH AIRWAYS PLC	C	16	0	0	0	6	56	38	0	0	54	0	55	8
<b>TOTAL GENEVA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>56</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>19</b>	<b>60</b>	<b>16</b>
<b>TOTAL SWITZERLAND</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>56</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>19</b>	<b>60</b>	<b>16</b>
<b>UNITED KINGDOM</b>															
BELFAST CITY	BRITISH AIRWAYS CITIEXPRESS L	S	131	0	0	76	11	6	8	0	0	16	0	0	0
<b>TOTAL BELFAST CITY</b>			<b>131</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>86</b>	<b>12</b>	<b>140</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2003

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2002		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	166	0	2	73	11	7	7	1	0	16	74	13	168
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>166</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>11</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>75</b>	<b>13</b>	<b>280</b>
BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS L	S	243	0	0	63	17	9	11	0	0	20	0	0	0
	FLYBE.BRITISH EUROPEAN	S	266	2	1	83	4	6	7	0	0	14	66	18	194
<b>TOTAL BIRMINGHAM</b>			<b>509</b>	<b>2</b>	<b>1</b>	<b>73</b>	<b>10</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>77</b>	<b>13</b>	<b>466</b>
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	193	1	0	80	9	5	6	1	0	13	79	12	192
	EASYJET AIRLINE COMPANY LTD	S	200	1	0	59	21	12	8	1	0	21	0	0	0
<b>TOTAL BRISTOL</b>			<b>393</b>	<b>2</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>75</b>	<b>12</b>	<b>336</b>
CARDIFF WALES	BMI BRITISH MIDLAND	S	94	2	2	64	26	6	4	0	0	15	0	0	0
<b>TOTAL CARDIFF WALES</b>			<b>94</b>	<b>2</b>	<b>2</b>	<b>64</b>	<b>26</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>63</b>	<b>20</b>	<b>115</b>
GATWICK	BRITISH AIRWAYS PLC	S	289	0	1	80	9	9	2	0	0	11	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	256	0	0	73	9	9	9	1	0	18	65	22	117
<b>TOTAL GATWICK</b>			<b>545</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>9</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>79</b>	<b>12</b>	<b>418</b>
HEATHROW	BMI BRITISH MIDLAND	S	476	0	14	79	9	10	3	0	0	11	79	11	524
	BRITISH AIRWAYS PLC	S	619	1	0	77	13	7	3	0	0	11	66	17	584
<b>TOTAL HEATHROW</b>			<b>1095</b>	<b>1</b>	<b>14</b>	<b>78</b>	<b>11</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>15</b>	<b>1108</b>
INVERNESS	LOGANAIR	S	45	0	0	78	7	2	11	2	0	21	81	16	54
<b>TOTAL INVERNESS</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>7</b>	<b>2</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>81</b>	<b>16</b>	<b>54</b>
ISLE OF MAN	TTA - TRANS TRAVEL AIRLINES BV	S	96	0	0	82	9	5	3	0	0	10	0	0	0
<b>TOTAL ISLE OF MAN</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
JERSEY	BRITISH AIRWAYS CITIEXPRESS L	S	37	0	0	73	11	11	5	0	0	13	100	6	3
<b>TOTAL JERSEY</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>11</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>100</b>	<b>6</b>	<b>3</b>
KIRKWALL	LOGANAIR	S	75	1	0	79	9	5	7	0	0	15	74	18	62
<b>TOTAL KIRKWALL</b>			<b>75</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>74</b>	<b>18</b>	<b>62</b>
LEEDS BRADFORD	BMI REGIONAL	S	162	2	0	81	8	6	4	1	0	12	67	20	125
<b>TOTAL LEEDS BRADFORD</b>			<b>162</b>	<b>2</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>67</b>	<b>20</b>	<b>125</b>
LONDON CITY	SCOT AIRWAYS	S	501	0	47	75	13	8	4	1	0	13	76	11	541
<b>TOTAL LONDON CITY</b>			<b>501</b>	<b>1</b>	<b>47</b>	<b>75</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>11</b>	<b>655</b>
LUTON	EASYJET AIRLINE COMPANY LTD	S	346	1	6	66	10	7	15	2	0	27	57	22	342
<b>TOTAL LUTON</b>			<b>346</b>	<b>4</b>	<b>6</b>	<b>66</b>	<b>10</b>	<b>7</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>57</b>	<b>22</b>	<b>342</b>
MANCHESTER	BMI REGIONAL	S	230	1	0	90	4	3	3	0	0	7	87	7	215
	BRITISH AIRWAYS CITIEXPRESS L	S	184	3	0	83	7	4	5	1	0	12	66	20	97
	BRITISH AIRWAYS PLC	S	53	0	4	74	6	11	9	0	0	17	68	16	147
<b>TOTAL MANCHESTER</b>			<b>467</b>	<b>4</b>	<b>4</b>	<b>85</b>	<b>5</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>12</b>	<b>459</b>
NORWICH	EASTERN AIRWAYS	S	127	0	1	91	4	2	2	2	0	8	77	10	128
<b>TOTAL NORWICH</b>			<b>127</b>	<b>0</b>	<b>1</b>	<b>91</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>10</b>	<b>128</b>
NOTTINGHAM EAST MIDLANDS INT'L	BMI BRITISH MIDLAND	S	150	0	2	77	12	7	4	0	0	12	100	2	128
	EASYJET AIRLINE COMPANY LTD	S	95	0	0	67	17	12	2	2	0	17	0	0	0
<b>TOTAL NOTTINGHAM EAST MIDLANDS INT'L</b>			<b>245</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>14</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>100</b>	<b>2</b>	<b>128</b>
SOUTHAMPTON	BRITISH AIRWAYS CITIEXPRESS L	S	180	0	0	77	11	9	2	0	0	11	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2003

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002			
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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 SOUTHAMPTON			180	0	0	77	11	9	2	0	0	11	70	15	183
STANSTED	EASYJET AIRLINE COMPANY LTD	S	347	0	0	67	13	8	10	1	1	25	0	0	0
TOTAL STANSTED			347	0	5	67	13	8	10	1	1	25	80	10	327
STORNOWAY	BMI REGIONAL	S	56	0	0	93	2	5	0	0	0	4	0	0	0
	LOGANAIR	S	37	0	0	86	3	5	5	0	0	9	86	28	28
TOTAL STORNOWAY			93	0	0	90	2	5	2	0	0	6	86	28	28
SUMBURGH	LOGANAIR	S	55	0	0	75	7	5	9	4	0	25	82	10	56
TOTAL SUMBURGH			55	0	0	75	7	5	9	4	0	25	82	10	56
TOTAL UNITED KINGDOM			5709	31	85	76	11	7	6	1	0	15	75	13	5443
TOTAL EDINBURGH			7426	40	108	75	11	8	6	1	0	15	72	15	7292

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2003

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2002		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>ALGERIA</b>															
ALGIERS	KHALIFA AIRWAYS	S	24	0	2	8	4	21	63	4	0	80	0	0	0
<b>TOTAL ALGIERS</b>			<b>24</b>	<b>0</b>	<b>2</b>	<b>8</b>	<b>4</b>	<b>21</b>	<b>63</b>	<b>4</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>0</b>	<b>0</b>
HASSI MESSAOUD	ANTINEA AIRLINES	C	14	0	0	57	14	14	7	7	0	29	67	17	15
	EXCEL AIRWAYS LTD	C	6	0	0	67	0	0	33	0	0	46	75	16	8
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	56	31	13	0	0	0	14	75	14	16
<b>TOTAL HASSI MESSAOUD</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>19</b>	<b>11</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>72</b>	<b>16</b>	<b>39</b>
ORAN ES SENIA	KHALIFA AIRWAYS	S	8	0	0	13	13	63	13	0	0	42	0	0	0
<b>TOTAL ORAN ES SENIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>63</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ALGERIA</b>			<b>68</b>	<b>0</b>	<b>2</b>	<b>35</b>	<b>13</b>	<b>21</b>	<b>28</b>	<b>3</b>	<b>0</b>	<b>46</b>	<b>72</b>	<b>16</b>	<b>39</b>
<b>ANTIGUA AND BARBUDA</b>															
ANTIGUA	FIRST CHOICE AIRWAYS LTD	C	4	0	0	25	25	50	0	0	0	29	50	19	4
	VIRGIN ATLANTIC AIRWAYS LTD	S	15	1	1	60	33	7	0	0	0	11	63	23	16
<b>TOTAL ANTIGUA</b>			<b>19</b>	<b>1</b>	<b>1</b>	<b>53</b>	<b>32</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>60</b>	<b>22</b>	<b>20</b>
<b>TOTAL ANTIGUA AND BARBUDA</b>			<b>19</b>	<b>1</b>	<b>1</b>	<b>53</b>	<b>32</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>60</b>	<b>22</b>	<b>20</b>
<b>AUSTRIA</b>															
INNSBRUCK	ASTRAEUS LTD	C	8	0	0	50	50	0	0	0	0	10	0	0	0
	BRITISH AIRWAYS PLC	C	16	0	0	44	31	6	13	0	6	104	38	52	16
	FIRST CHOICE AIRWAYS LTD	C	24	0	0	42	21	17	13	4	4	54	44	29	32
	LAUDA-AIR	C	8	0	0	75	0	0	25	0	0	30	75	13	8
	MONARCH AIRLINES	C	16	0	0	69	13	0	13	6	0	42	0	0	0
	THOMAS COOK AIRLINES LTD	C	16	0	0	56	13	25	6	0	0	22	81	10	16
<b>TOTAL INNSBRUCK</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>20</b>	<b>10</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>49</b>	<b>54</b>	<b>28</b>	<b>72</b>
SALZBURG	BRITANNIA AIRWAYS	C	18	0	0	67	11	6	6	11	0	38	88	9	8
	BRITISH AIRWAYS PLC	C	8	0	0	50	13	25	0	13	0	63	0	0	0
	EUROPEAN AIR CHARTER	C	8	0	0	63	25	0	0	13	0	40	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	56	25	6	6	6	0	36	38	29	8
	MONARCH AIRLINES	C	8	0	0	50	38	0	13	0	0	25	44	62	32
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	13	25	13	13	13	116	81	10	16
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	0	0	0	20	0	57	60	13	10
<b>TOTAL SALZBURG</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>17</b>	<b>8</b>	<b>5</b>	<b>11</b>	<b>1</b>	<b>50</b>	<b>58</b>	<b>35</b>	<b>74</b>
<b>TOTAL AUSTRIA</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>19</b>	<b>9</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>49</b>	<b>57</b>	<b>30</b>	<b>154</b>
<b>AZERBAIJAN</b>															
BAKU	AZERBAIJAN AIRLINES ( AZAL )	S	16	0	0	88	13	0	0	0	0	6	81	8	16
<b>TOTAL BAKU</b>			<b>16</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>81</b>	<b>8</b>	<b>16</b>
<b>TOTAL AZERBAIJAN</b>			<b>16</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>81</b>	<b>8</b>	<b>16</b>
<b>BARBADOS</b>															
BRIDGETOWN	BRITANNIA AIRWAYS	C	9	0	0	33	11	11	44	0	0	46	88	6	16
	BRITISH AIRWAYS PLC	S	65	0	0	80	9	6	0	3	2	31	89	5	64
	MY TRAVEL AIRWAYS UK	C	16	0	0	75	25	0	0	0	0	7	56	31	16
	VIRGIN ATLANTIC AIRWAYS LTD	S	40	0	0	75	23	0	0	3	0	15	59	17	32

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2003

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2002		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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 BRIDGETOWN			131	0	0	74	15	4	4	2	1	25	77	11	128
TOTAL BARBADOS			131	0	0	74	15	4	4	2	1	25	77	11	128
<b>BELARUS</b>															
MINSK	BELAVIA (BELARUSSIAN AIRLINES)	S	8	0	0	100	0	0	0	0	0	2	50	25	16
TOTAL MINSK			8	0	0	100	0	0	0	0	0	2	50	25	16
TOTAL BELARUS			8	0	0	100	0	0	0	0	0	2	50	25	16
<b>BELGIUM</b>															
BRUSSELS	CITY FLYER EXPRESS	S	126	0	0	86	7	3	4	0	0	8	51	21	84
TOTAL BRUSSELS			126	0	0	86	7	3	4	0	0	8	51	21	85
TOTAL BELGIUM			126	0	0	86	7	3	4	0	0	8	51	21	85
<b>BERMUDA</b>															
BERMUDA	BRITISH AIRWAYS PLC	S	24	0	0	100	0	0	0	0	0	2	88	4	24
TOTAL BERMUDA			24	0	0	100	0	0	0	0	0	2	79	7	29
TOTAL BERMUDA			24	0	0	100	0	0	0	0	0	2	79	7	29
<b>BULGARIA</b>															
PLOVDIV	HEMUS AIR	C	8	0	0	38	25	38	0	0	0	26	0	38	8
TOTAL PLOVDIV			8	0	0	38	25	38	0	0	0	26	0	38	8
SOFIA	EXCEL AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	10	0	0	0
	HEMUS AIR	C	8	0	0	75	25	0	0	0	0	11	0	0	0
	MONARCH AIRLINES	C	8	0	0	25	13	0	38	25	0	104	50	60	8
	THOMAS COOK AIRLINES LTD	C	3	0	0	67	33	0	0	0	0	11	0	0	0
TOTAL SOFIA			27	0	0	59	22	0	11	7	0	38	78	19	64
TOTAL BULGARIA			35	0	0	54	23	9	9	6	0	35	69	21	72
<b>CANADA</b>															
CALGARY	MONARCH AIRLINES	C	16	0	0	44	6	25	25	0	0	48	44	51	16
TOTAL CALGARY			16	0	0	44	6	25	25	0	0	48	44	51	16
TORONTO	AIR TRANSAT	S	8	0	0	88	13	0	0	0	0	7	100	3	8
TOTAL TORONTO			8	0	0	88	13	0	0	0	0	7	100	3	8
TOTAL CANADA			25	0	0	56	12	16	16	0	0	34	63	35	24
<b>COLOMBIA</b>															
BOGOTA	BRITISH AIRWAYS PLC	S	22	1	1	50	23	14	14	0	0	26	67	15	12
TOTAL BOGOTA			22	1	1	50	23	14	14	0	0	26	67	15	12
TOTAL COLOMBIA			22	1	1	50	23	14	14	0	0	26	67	15	12
<b>CUBA</b>															
CUNAGUA	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL CUNAGUA			2	0	0	100	0	0	0	0	0	1	0	0	0
HAVANA	CUBANA	S	8	0	0	13	13	13	63	0	0	80	0	0	0

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2003

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2002		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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 HAVANA			8	2	0	13	13	13	63	0	0	80	62	23	21
HOLGUIN (FRANK PAIS)	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	13	50	16	2
TOTAL HOLGUIN (FRANK PAIS)			2	0	0	100	0	0	0	0	0	13	50	16	2
TOTAL CUBA			13	5	0	46	8	8	38	0	0	51	67	19	27
CYPRUS															
LARNACA	CYPRUS AIRWAYS	S	8	0	0	75	13	13	0	0	0	9	50	67	4
	EUROCYPRIA AIRLINES LTD	C	6	0	0	67	0	0	33	0	0	54	100	3	6
	EXCEL AIRWAYS LTD	C	10	0	0	60	10	10	20	0	0	21	0	0	0
	FIRST CHOICE AIRWAYS LTD	S	6	0	0	100	0	0	0	0	0	2	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	1	25	30	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	0	75	10	8
TOTAL LARNACA			46	0	0	83	4	4	9	0	0	14	62	23	26
PAPHOS	BRITANNIA AIRWAYS	C	16	0	0	69	0	6	13	13	0	47	69	9	16
	EUROCYPRIA AIRLINES LTD	C	3	0	0	33	33	33	0	0	0	21	0	0	0
	EXCEL AIRWAYS LTD	C	13	0	0	92	0	0	8	0	0	8	83	5	6
	FIRST CHOICE AIRWAYS LTD	S	16	0	0	63	25	13	0	0	0	12	63	12	16
	HELIOS AIRWAYS LTD	C	3	0	0	67	0	0	33	0	0	48	50	15	8
	MY TRAVEL AIRWAYS UK	C	6	0	0	83	17	0	0	0	0	8	50	14	6
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	1	42	14	12
TOTAL PAPHOS			65	0	0	75	9	6	6	3	0	20	59	14	68
TOTAL CYPRUS			111	0	0	78	7	5	7	2	0	17	60	16	94
DENMARK															
BILLUND	MAERSK AIR	S	136	0	8	77	10	4	9	0	0	13	53	21	160
TOTAL BILLUND			136	0	8	77	10	4	9	0	0	13	53	21	160
COPENHAGEN	MAERSK AIR	S	160	0	0	94	3	2	0	1	0	6	67	14	152
TOTAL COPENHAGEN			160	0	0	94	3	2	0	1	0	6	67	14	152
TOTAL DENMARK			296	0	8	86	6	3	4	1	0	9	60	18	312
DJIBOUTI REPUBLIC															
DJIBOUTI	DAALLO AIRLINES	S	16	0	0	75	19	0	6	0	0	10	0	0	0
TOTAL DJIBOUTI			16	0	0	75	19	0	6	0	0	10	0	0	0
TOTAL DJIBOUTI REPUBLIC			16	0	0	75	19	0	6	0	0	10	0	0	0
DOMINICAN REPUBLIC															
LA ROMANA	BRITANNIA AIRWAYS	C	7	1	0	100	0	0	0	0	0	2	88	8	8
TOTAL LA ROMANA			7	1	0	100	0	0	0	0	0	2	88	6	16
PUERTO PLATA	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	4	88	112	8
	FIRST CHOICE AIRWAYS LTD	C	4	0	0	50	50	0	0	0	0	11	0	0	0
	MY TRAVEL AIRWAYS UK	C	6	0	0	100	0	0	0	0	0	5	75	10	8
TOTAL PUERTO PLATA			18	0	0	89	11	0	0	0	0	6	81	61	16
TOTAL DOMINICAN REPUBLIC			25	1	0	92	8	0	0	0	0	5	84	34	32



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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2002		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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>EGYPT</b>															
ASWAN	ASTRAEUS LTD	C	8	0	0	88	13	0	0	0	0	5	0	0	0
<b>TOTAL ASWAN</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>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
HURGHADA	EXCEL AIRWAYS LTD	C	2	0	0	0	0	100	0	0	0	49	100	1	2
	MONARCH AIRLINES	C	8	0	0	63	13	25	0	0	0	17	50	85	8
<b>TOTAL HURGHADA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>10</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>64</b>	<b>51</b>	<b>14</b>
<b>LUXOR</b>															
	BRITANNIA AIRWAYS	C	8	0	0	63	13	25	0	0	0	13	88	5	8
	FIRST CHOICE AIRWAYS LTD	C	7	1	0	29	57	14	0	0	0	17	50	19	8
	MONARCH AIRLINES	C	8	0	0	63	13	0	25	0	0	34	50	20	8
<b>TOTAL LUXOR</b>			<b>23</b>	<b>1</b>	<b>0</b>	<b>52</b>	<b>26</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>67</b>	<b>12</b>	<b>30</b>
<b>SHARM EL SHEIKH (OPHIRA)</b>															
	BRITANNIA AIRWAYS	C	8	0	0	38	63	0	0	0	0	14	88	28	8
	EXCEL AIRWAYS LTD	C	12	0	0	50	25	8	17	0	0	36	100	4	6
	MONARCH AIRLINES	C	18	0	0	50	11	11	11	17	0	61	63	38	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	13	0	0	0	8	100	2	9
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>22</b>	<b>9</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>37</b>	<b>82</b>	<b>16</b>	<b>39</b>
<b>TABA</b>															
	ASTRAEUS LTD	C	8	0	0	100	0	0	0	0	0	3	0	0	0
	EXCEL AIRWAYS LTD	C	4	0	0	75	0	25	0	0	0	19	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	4	0	0	50	25	0	25	0	0	29	0	0	0
<b>TOTAL TABA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL EGYPT</b>			<b>103</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>18</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>74</b>	<b>21</b>	<b>84</b>
<b>ESTONIA</b>															
TALLIN	ESTONIAN AIR	S	46	0	0	91	9	0	0	0	0	4	75	12	36
<b>TOTAL TALLIN</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>76</b>	<b>11</b>	<b>37</b>
<b>TOTAL ESTONIA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>76</b>	<b>11</b>	<b>37</b>
<b>FED REP YUGO SERBIA M'ENEGRO</b>															
BELGRADE	BRITISH AIRWAYS PLC	S	24	0	0	92	8	0	0	0	0	3	0	0	0
<b>TOTAL BELGRADE</b>			<b>24</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>88</b>	<b>6</b>	<b>24</b>
PRISTINA	BRITISH AIRWAYS PLC	S	24	0	0	75	21	0	4	0	0	12	0	0	0
<b>TOTAL PRISTINA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>21</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>58</b>	<b>19</b>	<b>24</b>
<b>TOTAL FED REP YUGO SERBIA M'ENEGRO</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>15</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>13</b>	<b>48</b>
<b>FINLAND</b>															
KITTLA	MONARCH AIRLINES	C	8	0	0	25	25	13	13	25	0	106	0	0	0
<b>TOTAL KITTLA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>13</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>106</b>	<b>88</b>	<b>7</b>	<b>8</b>
<b>TOTAL FINLAND</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>13</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>106</b>	<b>88</b>	<b>7</b>	<b>8</b>
<b>FRANCE</b>															
BORDEAUX	CITY FLYER EXPRESS	S	104	0	0	83	13	4	1	0	0	7	85	6	102
<b>TOTAL BORDEAUX</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>6</b>	<b>102</b>
CHAMBERY	BRITISH AIRWAYS PLC	C	40	0	0	65	10	20	5	0	0	18	45	37	56
	EXCEL AIRWAYS LTD	C	16	0	0	69	13	6	13	0	0	25	63	42	8

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			Actual (7)	Plan (8)											
<b>TOTAL CHAMBERY</b>			<b>56</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>11</b>	<b>16</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>47</b>	<b>37</b>	<b>64</b>
CLERMONT FERRAND	REGIONAL COMPAGNIE AERIENN	S	90	0	0	92	4	2	1	0	0	5	0	0	0
<b>TOTAL CLERMONT FERRAND</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
GRENOBLE	BRITISH AIRWAYS PLC	C	8	0	0	50	13	38	0	0	0	19	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	69	6	19	6	0	0	19	88	13	16
	MONARCH AIRLINES	C	11	0	0	73	0	9	18	0	0	23	80	11	10
<b>TOTAL GRENOBLE</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>6</b>	<b>20</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>85</b>	<b>12</b>	<b>26</b>
LE HAVRE	KLM CITYHOPPER	C	2	0	0	0	100	0	0	0	0	21	0	0	0
<b>TOTAL LE HAVRE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
LYON	ASTRAEUS LTD	C	15	1	0	80	7	0	13	0	0	15	0	0	0
	BRITANNIA AIRWAYS	C	26	0	0	85	4	8	0	4	0	17	94	6	16
	FIRST CHOICE AIRWAYS LTD	C	17	1	0	71	6	0	24	0	0	22	55	18	29
	MONARCH AIRLINES	C	18	0	0	50	22	11	6	11	0	41	44	54	16
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	0	38	25	13	0	80	0	0	0
	THOMAS COOK AIRLINES LTD	C	32	0	0	66	6	16	13	0	0	22	78	10	32
<b>TOTAL LYON</b>			<b>116</b>	<b>2</b>	<b>0</b>	<b>67</b>	<b>8</b>	<b>10</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>67</b>	<b>24</b>	<b>108</b>
MARSEILLE	BRITISH AIRWAYS PLC	S	160	0	0	80	11	2	5	2	0	14	0	0	0
<b>TOTAL MARSEILLE</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>9</b>	<b>202</b>
MONTPELLIER	GB AIRWAYS LTD	S	35	0	0	54	11	11	11	11	0	51	75	23	32
<b>TOTAL MONTPELLIER</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>51</b>	<b>75</b>	<b>23</b>	<b>32</b>
NANTES	GB AIRWAYS LTD	S	40	0	0	68	13	20	0	0	0	14	69	14	32
	REGIONAL COMPAGNIE AERIENN	S	147	1	0	86	12	1	1	0	0	6	0	0	0
<b>TOTAL NANTES</b>			<b>187</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>69</b>	<b>14</b>	<b>32</b>
NICE	CITY FLYER EXPRESS	S	48	0	0	88	8	2	2	0	0	6	83	10	46
	EASYJET AIRLINE COMPANY LTD	S	56	0	0	75	5	13	7	0	0	15	77	14	60
<b>TOTAL NICE</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>7</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>12</b>	<b>106</b>
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS PLC	S	339	1	0	78	9	8	6	0	0	13	0	0	0
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>339</b>	<b>3</b>	<b>0</b>	<b>78</b>	<b>9</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>10</b>	<b>262</b>
STRASBOURG	BRIT AIR	S	134	0	2	90	6	4	0	0	0	5	61	16	134
<b>TOTAL STRASBOURG</b>			<b>134</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>61</b>	<b>16</b>	<b>134</b>
TOULOUSE (BLAGNAC)	BRITANNIA AIRWAYS	C	16	0	0	81	0	0	19	0	0	23	88	6	16
	CITY FLYER EXPRESS	S	166	0	0	76	10	11	2	0	0	13	70	18	162
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	0	13	38	0	0	49	88	3	16
	MONARCH AIRLINES	C	17	1	0	35	18	12	24	12	0	62	50	33	16
	MY TRAVEL AIRWAYS UK	C	17	0	0	71	6	6	0	18	0	45	25	31	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	0	13	0	0	25	75	10	8
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>232</b>	<b>2</b>	<b>0</b>	<b>72</b>	<b>9</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>69</b>	<b>18</b>	<b>227</b>
<b>TOTAL FRANCE</b>			<b>1594</b>	<b>9</b>	<b>2</b>	<b>78</b>	<b>9</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>14</b>	<b>1413</b>
GABON															
LIBREVILLE	AIR GABON	S	6	0	2	17	0	0	33	17	33	238	0	0	0
<b>TOTAL LIBREVILLE</b>			<b>6</b>	<b>0</b>	<b>2</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>17</b>	<b>33</b>	<b>238</b>	<b>0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2003

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2002		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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 GABON			6	0	2	17	0	0	33	17	33	238	0	0	0
<b>GAMBIA</b>															
BANJUL	EXCEL AIRWAYS LTD	C	8	0	0	25	38	13	0	25	0	90	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	25	13	13	0	0	27	50	26	6
	MONARCH AIRLINES	C	8	0	0	50	25	0	25	0	0	30	38	34	16
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	0	0	38	13	0	65	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	1	0	38	25	13	25	0	0	56	75	10	8
TOTAL BANJUL			40	1	0	43	23	8	20	8	0	53	50	26	30
TOTAL GAMBIA			40	1	0	43	23	8	20	8	0	53	50	26	30
<b>GERMANY</b>															
BREMEN	CITY FLYER EXPRESS	S	139	0	0	83	9	4	2	1	0	13	64	16	157
TOTAL BREMEN			139	0	0	83	9	4	2	1	0	13	64	16	157
DUSSELDORF	CITY FLYER EXPRESS	S	142	0	0	79	9	7	4	1	0	15	60	19	142
TOTAL DUSSELDORF			142	0	0	79	9	7	4	1	0	15	60	19	142
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	150	0	0	80	12	7	1	0	0	9	0	0	0
TOTAL FRANKFURT MAIN			150	0	0	80	12	7	1	0	0	9	53	19	154
FRIEDRICHSHAFEN	FLYBE.BRITISH EUROPEAN	C	8	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL FRIEDRICHSHAFEN			8	0	0	100	0	0	0	0	0	2	0	0	0
HANOVER	CITY FLYER EXPRESS	S	140	0	0	81	14	4	1	1	0	11	79	9	143
TOTAL HANOVER			140	0	0	81	14	4	1	1	0	11	79	9	143
MUNICH	BRITISH AIRWAYS CITIEXPRESS L	S	151	0	0	61	19	7	11	3	0	26	0	0	0
TOTAL MUNICH			151	1	0	61	19	7	11	3	0	26	77	9	160
TOTAL GERMANY			730	7	0	77	12	6	4	1	0	15	66	15	759
<b>GIBRALTAR</b>															
GIBRALTAR	GB AIRWAYS LTD	S	88	0	2	68	15	5	9	3	0	27	72	42	32
TOTAL GIBRALTAR			88	0	2	68	15	5	9	3	0	27	72	42	32
TOTAL GIBRALTAR			88	0	2	68	15	5	9	3	0	27	72	42	32
<b>GREECE</b>															
ATHENS	EASYJET AIRLINE COMPANY LTD	S	56	0	0	63	7	9	21	0	0	28	0	0	0
TOTAL ATHENS			56	0	0	63	7	9	21	0	0	28	84	7	56
SALONIKA	OLYMPIC AIRWAYS	S	40	0	0	98	3	0	0	0	0	1	80	15	40
TOTAL SALONIKA			40	0	0	98	3	0	0	0	0	1	80	15	40
TOTAL GREECE			96	0	0	77	5	5	13	0	0	17	82	10	96
<b>GRENADA</b>															
GRENADA	BRITISH AIRWAYS PLC	S	16	0	0	81	19	0	0	0	0	6	83	8	24
	MONARCH AIRLINES	C	12	0	0	42	33	8	17	0	0	28	50	40	4
TOTAL GRENADA			28	0	0	64	25	4	7	0	0	16	79	13	28
TOTAL GRENADA			28	0	0	64	25	4	7	0	0	16	79	13	28

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2003

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2002		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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>HUNGARY</b>															
BUDAPEST	MALEV (HUNGARIAN AIRLINES)	S	32	0	0	91	0	3	3	3	0	13	100	3	24
<b>TOTAL BUDAPEST</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>100</b>	<b>3</b>	<b>24</b>
<b>TOTAL HUNGARY</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>100</b>	<b>3</b>	<b>24</b>
<b>INDIA</b>															
GOA	FIRST CHOICE AIRWAYS LTD	C	16	0	0	56	13	13	6	13	0	50	38	37	16
	MONARCH AIRLINES	C	23	0	0	35	0	30	13	13	9	160	19	67	32
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	0	63	0	0	13	79	0	0	0
<b>TOTAL GOA</b>			<b>47</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>4</b>	<b>30</b>	<b>9</b>	<b>11</b>	<b>6</b>	<b>109</b>	<b>25</b>	<b>57</b>	<b>48</b>
TRIVANDRUM	MY TRAVEL AIRWAYS UK	C	7	0	0	57	14	29	0	0	0	16	0	0	0
<b>TOTAL TRIVANDRUM</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>14</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>63</b>	<b>43</b>	<b>8</b>
<b>TOTAL INDIA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>6</b>	<b>30</b>	<b>7</b>	<b>9</b>	<b>6</b>	<b>97</b>	<b>30</b>	<b>55</b>	<b>56</b>
<b>IRISH REPUBLIC</b>															
DUBLIN	AER LINGUS	S	166	2	2	75	12	10	2	0	0	11	82	20	168
	CITY FLYER EXPRESS	S	158	0	0	72	13	9	6	0	0	15	82	14	168
	RYANAIR	S	224	0	0	76	15	8	1	0	0	11	83	12	218
<b>TOTAL DUBLIN</b>			<b>548</b>	<b>2</b>	<b>2</b>	<b>75</b>	<b>14</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>15</b>	<b>554</b>
SHANNON	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL SHANNON</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 IRISH REPUBLIC</b>			<b>550</b>	<b>2</b>	<b>2</b>	<b>75</b>	<b>13</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>15</b>	<b>554</b>
<b>ISRAEL</b>															
TEL AVIV	ARKIA	C	4	0	0	75	0	0	25	0	0	35	43	20	7
	ISRAIR LTD	C	4	0	0	0	25	50	25	0	0	48	0	0	0
	MONARCH AIRLINES	C	4	0	0	25	25	50	0	0	0	23	40	30	10
<b>TOTAL TEL AVIV</b>			<b>12</b>	<b>2</b>	<b>0</b>	<b>33</b>	<b>17</b>	<b>33</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>44</b>	<b>24</b>	<b>18</b>
<b>TOTAL ISRAEL</b>			<b>12</b>	<b>2</b>	<b>0</b>	<b>33</b>	<b>17</b>	<b>33</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>44</b>	<b>24</b>	<b>18</b>
<b>ITALY</b>															
BERGAMO	MONARCH AIRLINES	C	8	0	0	38	25	13	0	25	0	60	44	20	16
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	8	50	16	8
<b>TOTAL BERGAMO</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>34</b>	<b>44</b>	<b>30</b>	<b>25</b>
BOLOGNA	BRITISH AIRWAYS PLC	S	158	0	0	76	12	8	3	1	0	13	0	0	0
<b>TOTAL BOLOGNA</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>50</b>	<b>21</b>	<b>160</b>
FLORENCE	MERIDIANA AIR	S	108	0	4	85	6	4	5	0	0	8	67	17	104
<b>TOTAL FLORENCE</b>			<b>108</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>6</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>67</b>	<b>17</b>	<b>104</b>
GENOA	BRITISH AIRWAYS PLC	S	56	0	0	89	7	0	4	0	0	7	0	0	0
<b>TOTAL GENOA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>9</b>	<b>47</b>
NAPLES	BRITISH AIRWAYS PLC	S	112	0	0	81	10	6	2	1	0	12	0	0	0
<b>TOTAL NAPLES</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>8</b>	<b>104</b>
PISA	BRITISH AIRWAYS PLC	S	112	0	0	79	13	4	4	1	0	13	0	0	0

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			Actual (7)	Plan (8)											
<b>TOTAL PISA</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>81</b>	<b>8</b>	110
ROME (CIAMPINO)	BRITANNIA AIRWAYS	C	2	0	0	0	50	50	0	0	0	27	0	0	0
<b>TOTAL ROME (CIAMPINO)</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>27</b>	<b>75</b>	<b>8</b>	4
ROME (FIUMICINO)	ALITALIA	S	45	0	3	47	31	18	0	4	0	27	80	8	56
	BRITISH AIRWAYS PLC	S	56	0	0	66	21	7	5	0	0	15	0	0	0
<b>TOTAL ROME (FIUMICINO)</b>			<b>101</b>	<b>0</b>	<b>3</b>	<b>57</b>	<b>26</b>	<b>12</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>78</b>	<b>9</b>	112
<b>TURIN</b>															
	BRITANNIA AIRWAYS	C	8	0	0	50	25	13	13	0	0	22	69	13	16
	EUROPEAN AIR CHARTER	C	13	3	0	77	15	8	0	0	0	9	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	63	25	6	6	0	0	13	29	55	24
	MONARCH AIRLINES	C	8	0	0	75	0	0	25	0	0	31	63	14	8
	MY TRAVEL AIRWAYS UK	C	16	0	0	56	6	0	38	0	0	44	81	9	16
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	25	0	0	0	13	86	9	14
<b>TOTAL TURIN</b>			<b>69</b>	<b>3</b>	<b>0</b>	<b>65</b>	<b>13</b>	<b>7</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>60</b>	<b>25</b>	86
<b>VENICE</b>															
	BRITISH AIRWAYS PLC	S	168	0	0	74	14	7	4	1	0	16	0	0	0
	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	0	4	0	45	2
	VOLARE AIRLINES	S	84	0	0	86	5	5	2	2	0	13	0	0	0
<b>TOTAL VENICE</b>			<b>254</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>76</b>	<b>14</b>	168
<b>VERONA</b>															
	BRITISH AIRWAYS PLC	S	56	0	0	86	7	4	4	0	0	8	0	0	0
	EXCEL AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	2	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	6	43	43	7
<b>TOTAL VERONA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>63</b>	<b>19</b>	65
<b>TOTAL ITALY</b>			<b>1060</b>	<b>3</b>	<b>7</b>	<b>77</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>69</b>	<b>15</b>	997
<b>JAMAICA</b>															
<b>KINGSTON</b>															
	BRITISH AIRWAYS PLC	S	24	0	0	38	38	8	17	0	0	33	0	0	0
<b>TOTAL KINGSTON</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>8</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	0
<b>MONTEGO BAY</b>															
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	25	25	0	0	0	18	0	0	0
	MY TRAVEL AIRWAYS UK	C	16	0	0	56	19	19	6	0	0	20	50	41	8
<b>TOTAL MONTEGO BAY</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>21</b>	<b>21</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>44</b>	<b>35</b>	48
<b>TOTAL JAMAICA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>29</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>44</b>	<b>35</b>	48
<b>KAZAKHSTAN</b>															
<b>GURYEV</b>															
	EUROPEAN AIR CHARTER	C	8	0	0	75	13	13	0	0	0	8	0	0	0
<b>TOTAL GURYEV</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>0</b>	<b>0</b>	0
<b>TOTAL KAZAKHSTAN</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>50</b>	<b>36</b>	8
<b>KENYA</b>															
<b>MOMBASA</b>															
	AFRICAN SAFARI AIRWAYS-ASA	C	8	0	0	75	13	13	0	0	0	12	88	12	8
	BRITANNIA AIRWAYS	C	8	0	0	88	0	13	0	0	0	5	0	0	0
	MONARCH AIRLINES	C	5	3	0	60	0	20	20	0	0	31	57	17	7
<b>TOTAL MOMBASA</b>			<b>21</b>	<b>3</b>	<b>0</b>	<b>76</b>	<b>5</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>14</b>	15
<b>TOTAL KENYA</b>			<b>21</b>	<b>3</b>	<b>0</b>	<b>76</b>	<b>5</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>14</b>	15

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			Actual (7)	Plan (8)											
<b>LITHUANIA</b>															
VILNIUS	LITHUANIA AIRLINES	S	56	0	0	98	0	0	0	2	0	6	0	0	0
<b>TOTAL VILNIUS</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL LITHUANIA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	CITY FLYER EXPRESS	S	84	0	0	77	18	5	0	0	0	9	66	17	134
<b>TOTAL LUXEMBOURG</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>66</b>	<b>17</b>	<b>134</b>
<b>TOTAL LUXEMBOURG</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>66</b>	<b>17</b>	<b>134</b>
<b>MALDIVE ISLANDS</b>															
MALE INTERNATIONAL	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	13	13	13	0	0	37	38	30	8
	MONARCH AIRLINES	C	8	0	0	50	13	13	25	0	0	29	38	27	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	13	13	0	0	0	12	25	52	8
<b>TOTAL MALE INTERNATIONAL</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>33</b>	<b>36</b>	<b>24</b>
<b>TOTAL MALDIVE ISLANDS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>33</b>	<b>36</b>	<b>24</b>
<b>MALTA</b>															
MALTA	AIR MALTA	S	58	0	0	93	5	2	0	0	0	3	87	9	60
	BRITANNIA AIRWAYS	C	12	0	0	92	0	8	0	0	0	6	63	10	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	6	75	10	8
	GB AIRWAYS LTD	S	55	0	1	62	11	9	7	11	0	45	81	10	48
	MONARCH AIRLINES	C	16	0	0	69	19	13	0	0	0	11	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	5	100	4	8
<b>TOTAL MALTA</b>			<b>157</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>19</b>	<b>84</b>	<b>9</b>	<b>144</b>
<b>TOTAL MALTA</b>			<b>157</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>19</b>	<b>84</b>	<b>9</b>	<b>144</b>
<b>MEXICO</b>															
ACAPULCO	BRITANNIA AIRWAYS	C	4	0	0	50	0	25	0	25	0	106	0	0	0
	MONARCH AIRLINES	C	3	0	0	0	67	0	33	0	0	48	0	0	0
<b>TOTAL ACAPULCO</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>29</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>81</b>	<b>0</b>	<b>0</b>	<b>0</b>
CANCUN	BRITANNIA AIRWAYS	C	8	0	0	38	13	13	38	0	0	45	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	7	100	1	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	25	25	13	0	0	36	25	47	8
<b>TOTAL CANCUN</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>13</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>75</b>	<b>15</b>	<b>32</b>
PUERTO VALLARTA	FIRST CHOICE AIRWAYS LTD	C	8	0	0	38	38	13	13	0	0	23	25	52	8
<b>TOTAL PUERTO VALLARTA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>25</b>	<b>52</b>	<b>8</b>
<b>TOTAL MEXICO</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>21</b>	<b>15</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>37</b>	<b>65</b>	<b>23</b>	<b>40</b>
<b>MOROCCO</b>															
AGADIR	GB AIRWAYS LTD	S	4	0	0	75	0	25	0	0	0	23	100	9	4
	MY TRAVEL AIRWAYS UK	C	6	0	0	83	17	0	0	0	0	6	50	25	8
<b>TOTAL AGADIR</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>13</b>	<b>71</b>	<b>15</b>	<b>17</b>
MARRAKESH	EXCEL AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	0	0	0
	GB AIRWAYS LTD	S	20	0	0	60	30	0	10	0	0	19	100	4	4

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2003

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2002		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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)										
MARRAKESH	ROYAL AIR MAROC	S	23	0	0	52	9	17	22	0	0	33	0	0	0
<b>TOTAL MARRAKESH</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>16</b>	<b>8</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>80</b>	<b>8</b>	<b>5</b>
TANGIERS (IBN BATUTA)	GB AIRWAYS LTD	S	16	0	0	56	19	25	0	0	17	0	0	0	
<b>TOTAL TANGIERS (IBN BATUTA)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL MOROCCO</b>			<b>77</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>16</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>73</b>	<b>14</b>	<b>22</b>
<b>NETHERLANDS</b>															
AMSTERDAM	CITY FLYER EXPRESS	S	350	0	0	79	12	4	4	0	12	58	25	394	
	EASYJET AIRLINE COMPANY LTD	S	272	0	0	71	8	11	10	0	19	54	30	224	
<b>TOTAL AMSTERDAM</b>			<b>622</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>15</b>	<b>56</b>	<b>27</b>	<b>622</b>	
<b>TOTAL NETHERLANDS</b>			<b>622</b>	<b>2</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>15</b>	<b>56</b>	<b>25</b>	<b>758</b>	
<b>NIGERIA</b>															
PORT HARCOURT	VIRGIN ATLANTIC AIRWAYS LTD	S	4	0	0	25	0	75	0	0	31	0	0	0	
<b>TOTAL PORT HARCOURT</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL NIGERIA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>78</b>	<b>12</b>	<b>80</b>	
<b>NORWAY</b>															
BERGEN	BRAATHENS ASA	S	56	0	0	93	7	0	0	0	5	50	15	56	
<b>TOTAL BERGEN</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>50</b>	<b>15</b>	<b>56</b>	
GEILO (DAGALI)	FLYBE.BRITISH EUROPEAN	C	16	0	0	81	0	13	6	0	12	88	10	8	
<b>TOTAL GEILO (DAGALI)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>0</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>11</b>	<b>16</b>	
<b>TOTAL NORWAY</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>57</b>	<b>14</b>	<b>72</b>	
<b>PERU</b>															
LIMA	EUROPEAN AIR CHARTER	C	2	0	0	0	0	50	50	0	64	0	0	0	
<b>TOTAL LIMA</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>64</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL PERU</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>64</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>POLAND</b>															
KRAKOW	LOT-POLISH AIRLINES	S	54	0	2	89	6	2	4	0	5	96	4	56	
<b>TOTAL KRAKOW</b>			<b>54</b>	<b>0</b>	<b>2</b>	<b>89</b>	<b>6</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>96</b>	<b>4</b>	<b>56</b>	
<b>TOTAL POLAND</b>			<b>55</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>5</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>96</b>	<b>4</b>	<b>56</b>	
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
AZORES SANTA MARIA	MY TRAVEL AIRWAYS UK	C	2	0	0	0	0	0	50	50	199	0	0	0	
<b>TOTAL AZORES SANTA MARIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>199</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>FARO</b>															
	BRITANNIA AIRWAYS	C	8	0	0	75	25	0	0	0	8	71	10	14	
	EXCEL AIRWAYS LTD	C	5	0	0	80	20	0	0	0	4	0	0	0	
	FIRST CHOICE AIRWAYS LTD	C	24	0	0	67	25	8	0	0	10	63	31	8	
	GB AIRWAYS LTD	S	74	0	0	65	20	15	0	0	13	63	18	35	
	MONARCH AIRLINES	C	10	0	0	30	30	20	10	10	54	57	53	14	
	MY TRAVEL AIRWAYS UK	C	11	0	0	64	36	0	0	0	10	63	12	16	
	THOMAS COOK AIRLINES LTD	C	11	0	0	91	9	0	0	0	5	50	15	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)											
<b>TOTAL FARO</b>			<b>143</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>22</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>59</b>	<b>22</b>	119
LISBON	AIR PORTUGAL	S	128	0	2	86	12	2	0	0	0	6	72	12	105
<b>TOTAL LISBON</b>			<b>128</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>10</b>	145
OPORTO (PORTUGAL)	AIR PORTUGAL	S	22	0	0	86	14	0	0	0	0	7	0	0	0
	GB AIRWAYS LTD	S	54	0	1	50	37	9	4	0	0	20	65	13	40
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>76</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>30</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>65</b>	<b>13</b>	40
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>349</b>	<b>0</b>	<b>3</b>	<b>72</b>	<b>20</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>68</b>	<b>15</b>	304
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	ASTRAEUS LTD	C	8	0	0	100	0	0	0	0	0	0	0	0	0
	BRITANNIA AIRWAYS	C	6	0	0	83	0	17	0	0	0	6	100	3	4
	EXCEL AIRWAYS LTD	C	9	0	0	44	33	22	0	0	0	16	100	1	16
	FIRST CHOICE AIRWAYS LTD	C	6	0	0	67	33	0	0	0	0	10	100	1	8
	GB AIRWAYS LTD	S	48	0	0	77	13	10	0	0	0	9	75	13	40
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	7	75	12	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	5	75	7	8
<b>TOTAL FUNCHAL</b>			<b>93</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>9</b>	88
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>93</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>9</b>	88
<b>RUSSIA</b>															
MOSCOW (DOMODEDOVO)	TRANSAERO AIRLINES	S	16	0	6	63	19	13	6	0	0	16	0	0	0
<b>TOTAL MOSCOW (DOMODEDOVO)</b>			<b>16</b>	<b>0</b>	<b>6</b>	<b>63</b>	<b>19</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	0
ST PETERSBURG	AEROFLOT	S	2	0	0	100	0	0	0	0	0	11	0	0	0
<b>TOTAL ST PETERSBURG</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>11</b>	<b>83</b>	<b>16</b>	40
<b>TOTAL RUSSIA</b>			<b>18</b>	<b>0</b>	<b>6</b>	<b>67</b>	<b>17</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>83</b>	<b>16</b>	40
<b>SEYCHELLES</b>															
SEYCHELLES	AIR SEYCHELLES	S	16	0	0	75	6	6	6	6	0	32	19	38	16
<b>TOTAL SEYCHELLES</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>32</b>	<b>19</b>	<b>38</b>	16
<b>TOTAL SEYCHELLES</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>32</b>	<b>19</b>	<b>38</b>	16
<b>SIERRA LEONE</b>															
FREETOWN	SIERRA NATIONAL AIRLINES	S	16	0	4	75	13	0	13	0	0	15	60	22	15
<b>TOTAL FREETOWN</b>			<b>16</b>	<b>0</b>	<b>4</b>	<b>75</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>60</b>	<b>22</b>	15
<b>TOTAL SIERRA LEONE</b>			<b>16</b>	<b>0</b>	<b>4</b>	<b>75</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>60</b>	<b>22</b>	15
<b>SLOVENIA</b>															
LJUBLJANA	ADRIA AIRWAYS	S	48	0	0	75	15	2	4	4	0	20	0	0	0
<b>TOTAL LJUBLJANA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL SLOVENIA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	0
<b>SPAIN</b>															
ALICANTE	BRITANNIA AIRWAYS	C	16	0	0	94	0	6	0	0	0	4	50	28	16
	BRITISH AIRWAYS PLC	C	3	0	0	33	33	33	0	0	0	25	33	36	3
	EASYJET AIRLINE COMPANY LTD	S	110	0	0	78	12	3	7	0	0	14	0	0	0



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				Actual (7)	Plan (8)										
ALICANTE	EXCEL AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	1	83	6	6
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	88	6	6	0	0	0	6	0	0	0
	FUTURA AIRLINES	C	16	0	0	81	13	0	6	0	0	14	0	0	0
	GB AIRWAYS LTD	S	74	0	3	50	30	12	5	3	0	27	68	18	56
	IBERIA	S	56	0	0	82	18	0	0	0	0	6	57	17	56
	MONARCH AIRLINES	C	20	1	0	45	15	15	25	0	0	35	41	60	29
	MY TRAVEL AIRWAYS UK	C	16	0	0	88	13	0	0	0	0	5	63	36	24
	THOMAS COOK AIRLINES LTD	C	11	0	0	100	0	0	0	0	0	1	92	6	12
<b>TOTAL ALICANTE</b>			<b>342</b>	<b>1</b>	<b>3</b>	<b>73</b>	<b>16</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>63</b>	<b>24</b>	<b>218</b>
ALMERIA	GB AIRWAYS LTD	S	15	1	0	53	47	0	0	0	0	13	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	2	50	18	8
<b>TOTAL ALMERIA</b>			<b>23</b>	<b>1</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>50</b>	<b>16</b>	<b>16</b>
ASTURIAS	AIR NOSTRUM	S	24	0	0	71	17	13	0	0	0	10	92	6	24
<b>TOTAL ASTURIAS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>17</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>92</b>	<b>6</b>	<b>24</b>
BARCELONA	BRITISH AIRWAYS PLC	S	168	1	0	77	11	7	4	1	0	14	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	168	0	0	64	14	11	10	1	0	23	71	13	76
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	25	25	0	0	0	19	0	0	0
<b>TOTAL BARCELONA</b>			<b>344</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>79</b>	<b>11</b>	<b>240</b>
BILBAO	BRITISH AIRWAYS PLC	S	54	0	0	87	4	6	4	0	0	9	0	0	0
<b>TOTAL BILBAO</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>4</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>8</b>	<b>56</b>
GERONA	GB AIRWAYS LTD	S	2	0	0	50	50	0	0	0	0	14	0	0	0
<b>TOTAL GERONA</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>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
MADRID	AEROLINEAS ARGENTINAS	S	21	0	2	76	5	10	5	5	0	25	0	0	0
	AIR EUROPA	S	104	0	0	90	6	4	0	0	0	5	75	11	56
	BRITISH AIRWAYS PLC	S	205	0	0	79	10	8	4	0	0	10	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	56	0	0	64	9	11	16	0	0	27	0	0	0
<b>TOTAL MADRID</b>			<b>386</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>8</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>9</b>	<b>217</b>
MAHON	ASTRAEUS LTD	C	8	0	0	38	38	25	0	0	0	17	0	0	0
	BRITISH AIRWAYS PLC	C	6	0	0	100	0	0	0	0	0	7	81	8	16
<b>TOTAL MAHON</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>21</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>81</b>	<b>8</b>	<b>16</b>
MALAGA	BRITANNIA AIRWAYS	C	20	0	0	70	10	20	0	0	0	13	63	19	16
	BRITISH AIRWAYS PLC	C	4	0	0	75	0	25	0	0	0	14	100	4	4
	EASYJET AIRLINE COMPANY LTD	S	112	0	0	59	11	13	17	0	0	26	66	14	29
	EXCEL AIRWAYS LTD	C	7	0	0	100	0	0	0	0	0	2	80	7	10
	FIRST CHOICE AIRWAYS LTD	C	28	0	0	64	29	0	7	0	0	15	75	10	12
	FUTURA AIRLINES	C	18	0	0	61	22	6	11	0	0	22	0	0	0
	GB AIRWAYS LTD	S	89	1	2	69	18	11	2	0	0	12	54	30	56
	MONARCH AIRLINES	C	25	0	0	60	12	24	4	0	0	18	61	18	38
	MY TRAVEL AIRWAYS UK	C	12	0	0	83	8	8	0	0	0	6	55	22	22
THOMAS COOK AIRLINES LTD	C	19	0	0	74	16	11	0	0	0	11	53	14	17	
<b>TOTAL MALAGA</b>			<b>334</b>	<b>1</b>	<b>2</b>	<b>66</b>	<b>15</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>58</b>	<b>24</b>	<b>240</b>
MURCIA SAN JAVIER	BRITISH AIRWAYS PLC	C	16	0	0	56	13	6	25	0	0	30	56	34	16
<b>TOTAL MURCIA SAN JAVIER</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>13</b>	<b>6</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>56</b>	<b>34</b>	<b>16</b>
PALMA DE MALLORCA	AIR EUROPA	S	16	0	0	88	0	13	0	0	0	8	45	15	22

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2003

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2002		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	BRITANNIA AIRWAYS	C	16	0	0	69	19	13	0	0	0	12	56	27	16
	EASYJET AIRLINE COMPANY LTD	S	56	0	0	55	16	11	14	4	0	33	50	29	30
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	0	0	25	0	0	25	100	0	2
	GB AIRWAYS LTD	S	22	0	0	45	36	0	9	9	0	36	88	8	8
	MY TRAVEL AIRWAYS UK	C	12	0	0	92	0	0	8	0	0	10	95	4	19
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	0	13	25	0	0	25	25	28	8
<b>TOTAL PALMA DE MALLORCA</b>			<b>138</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>14</b>	<b>8</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>62</b>	<b>18</b>	<b>111</b>
SEVILLE	GB AIRWAYS LTD	S	37	0	2	68	11	19	3	0	0	15	69	18	32
	MONARCH AIRLINES	C	2	0	0	50	0	50	0	0	0	30	0	0	0
<b>TOTAL SEVILLE</b>			<b>40</b>	<b>0</b>	<b>2</b>	<b>65</b>	<b>10</b>	<b>20</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>70</b>	<b>18</b>	<b>33</b>
VALENCIA	GB AIRWAYS LTD	S	65	0	2	68	23	6	3	0	0	12	79	9	39
	HAMBURG INTERNATIONAL	C	2	0	0	100	0	0	0	0	0	6	0	0	0
<b>TOTAL VALENCIA</b>			<b>67</b>	<b>0</b>	<b>2</b>	<b>69</b>	<b>22</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>9</b>	<b>39</b>
<b>TOTAL SPAIN</b>			<b>1785</b>	<b>4</b>	<b>11</b>	<b>71</b>	<b>13</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>70</b>	<b>16</b>	<b>1227</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	ASTRAEUS LTD	C	10	0	0	60	30	10	0	0	0	17	0	0	0
	BRITANNIA AIRWAYS	C	24	0	0	75	13	13	0	0	0	10	69	12	16
	EXCEL AIRWAYS LTD	C	21	0	0	90	10	0	0	0	0	5	79	10	14
	FIRST CHOICE AIRWAYS LTD	C	40	0	0	68	23	8	3	0	0	12	69	11	16
	GB AIRWAYS LTD	S	24	0	0	54	17	21	4	4	0	30	67	10	9
	MONARCH AIRLINES	C	34	0	0	85	9	3	0	3	0	12	74	23	31
	MY TRAVEL AIRWAYS UK	C	16	0	0	75	13	0	13	0	0	26	88	7	16
	THOMAS COOK AIRLINES LTD	C	31	2	0	81	3	0	13	3	0	24	91	6	44
<b>TOTAL ARRECIFE</b>			<b>200</b>	<b>2</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>79</b>	<b>11</b>	<b>169</b>
FUERTEVENTURA	BRITANNIA AIRWAYS	C	16	0	0	81	0	0	19	0	0	24	75	10	8
	EXCEL AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	63	38	0	0	0	0	12	69	14	16
	MY TRAVEL AIRWAYS UK	C	24	0	0	83	4	4	8	0	0	13	88	5	16
	THOMAS COOK AIRLINES LTD	C	16	0	0	88	6	0	0	0	6	28	63	11	16
	VOLAR AIRLINES	C	4	0	0	75	25	0	0	0	0	9	0	0	0
<b>TOTAL FUERTEVENTURA</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>73</b>	<b>10</b>	<b>56</b>
LAS PALMAS	BRITANNIA AIRWAYS	C	24	0	0	96	4	0	0	0	0	5	81	10	16
	EXCEL AIRWAYS LTD	C	6	0	0	100	0	0	0	0	0	1	38	67	8
	FIRST CHOICE AIRWAYS LTD	C	22	0	0	68	9	23	0	0	0	14	86	22	22
	GB AIRWAYS LTD	S	24	0	0	63	21	8	8	0	0	20	44	22	16
	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	7	63	19	8
	MY TRAVEL AIRWAYS UK	C	24	0	0	88	8	4	0	0	0	5	59	15	32
	THOMAS COOK AIRLINES LTD	C	24	0	0	79	13	8	0	0	0	7	86	5	21
	VOLAR AIRLINES	C	4	0	0	0	0	100	0	0	0	40	0	0	0
<b>TOTAL LAS PALMAS</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>68</b>	<b>19</b>	<b>127</b>	
SANTA CRUZ DE LA PALMA	THOMAS COOK AIRLINES LTD	C	8	0	0	63	0	38	0	0	0	23	88	6	8
<b>TOTAL SANTA CRUZ DE LA PALMA</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>23</b>	<b>88</b>	<b>6</b>	<b>8</b>
TENERIFE (NORTE LOS RODEOS)	BRITANNIA AIRWAYS	C	5	0	0	40	20	20	0	0	20	89	0	0	0
<b>TOTAL TENERIFE (NORTE LOS RODEOS)</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>89</b>	<b>0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2003

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2002		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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)	ASTRAEUS LTD	C	23	0	0	61	13	22	4	0	0	17	0	0	0
	BRITANNIA AIRWAYS	C	49	1	0	69	18	6	6	0	0	14	52	32	48
	EXCEL AIRWAYS LTD	C	28	0	0	82	14	4	0	0	0	6	74	8	34
	FIRST CHOICE AIRWAYS LTD	C	50	1	0	58	12	20	10	0	0	23	70	74	27
	FUTURA AIRLINES	C	4	0	0	50	0	25	25	0	0	33	11	37	19
	GB AIRWAYS LTD	S	55	1	1	67	24	4	5	0	0	16	53	19	47
	MONARCH AIRLINES	C	48	0	0	56	13	19	13	0	0	24	50	37	32
	MY TRAVEL AIRWAYS UK	C	24	1	0	63	17	21	0	0	0	14	43	34	40
	THOMAS COOK AIRLINES LTD	C	70	0	0	67	16	11	6	0	0	16	73	13	64
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>351</b>	<b>4</b>	<b>2</b>	<b>65</b>	<b>16</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>17</b>	<b>57</b>	<b>27</b>	<b>333</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>784</b>	<b>6</b>	<b>2</b>	<b>71</b>	<b>14</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>16</b>	<b>66</b>	<b>20</b>	<b>693</b>	
<b>ST LUCIA</b>															
ST LUCIA (HEWANORRA)	BRITISH AIRWAYS PLC	S	16	0	0	69	13	13	0	6	0	32	81	11	32
	VIRGIN ATLANTIC AIRWAYS LTD	S	20	0	0	80	10	10	0	0	0	8	75	14	16
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>79</b>	<b>12</b>	<b>48</b>
<b>TOTAL ST LUCIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>79</b>	<b>12</b>	<b>48</b>
<b>SWEDEN</b>															
GOTEBORG	CITY AIRLINE	S	12	0	4	50	25	8	17	0	0	22	0	0	0
<b>TOTAL GOTEBORG</b>			<b>12</b>	<b>0</b>	<b>4</b>	<b>50</b>	<b>25</b>	<b>8</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
LINKOPING	CITY AIRLINE	S	4	0	4	50	50	0	0	0	0	9	0	0	0
<b>TOTAL LINKOPING</b>			<b>4</b>	<b>0</b>	<b>4</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
OSTERSUND / FROSON	ASTRAEUS LTD	C	8	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL OSTERSUND / FROSON</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>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SWEDEN</b>			<b>24</b>	<b>0</b>	<b>8</b>	<b>67</b>	<b>21</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SWITZERLAND</b>															
BERNE	FLYBE.BRITISH EUROPEAN	C	8	0	0	100	0	0	0	0	0	3	50	19	8
<b>TOTAL BERNE</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>3</b>	<b>50</b>	<b>19</b>	<b>8</b>
GENEVA	ASTRAEUS LTD	C	8	0	0	75	0	25	0	0	0	14	0	0	0
	BRITANNIA AIRWAYS	C	48	0	0	44	6	25	21	4	0	52	31	35	48
	BRITISH AIRWAYS PLC	C	24	0	0	46	50	4	0	0	0	17	38	18	24
	BRITISH AIRWAYS PLC	S	160	0	0	74	14	9	3	1	0	12	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	72	0	0	63	15	10	13	0	0	23	80	9	30
	EASYJET SWITZERLAND	S	168	1	0	60	13	11	17	0	0	25	64	15	168
	EUROPEAN AIR CHARTER	C	8	0	0	50	25	0	25	0	0	28	38	56	8
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	50	19	19	13	0	0	26	38	25	32
	MONARCH AIRLINES	C	28	0	0	43	11	25	21	0	0	37	18	25	17
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	0	25	0	13	0	40	67	15	18
THOMAS COOK AIRLINES LTD	C	8	0	0	38	38	25	0	0	0	22	25	39	16	
<b>TOTAL GENEVA</b>			<b>548</b>	<b>1</b>	<b>0</b>	<b>61</b>	<b>15</b>	<b>12</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>57</b>	<b>19</b>	<b>519</b>
ZURICH	EASYJET AIRLINE COMPANY LTD	S	112	0	0	63	21	7	7	1	0	20	50	24	58
<b>TOTAL ZURICH</b>			<b>112</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>21</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>50</b>	<b>24</b>	<b>58</b>
<b>TOTAL SWITZERLAND</b>			<b>668</b>	<b>2</b>	<b>0</b>	<b>62</b>	<b>16</b>	<b>11</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>56</b>	<b>20</b>	<b>601</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2002		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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>THAILAND</b>															
PHUKET	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	5	0	0	0
<b>TOTAL PHUKET</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>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL THAILAND</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>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TRINIDAD AND TOBAGO</b>															
TOBAGO	BRITISH AIRWAYS PLC	S	24	0	0	71	13	4	4	0	8	136	0	0	0
	MONARCH AIRLINES	C	4	0	0	25	25	50	0	0	0	34	25	52	4
<b>TOTAL TOBAGO</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>14</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>122</b>	<b>25</b>	<b>52</b>	<b>4</b>
<b>TOTAL TRINIDAD AND TOBAGO</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>14</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>122</b>	<b>25</b>	<b>52</b>	<b>4</b>
<b>TUNISIA</b>															
MONASTIR	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	3	75	18	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	25	13	0	0	0	14	88	12	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	30	0	0	0	0	9	56	42	16
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	25	0	0	0	11	50	26	8
<b>TOTAL MONASTIR</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>63</b>	<b>30</b>	<b>46</b>
TUNIS	GB AIRWAYS LTD	S	32	0	0	66	22	3	9	0	0	17	67	16	30
<b>TOTAL TUNIS</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>22</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>67</b>	<b>16</b>	<b>30</b>
<b>TOTAL TUNISIA</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>64</b>	<b>29</b>	<b>84</b>
<b>TURKEY</b>															
ANTALYA	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	2	43	35	7
<b>TOTAL ANTALYA</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>43</b>	<b>35</b>	<b>7</b>
<b>TOTAL TURKEY</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>43</b>	<b>35</b>	<b>7</b>
<b>UKRAINE</b>															
KIEV (BORISPOL)	UKRAINE INTERNATIONAL AIRLIN	S	40	0	0	95	5	0	0	0	0	2	63	24	40
<b>TOTAL KIEV (BORISPOL)</b>			<b>40</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>2</b>	<b>66</b>	<b>22</b>	<b>80</b>
<b>TOTAL UKRAINE</b>			<b>40</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>2</b>	<b>66</b>	<b>22</b>	<b>80</b>
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	112	0	0	79	14	6	1	0	0	10	80	11	56
<b>TOTAL DUBAI</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>11</b>	<b>56</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>11</b>	<b>56</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BRITISH AIRWAYS PLC	S	204	0	0	82	9	5	3	0	0	11	0	0	0
<b>TOTAL ABERDEEN</b>			<b>204</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>89</b>	<b>5</b>	<b>198</b>
BELFAST CITY	FLYBE.BRITISH EUROPEAN	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	FLYBE.BRITISH EUROPEAN	S	305	0	14	88	3	3	5	1	0	13	88	10	256
<b>TOTAL BELFAST CITY</b>			<b>307</b>	<b>0</b>	<b>14</b>	<b>88</b>	<b>3</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>88</b>	<b>10</b>	<b>256</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	74	1	10	68	14	11	8	0	0	19	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2003

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2002		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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 BELFAST INTERNATIONAL</b>			<b>74</b>	<b>1</b>	<b>10</b>	<b>68</b>	<b>14</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	0
<b>EDINBURGH</b>	BRITISH AIRWAYS PLC	S	289	0	1	77	12	8	3	0	0	12	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	256	0	12	67	14	9	9	1	0	20	66	22	117
<b>TOTAL EDINBURGH</b>			<b>545</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>13</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>80</b>	<b>11</b>	419
<b>GLASGOW</b>	BRITISH AIRWAYS PLC	S	293	0	1	87	6	5	1	0	0	7	0	0	0
<b>TOTAL GLASGOW</b>			<b>293</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>90</b>	<b>6</b>	296
<b>GUERNSEY</b>	CITY FLYER EXPRESS	S	152	0	0	66	17	11	5	1	0	19	80	13	137
	FLYBE.BRITISH EUROPEAN	S	195	0	0	91	3	2	1	3	0	12	83	12	169
<b>TOTAL GUERNSEY</b>			<b>347</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>82</b>	<b>12</b>	306
<b>INVERNESS</b>	BRITISH AIRWAYS CITIEXPRESS L	S	144	0	0	77	7	8	8	0	0	15	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	50	0	2	64	16	6	14	0	0	26	0	0	0
<b>TOTAL INVERNESS</b>			<b>194</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>9</b>	<b>7</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>86</b>	<b>9</b>	153
<b>ISLE OF MAN</b>	BA CITIEXPRESS (IOM) LTD	S	148	0	0	74	16	6	3	1	0	12	0	0	0
<b>TOTAL ISLE OF MAN</b>			<b>148</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>16</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	0
<b>JERSEY</b>	CITY FLYER EXPRESS	S	352	0	0	80	9	5	6	0	0	13	75	11	342
	FLYBE.BRITISH EUROPEAN	S	205	0	7	85	9	1	5	0	0	10	84	9	213
<b>TOTAL JERSEY</b>			<b>557</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>9</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>10</b>	555
<b>LEEDS BRADFORD</b>	BRITISH AIRWAYS CITIEXPRESS L	S	147	0	0	79	9	8	3	1	0	13	0	0	0
<b>TOTAL LEEDS BRADFORD</b>			<b>147</b>	<b>0</b>	<b>5</b>	<b>79</b>	<b>9</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>89</b>	<b>6</b>	144
<b>MANCHESTER</b>	ASTRAEUS LTD	C	7	0	0	57	0	43	0	0	0	19	0	0	0
	BRITISH AIRWAYS PLC	S	357	1	1	81	10	3	5	0	0	12	0	0	0
	MONARCH AIRLINES	C	2	2	0	100	0	0	0	0	0	0	36	42	14
	MY TRAVEL AIRWAYS UK	C	7	5	0	86	14	0	0	0	0	5	63	36	8
<b>TOTAL MANCHESTER</b>			<b>373</b>	<b>48</b>	<b>1</b>	<b>81</b>	<b>10</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>8</b>	406
<b>NEWCASTLE</b>	CITY FLYER EXPRESS	S	221	0	0	76	10	7	6	1	0	17	81	10	258
<b>TOTAL NEWCASTLE</b>			<b>221</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>81</b>	<b>10</b>	258
<b>NEWQUAY</b>	BRITISH AIRWAYS CITIEXPRESS L	S	33	0	0	67	18	12	3	0	0	14	71	15	123
<b>TOTAL NEWQUAY</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>18</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>15</b>	123
<b>PLYMOUTH</b>	BRITISH AIRWAYS CITIEXPRESS L	S	181	0	0	81	10	4	4	0	0	11	74	12	98
<b>TOTAL PLYMOUTH</b>			<b>181</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>12</b>	98
<b>TOTAL UNITED KINGDOM</b>			<b>3624</b>	<b>51</b>	<b>61</b>	<b>79</b>	<b>10</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>83</b>	<b>10</b>	3257
<b>USA</b>															
<b>ATLANTA</b>	BRITISH AIRWAYS PLC	S	56	0	0	86	5	4	5	0	0	10	91	5	56
	DELTA AIRLINES	S	56	2	0	68	14	7	11	0	0	20	86	7	112
<b>TOTAL ATLANTA</b>			<b>112</b>	<b>3</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>88</b>	<b>6</b>	168
<b>CHARLOTTE</b>	US AIRWAYS	S	54	0	2	80	7	0	6	7	0	28	75	15	56
<b>TOTAL CHARLOTTE</b>			<b>54</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>7</b>	<b>0</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>28</b>	<b>75</b>	<b>15</b>	56
<b>CINCINNATI</b>	DELTA AIRLINES	S	55	0	1	84	4	5	7	0	0	11	88	4	56
<b>TOTAL CINCINNATI</b>			<b>55</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>4</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>4</b>	56
<b>CLEVELAND</b>	CONTINENTAL AIRLINES	S	40	0	0	95	0	3	0	3	0	8	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2003

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2002		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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 CLEVELAND			40	0	0	95	0	3	0	3	0	8	0	0	0
DALLAS/FORT WORTH	AMERICAN AIRLINES	S	86	0	0	91	5	5	0	0	0	4	82	13	56
	BRITISH AIRWAYS PLC	S	50	0	4	82	10	6	2	0	0	7	89	6	56
TOTAL DALLAS/FORT WORTH			136	0	4	88	7	5	1	0	0	5	86	10	112
DETROIT	NORTHWEST AIRLINES	S	54	1	0	81	6	6	6	2	0	14	86	7	56
TOTAL DETROIT			54	1	0	81	6	6	6	2	0	14	86	7	56
FORT LAUDERDALE	BRITANNIA AIRWAYS	C	2	0	0	50	0	0	50	0	0	60	0	0	0
TOTAL FORT LAUDERDALE			2	0	0	50	0	0	50	0	0	60	0	0	0
HOUSTON	BRITISH AIRWAYS PLC	S	56	0	0	79	11	7	4	0	0	12	83	7	86
	CONTINENTAL AIRLINES	S	112	0	0	90	4	2	4	0	0	8	89	6	96
TOTAL HOUSTON			168	0	0	86	7	4	4	0	0	9	86	6	182
LAS VEGAS	VIRGIN ATLANTIC AIRWAYS LTD	S	16	0	0	94	6	0	0	0	0	5	75	10	16
TOTAL LAS VEGAS			16	0	0	94	6	0	0	0	0	5	75	10	16
MIAMI INTERNATIONAL	EUROPEAN AIR CHARTER	C	4	0	0	25	50	0	0	0	25	212	0	0	0
	MONARCH AIRLINES	C	4	0	0	0	50	25	25	0	0	48	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	56	0	0	84	13	0	4	0	0	9	73	11	56
TOTAL MIAMI INTERNATIONAL			64	0	0	75	17	2	5	0	2	24	73	11	56
MINNEAPOLIS-ST PAUL	NORTHWEST AIRLINES	S	43	0	0	79	7	2	9	2	0	20	83	7	40
TOTAL MINNEAPOLIS-ST PAUL			43	0	0	79	7	2	9	2	0	20	83	7	40
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	91	0	4	89	5	3	2	0	0	6	79	9	112
TOTAL NEW YORK (NEWARK)			92	0	4	88	5	3	3	0	0	8	79	9	112
ORLANDO	BRITISH AIRWAYS PLC	S	56	0	0	91	2	7	0	0	0	5	70	12	56
	VIRGIN ATLANTIC AIRWAYS LTD	S	112	0	0	88	6	4	2	0	0	6	70	14	112
TOTAL ORLANDO			168	0	0	89	5	5	1	0	0	6	70	13	168
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	52	1	4	83	6	6	2	4	0	16	86	11	56
TOTAL PHILADELPHIA INTERNATIONAL			52	2	4	83	6	6	2	4	0	16	86	11	56
RALEIGH	AMERICAN AIRLINES	S	56	0	0	93	5	0	0	2	0	7	77	10	56
TOTAL RALEIGH			56	0	0	93	5	0	0	2	0	7	77	10	56
SANFORD	BRITANNIA AIRWAYS	C	8	0	0	38	0	38	25	0	0	50	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	10	50	41	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	13	13	0	0	0	15	50	48	16
TOTAL SANFORD			24	0	0	67	4	21	8	0	0	25	50	45	24
ST LOUIS (LAMBERT)	AMERICAN AIRLINES	S	24	0	0	88	8	4	0	0	0	5	77	9	56
TOTAL ST LOUIS (LAMBERT)			24	0	0	88	8	4	0	0	0	5	77	9	56
TAMPA	BRITISH AIRWAYS PLC	S	40	0	0	80	10	5	5	0	0	11	96	5	24
TOTAL TAMPA			40	0	0	80	10	5	5	0	0	11	96	5	24
TUCSON	EUROPEAN AIR CHARTER	C	2	0	0	50	50	0	0	0	0	17	0	0	0
TOTAL TUCSON			2	0	0	50	50	0	0	0	0	17	0	0	0
TOTAL USA			1202	7	15	84	7	4	4	1	0	11	81	10	1434

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2003

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2002		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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)										
VIRGIN ISLANDS (U.S.A)															
ST THOMAS ISLANDS	FIRST CHOICE AIRWAYS LTD	C	4	0	0	75	0	0	25	0	0	25	50	15	4
TOTAL ST THOMAS ISLANDS			4	0	0	75	0	0	25	0	0	25	50	15	4
TOTAL VIRGIN ISLANDS (U.S.A)			4	0	0	75	0	0	25	0	0	25	50	15	4
ZIMBABWE															
HARARE	AIR ZIMBABWE	S	23	0	3	78	9	0	9	4	0	27	57	18	28
TOTAL HARARE			23	3	3	78	9	0	9	4	0	27	55	19	29
TOTAL ZIMBABWE			23	3	3	78	9	0	9	4	0	27	55	19	29
TOTAL GATWICK			15818	113	143	76	11	7	5	1	0	16	73	15	14910

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2003

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2002		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	LAUDA-AIR	C	8	0	0	63	0	13	25	0	0	24	0	0	0
TOTAL INNSBRUCK			8	0	0	63	0	13	25	0	0	24	0	0	0
SALZBURG	BRITANNIA AIRWAYS	C	8	0	0	63	13	13	0	13	0	37	63	15	8
TOTAL SALZBURG			8	0	0	63	13	13	0	13	0	37	63	15	8
TOTAL AUSTRIA			16	0	0	63	6	13	13	6	0	31	63	15	8
<b>BELGIUM</b>															
BRUSSELS	BRITISH AIRWAYS CITIEXPRESS L	S	18	0	0	67	11	6	17	0	0	29	0	0	0
TOTAL BRUSSELS			18	0	0	67	11	6	17	0	0	29	75	7	4
TOTAL BELGIUM			18	1	0	67	11	6	17	0	0	29	75	7	4
<b>CANADA</b>															
TORONTO	AIR TRANSAT	S	8	0	0	38	0	25	38	0	0	34	63	7	8
TOTAL TORONTO			8	0	0	38	0	25	38	0	0	34	63	7	8
TOTAL CANADA			8	0	0	38	0	25	38	0	0	34	63	7	8
<b>CYPRUS</b>															
PAPHOS	BRITANNIA AIRWAYS	C	8	0	0	88	0	0	13	0	0	12	63	20	8
	FIRST CHOICE AIRWAYS LTD	S	8	0	0	100	0	0	0	0	0	3	38	31	8
TOTAL PAPHOS			16	0	0	94	0	0	6	0	0	8	50	24	18
TOTAL CYPRUS			16	0	0	94	0	0	6	0	0	8	50	24	18
<b>CZECH REPUBLIC</b>															
PRAGUE	ASTRAEUS LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL PRAGUE			2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL CZECH REPUBLIC			2	0	0	100	0	0	0	0	0	0	0	0	0
<b>DENMARK</b>															
COPENHAGEN	BMI BRITISH MIDLAND	S	52	1	4	79	13	4	4	0	0	11	76	10	54
TOTAL COPENHAGEN			52	1	4	79	13	4	4	0	0	11	76	10	54
TOTAL DENMARK			52	1	4	79	13	4	4	0	0	11	76	10	54
<b>FRANCE</b>															
LE HAVRE	KLM CITYHOPPER	C	2	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL LE HAVRE			2	0	0	100	0	0	0	0	0	2	0	0	0
LYON	BRITANNIA AIRWAYS	C	8	0	0	75	13	13	0	0	0	13	57	22	7
TOTAL LYON			9	0	0	78	11	11	0	0	0	13	67	17	9
PARIS (CHARLES DE GAULLE)	AIR JET	C	3	0	0	67	0	33	0	0	0	21	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	99	0	0	71	14	6	8	1	0	19	0	0	0
TOTAL PARIS (CHARLES DE GAULLE)			103	0	9	71	14	7	8	1	0	19	85	10	122
TOULOUSE (BLAGNAC)	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	13	13	13	13	0	53	50	60	8
TOTAL TOULOUSE (BLAGNAC)			8	0	0	50	13	13	13	13	0	53	50	60	8



CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL FRANCE			122	1	9	70	13	7	7	2	0	20	82	13	139
GAMBIA															
BANJUL	FIRST CHOICE AIRWAYS LTD	C	8	0	0	25	38	25	13	0	0	29	0	0	0
TOTAL BANJUL			8	0	0	25	38	25	13	0	0	29	0	0	0
TOTAL GAMBIA			8	0	0	25	38	25	13	0	0	29	0	0	0
GERMANY															
FRANKFURT MAIN	BRITISH AIRWAYS CITIEXPRESS L	S	40	0	0	78	13	5	3	3	0	15	71	16	24
	BRITISH AIRWAYS PLC	S	14	0	1	71	0	14	14	0	0	20	50	18	18
	THOMAS COOK AIRLINES LTD	C	2	0	0	50	50	0	0	0	0	16	0	0	0
TOTAL FRANKFURT MAIN			56	1	1	75	11	7	5	2	0	16	73	13	62
MUNICH	BRITISH AIRWAYS CITIEXPRESS L	S	39	0	0	72	13	13	3	0	0	11	81	13	43
TOTAL MUNICH			39	0	0	72	13	13	3	0	0	11	81	13	43
STUTTGART	AERO LLOYD	C	2	0	0	100	0	0	0	0	0	2	0	0	0
	AIR CORDIAL LTD	C	2	0	0	100	0	0	0	0	0	6	0	0	0
	BRITANNIA AIRWAYS	C	3	0	0	67	0	33	0	0	0	18	0	0	0
	ELECTRA AIRLINES	C	2	0	0	50	50	0	0	0	0	13	0	0	0
	EXCEL AIRWAYS LTD	C	6	0	0	50	17	33	0	0	0	19	0	0	0
	HAPAG LLOYD FLUG	C	4	0	0	75	0	25	0	0	0	13	0	0	0
	MONARCH AIRLINES	C	3	0	0	67	33	0	0	0	0	6	0	0	0
	MY TRAVEL AIRWAYS UK	C	6	1	0	50	17	17	17	0	0	34	0	0	0
	SKYNET AIRLINES IRELAND	C	2	0	0	50	0	0	50	0	0	37	0	0	0
	TITAN AIRWAYS LTD	C	2	0	0	50	0	0	50	0	0	41	0	0	0
TOTAL STUTTGART			33	3	0	64	12	15	9	0	0	19	0	0	0
TOTAL GERMANY			128	4	1	71	12	11	5	1	0	16	76	13	105
ICELAND															
KEFLAVIK	ICELANDAIR	S	32	1	0	66	19	9	6	0	0	15	91	5	32
TOTAL KEFLAVIK			32	1	0	66	19	9	6	0	0	15	91	5	32
TOTAL ICELAND			32	1	0	66	19	9	6	0	0	15	91	5	32
IRISH REPUBLIC															
CORK	LOGANAIR	S	40	6	0	80	10	0	5	5	0	17	0	0	0
TOTAL CORK			40	6	0	80	10	0	5	5	0	17	84	14	38
DUBLIN	AER LINGUS	S	160	2	0	77	11	8	4	1	0	14	80	19	153
TOTAL DUBLIN			160	4	0	77	11	8	4	1	0	14	84	13	303
TOTAL IRISH REPUBLIC			200	10	0	78	11	6	4	2	0	14	84	13	341
ITALY															
MILAN (MALPENSA)	AZZURRA AIR	C	2	0	0	50	0	50	0	0	0	25	0	0	0
TOTAL MILAN (MALPENSA)			2	0	0	50	0	50	0	0	0	25	0	0	0
ROME (CIAMPINO)	ASTRAEUS LTD	C	2	0	0	100	0	0	0	0	0	8	0	0	0
TOTAL ROME (CIAMPINO)			2	0	0	100	0	0	0	0	0	8	0	0	0
TURIN	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	2	88	6	8

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2002		
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			Actual (7)	Plan (8)											
TOTAL TURIN			8	1	0	100	0	0	0	0	0	2	88	6	8
TOTAL ITALY			12	1	0	92	0	8	0	0	0	7	70	16	10
MALTA															
MALTA	AIR MALTA	S	8	0	0	63	13	0	25	0	0	29	75	10	12
	AIR MALTA	C	6	0	0	100	0	0	0	0	0	0	0	0	0
	MY TRAVEL AIRWAYS UK	C	6	0	0	83	0	17	0	0	0	9	0	0	0
TOTAL MALTA			20	0	0	80	5	5	10	0	0	14	75	10	12
TOTAL MALTA			20	0	0	80	5	5	10	0	0	14	75	10	12
NETHERLANDS															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	112	0	0	77	8	8	7	0	0	15	53	36	112
	KLM CITYHOPPER	S	215	0	0	73	11	8	7	0	0	16	0	0	0
	KLM CITYHOPPER	C	2	0	0	100	0	0	0	0	0	2	0	0	0
	TRANSAVIA	C	2	0	0	0	0	50	50	0	0	62	100	3	1
TOTAL AMSTERDAM			331	0	9	74	10	8	7	0	0	16	56	29	281
TOTAL NETHERLANDS			331	0	9	74	10	8	7	0	0	16	56	29	289
PORTUGAL(EXCLUDING MADEIRA)															
FARO	MONARCH AIRLINES	C	6	0	0	100	0	0	0	0	0	2	0	0	0
	MY TRAVEL AIRWAYS UK	C	6	0	0	67	33	0	0	0	0	11	0	29	6
TOTAL FARO			12	0	0	83	17	0	0	0	0	6	31	23	13
TOTAL PORTUGAL(EXCLUDING MADEIRA)			12	0	0	83	17	0	0	0	0	6	31	23	13
PORTUGAL(MADEIRA)															
FUNCHAL	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	13	25	0	0	0	18	75	7	8
TOTAL FUNCHAL			8	0	0	63	13	25	0	0	0	18	69	10	16
TOTAL PORTUGAL(MADEIRA)			8	0	0	63	13	25	0	0	0	18	69	10	16
SPAIN															
ALICANTE	BRITANNIA AIRWAYS	C	16	0	0	81	0	0	13	6	0	28	56	16	16
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	90	0	10	0	0	0	9	0	0	0
	MY TRAVEL AIRWAYS UK	C	14	0	0	93	7	0	0	0	0	3	29	61	14
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	3	88	5	8
TOTAL ALICANTE			48	0	0	88	4	2	4	2	0	13	53	30	38
BARCELONA	BRITISH AIRWAYS CITIEXPRESS L	S	20	0	0	70	5	15	10	0	0	21	0	0	0
TOTAL BARCELONA			20	0	1	70	5	15	10	0	0	21	92	4	24
MADRID	BRITISH AIRWAYS CITIEXPRESS L	S	11	0	0	55	18	9	18	0	0	36	0	0	0
	BRITISH AIRWAYS PLC	S	9	0	0	67	11	0	22	0	0	37	92	13	13
TOTAL MADRID			20	0	0	60	15	5	20	0	0	37	92	13	13
MALAGA	BRITANNIA AIRWAYS	C	8	0	0	50	50	0	0	0	0	10	69	12	16
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	7	100	0	2
	MY TRAVEL AIRWAYS UK	C	7	0	0	71	14	14	0	0	0	9	33	27	6
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	2	63	12	8
TOTAL MALAGA			31	0	0	74	23	3	0	0	0	7	70	12	40

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			Actual (7)	Plan (8)											
PALMA DE MALLORCA	BRITANNIA AIRWAYS	C	16	0	0	81	19	0	0	0	0	7	56	17	16
	MY TRAVEL AIRWAYS UK	C	11	0	0	82	0	9	9	0	12	25	32	4	
	SPANAIR	C	4	0	0	100	0	0	0	0	0	50	14	4	
<b>TOTAL PALMA DE MALLORCA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>50</b>	<b>19</b>	<b>24</b>	
SEVILLE	MONARCH AIRLINES	C	2	0	0	0	100	0	0	0	21	0	0	0	
<b>TOTAL SEVILLE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SPAIN</b>			<b>153</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>12</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>15</b>	<b>68</b>	<b>17</b>	<b>139</b>	
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	BRITANNIA AIRWAYS	C	8	0	0	75	13	13	0	0	8	75	10	8	
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	7	0	0	0	
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	13	25	0	13	42	100	7	8	
	THOMAS COOK AIRLINES LTD	C	12	0	0	100	0	0	0	0	2	88	4	8	
<b>TOTAL ARRECIFE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>13</b>	<b>84</b>	<b>7</b>	<b>32</b>	
FUERTEVENTURA	FIRST CHOICE AIRWAYS LTD	C	5	0	0	80	20	0	0	0	5	0	0	0	
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	25	0	0	0	11	50	15	8	
	THOMAS COOK AIRLINES LTD	C	5	0	0	100	0	0	0	0	0	0	0	0	
<b>TOTAL FUERTEVENTURA</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>6</b>	<b>50</b>	<b>15</b>	<b>8</b>	
LAS PALMAS	BRITANNIA AIRWAYS	C	8	0	0	50	13	38	0	0	18	0	0	0	
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	0	13	25	0	23	75	10	8	
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	25	0	25	75	9	8	
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	4	88	3	8	
	VOLAR AIRLINES	C	8	0	0	63	25	13	0	0	12	0	0	0	
<b>TOTAL LAS PALMAS</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>8</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>16</b>	<b>79</b>	<b>7</b>	<b>24</b>	
TENERIFE (SURREINA SOFIA)	BRITANNIA AIRWAYS	C	16	0	0	100	0	0	0	0	4	88	7	16	
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	88	6	6	0	0	7	0	0	0	
	FUTURA AIRLINES	C	6	0	0	33	33	33	0	0	30	47	77	17	
	MY TRAVEL AIRWAYS UK	C	16	0	0	69	13	13	6	0	18	44	35	16	
	SPANAIR	C	8	0	0	38	25	25	0	0	13	116	38	20	8
	THOMAS COOK AIRLINES LTD	C	19	0	0	89	5	5	0	0	4	89	2	19	
VOLAR AIRLINES	C	9	0	0	89	0	11	0	0	7	0	0	0		
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>19</b>	<b>68</b>	<b>25</b>	<b>92</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>9</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>16</b>	<b>72</b>	<b>18</b>	<b>156</b>
<b>SWITZERLAND</b>															
GENEVA	BRITANNIA AIRWAYS	C	8	0	0	13	0	13	63	13	0	93	13	44	8
	BRITISH AIRWAYS PLC	C	8	0	0	0	38	50	13	0	0	39	13	66	16
	FIRST CHOICE AIRWAYS LTD	C	7	0	0	71	29	0	0	0	10	0	0	0	
<b>TOTAL GENEVA</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>22</b>	<b>22</b>	<b>26</b>	<b>4</b>	<b>0</b>	<b>49</b>	<b>13</b>	<b>59</b>	<b>24</b>
<b>TOTAL SWITZERLAND</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>22</b>	<b>22</b>	<b>26</b>	<b>4</b>	<b>0</b>	<b>49</b>	<b>13</b>	<b>59</b>	<b>24</b>
<b>TUNISIA</b>															
MONASTIR	NOUVELAIR TUNISIE	C	5	0	0	60	0	40	0	0	19	0	91	2	
<b>TOTAL MONASTIR</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>91</b>	<b>2</b>	
<b>TOTAL TUNISIA</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>91</b>	<b>2</b>	

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			Actual (7)	Plan (8)											
<b>TURKEY</b>															
ANTALYA	EXCEL AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	7	0	0	0
<b>TOTAL ANTALYA</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 TURKEY</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>UNITED KINGDOM</b>															
BARRA	LOGANAIR	S	48	0	0	81	10	8	0	0	0	7	83	10	30
<b>TOTAL BARRA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>10</b>	<b>30</b>
BELFAST CITY	BRITISH AIRWAYS CITIEXPRESS L	S	139	0	0	67	3	9	21	1	0	29	0	0	0
<b>TOTAL BELFAST CITY</b>			<b>139</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>3</b>	<b>9</b>	<b>21</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>85</b>	<b>12</b>	<b>142</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	222	0	2	76	6	9	8	2	0	17	78	17	168
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>222</b>	<b>1</b>	<b>2</b>	<b>76</b>	<b>6</b>	<b>9</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>80</b>	<b>14</b>	<b>280</b>
BENBECULA	BRITISH AIRWAYS CITIEXPRESS L	S	45	1	0	64	2	16	16	2	0	31	0	0	0
<b>TOTAL BENBECULA</b>			<b>45</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>2</b>	<b>16</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>87</b>	<b>6</b>	<b>46</b>
BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS L	S	90	0	0	74	9	6	11	0	0	19	0	0	0
	BRITISH AIRWAYS PLC	S	83	0	5	84	4	7	4	1	0	13	90	7	153
	FLYBE.BRITISH EUROPEAN	S	276	0	0	79	9	8	3	1	0	12	83	11	154
<b>TOTAL BIRMINGHAM</b>			<b>449</b>	<b>0</b>	<b>5</b>	<b>79</b>	<b>8</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>86</b>	<b>9</b>	<b>307</b>
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	162	0	0	76	14	7	3	0	0	10	69	18	173
	EASYJET AIRLINE COMPANY LTD	S	151	0	0	62	17	15	5	1	0	18	0	0	0
<b>TOTAL BRISTOL</b>			<b>313</b>	<b>1</b>	<b>1</b>	<b>69</b>	<b>15</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>16</b>	<b>269</b>
CAMPBELTOWN	LOGANAIR	S	74	0	0	82	4	3	11	0	0	14	87	8	69
<b>TOTAL CAMPBELTOWN</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>4</b>	<b>3</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>87</b>	<b>8</b>	<b>69</b>
CARDIFF WALES	BMI BRITISH MIDLAND	S	92	0	4	67	20	10	3	0	0	13	0	0	0
<b>TOTAL CARDIFF WALES</b>			<b>92</b>	<b>0</b>	<b>4</b>	<b>67</b>	<b>20</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>51</b>	<b>19</b>	<b>115</b>
CITY OF DERRY (EGLINTON)	LOGANAIR	S	51	5	0	73	8	8	12	0	0	18	91	6	88
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>51</b>	<b>5</b>	<b>0</b>	<b>73</b>	<b>8</b>	<b>8</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>91</b>	<b>6</b>	<b>88</b>
GATWICK	BRITISH AIRWAYS PLC	S	293	0	1	88	8	2	1	0	0	5	0	0	0
<b>TOTAL GATWICK</b>			<b>293</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>91</b>	<b>6</b>	<b>296</b>
HEATHROW	BMI BRITISH MIDLAND	S	420	0	12	85	7	6	3	0	0	9	73	13	388
	BRITISH AIRWAYS PLC	S	604	0	0	80	9	9	2	0	0	10	71	16	579
<b>TOTAL HEATHROW</b>			<b>1024</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>72</b>	<b>15</b>	<b>967</b>
INVERNESS	LOGANAIR	S	86	0	0	80	5	5	8	2	0	16	77	14	83
<b>TOTAL INVERNESS</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>5</b>	<b>5</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>14</b>	<b>83</b>
ISLAY	LOGANAIR	S	88	0	0	78	7	5	10	0	0	14	74	22	77
<b>TOTAL ISLAY</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>7</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>22</b>	<b>77</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	71	0	0	82	6	6	6	1	0	16	72	24	60
<b>TOTAL ISLE OF MAN</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>72</b>	<b>24</b>	<b>60</b>
LEEDS BRADFORD	BMI REGIONAL	S	122	2	0	82	7	5	5	2	0	14	85	10	126

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2003

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2002		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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 LEEDS BRADFORD			122	2	0	82	7	5	5	2	0	14	85	10	126
LUTON	EASYJET AIRLINE COMPANY LTD	S	336	0	0	72	10	9	8	1	0	18	57	19	336
TOTAL LUTON			336	1	0	72	10	9	8	1	0	18	57	19	336
MANCHESTER	BMI REGIONAL	S	204	0	0	86	6	7	1	0	0	7	91	5	164
	BRITISH AIRWAYS CITIEXPRESS L	S	126	2	0	71	11	8	10	1	0	17	80	12	81
	BRITISH AIRWAYS PLC	S	40	0	6	70	3	3	25	0	0	28	55	18	119
TOTAL MANCHESTER			371	5	6	79	7	7	6	0	0	13	77	11	365
NOTTINGHAM EAST MIDLANDS INT'L	BMI BRITISH MIDLAND	S	146	0	6	85	7	3	5	0	0	9	91	5	173
	EASYJET AIRLINE COMPANY LTD	S	96	1	0	68	16	9	7	0	0	19	0	0	0
TOTAL NOTTINGHAM EAST MIDLANDS INT'L			242	1	6	78	10	6	6	0	0	13	91	5	173
PLYMOUTH	BRITISH AIRWAYS CITIEXPRESS L	S	6	0	0	83	0	17	0	0	0	11	50	11	2
TOTAL PLYMOUTH			6	0	0	83	0	17	0	0	0	11	50	11	2
SOUTHAMPTON	BRITISH AIRWAYS CITIEXPRESS L	S	184	0	0	75	15	8	2	0	0	10	0	0	0
TOTAL SOUTHAMPTON			184	0	0	75	15	8	2	0	0	10	70	13	162
STANSTED	EASYJET AIRLINE COMPANY LTD	S	246	1	0	65	17	10	8	1	0	20	0	0	0
TOTAL STANSTED			246	4	2	65	17	10	8	1	0	20	83	10	249
STORNOWAY	BRITISH AIRWAYS CITIEXPRESS L	S	85	0	0	66	7	12	15	0	0	24	0	0	0
TOTAL STORNOWAY			85	0	0	66	7	12	15	0	0	24	75	15	81
SUMBURGH	BRITISH AIRWAYS CITIEXPRESS L	S	46	0	0	72	9	11	9	0	0	20	0	0	0
	LOGANAIR	S	56	2	0	59	25	9	5	2	0	21	75	18	56
TOTAL SUMBURGH			102	2	0	65	18	10	7	1	0	20	76	15	102
TREE	LOGANAIR	S	48	0	0	67	10	15	8	0	0	18	80	13	46
TOTAL TREE			48	0	0	67	10	15	8	0	0	18	80	13	46
TOTAL UNITED KINGDOM			4737	29	39	77	9	8	6	0	0	14	76	13	4471
USA															
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	46	0	2	85	11	4	0	0	0	5	96	2	48
TOTAL NEW YORK (NEWARK)			46	0	2	85	11	4	0	0	0	5	96	2	48
TOTAL USA			47	0	2	85	11	4	0	0	0	5	84	6	56
TOTAL GLASGOW			6136	49	65	76	10	8	6	1	0	14	75	14	5899

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2003

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2002		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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>ALGERIA</b>															
ALGIERS	AIR ALGERIE	S	22	0	0	23	18	36	23	0	0	39	8	50	24
TOTAL ALGIERS			22	0	0	23	18	36	23	0	0	39	8	50	24
TOTAL ALGERIA			22	0	0	23	18	36	23	0	0	39	11	50	28
<b>ANGOLA</b>															
LUANDA	BRITISH AIRWAYS PLC	S	7	0	0	71	14	14	0	0	0	13	0	0	0
TOTAL LUANDA			7	0	0	71	14	14	0	0	0	13	0	0	0
TOTAL ANGOLA			7	0	0	71	14	14	0	0	0	13	0	0	0
<b>ARGENTINA</b>															
BUENOS AIRES	BRITISH AIRWAYS PLC	S	23	0	0	61	26	4	0	0	9	76	0	0	0
TOTAL BUENOS AIRES			23	0	0	61	26	4	0	0	9	76	0	0	0
TOTAL ARGENTINA			23	0	0	61	26	4	0	0	9	76	0	0	0
<b>ARMENIA</b>															
YEREVAN	BRITISH MEDITERRANEAN AIRWA	S	24	0	0	67	13	8	13	0	0	23	50	44	16
TOTAL YEREVAN			24	0	0	67	13	8	13	0	0	23	50	44	16
TOTAL ARMENIA			24	0	0	67	13	8	13	0	0	23	50	44	16
<b>AUSTRALIA</b>															
MELBOURNE	BRITISH AIRWAYS PLC	S	40	0	0	63	20	8	3	8	0	28	55	23	40
	QANTAS	S	65	1	0	43	32	17	6	2	0	29	34	62	41
TOTAL MELBOURNE			105	1	0	50	28	13	5	4	0	29	44	43	81
SYDNEY	BRITISH AIRWAYS PLC	S	111	2	2	71	12	9	5	2	2	34	57	31	152
	QANTAS	S	100	1	1	60	21	15	3	1	0	20	35	42	71
TOTAL SYDNEY			211	3	3	66	16	12	4	1	1	27	50	34	223
TOTAL AUSTRALIA			316	4	3	61	20	12	4	2	1	28	48	37	304
<b>AUSTRIA</b>															
VIENNA	AUSTRIAN AIRLINES	S	272	0	4	78	11	8	3	0	0	11	59	17	222
	BRITISH AIRWAYS PLC	S	222	0	0	86	9	5	0	0	0	8	67	17	222
TOTAL VIENNA			494	0	4	82	10	6	2	0	0	9	63	17	444
TOTAL AUSTRIA			494	0	4	82	10	6	2	0	0	9	63	17	444
<b>AZERBAIJAN</b>															
BAKU	BRITISH MEDITERRANEAN AIRWA	S	12	0	0	33	25	8	17	17	0	66	0	0	0
TOTAL BAKU			12	0	0	33	25	8	17	17	0	66	0	0	0
TOTAL AZERBAIJAN			12	0	0	33	25	8	17	17	0	66	0	0	0
<b>BAHRAIN</b>															
BAHRAIN	GULF AIR	S	72	0	0	83	8	4	4	0	0	10	67	15	39
TOTAL BAHRAIN			72	0	0	83	8	4	4	0	0	10	67	15	39
TOTAL BAHRAIN			72	0	0	83	8	4	4	0	0	10	67	15	39

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2003

		Reporting Airport: HEATHROW (Full Analysis)											FEB 2002			
ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							Average Delay (mins)	% 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						
			Actual (7)	Plan (8)												
<b>BANGLADESH</b>																
DACCA	BIMAN BANGLADESH AIRLINES	S	41	0	0	37	20	15	24	2	2	51	27	50	37	
	BRITISH AIRWAYS PLC	S	24	0	0	13	21	25	38	0	4	112	25	63	24	
<b>TOTAL DACCA</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>20</b>	<b>18</b>	<b>29</b>	<b>2</b>	<b>3</b>	<b>73</b>	<b>26</b>	<b>55</b>	<b>61</b>	
<b>TOTAL BANGLADESH</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>20</b>	<b>18</b>	<b>29</b>	<b>2</b>	<b>3</b>	<b>73</b>	<b>26</b>	<b>52</b>	<b>73</b>	
<b>BARBADOS</b>																
BRIDGETOWN	BRITISH AIRWAYS PLC	S	8	0	0	75	0	0	13	13	0	51	75	16	8	
<b>TOTAL BRIDGETOWN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>51</b>	<b>75</b>	<b>16</b>	<b>8</b>	
<b>TOTAL BARBADOS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>51</b>	<b>75</b>	<b>16</b>	<b>8</b>	
<b>BELGIUM</b>																
BRUSSELS	BMI BRITISH MIDLAND	S	330	0	1	82	9	8	1	0	0	8	65	16	268	
	BRITISH AIRWAYS PLC	S	477	0	0	84	9	6	1	0	0	8	57	20	336	
	UNITED AIRLINES	S	53	0	0	74	15	6	4	2	0	16	0	0	0	
<b>TOTAL BRUSSELS</b>			<b>860</b>	<b>1</b>	<b>1</b>	<b>82</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>65</b>	<b>17</b>	<b>1080</b>	
<b>TOTAL BELGIUM</b>			<b>860</b>	<b>1</b>	<b>1</b>	<b>82</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>65</b>	<b>17</b>	<b>1080</b>	
<b>BRAZIL</b>																
RIO DE JANEIRO (GALEAO)	BRITISH AIRWAYS PLC	S	56	0	0	88	7	2	4	0	0	8	88	8	48	
	VARIG	S	56	0	0	50	27	18	5	0	0	20	62	19	55	
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>14</b>	<b>103</b>	
<b>TOTAL BRAZIL</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>14</b>	<b>103</b>	
<b>BRUNEI</b>																
BANDAR SERI BEGAWAN	ROYAL BRUNEI AIRLINES	S	56	0	0	64	16	11	9	0	0	19	54	22	56	
<b>TOTAL BANDAR SERI BEGAWAN</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>16</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>54</b>	<b>22</b>	<b>56</b>	
<b>TOTAL BRUNEI</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>16</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>54</b>	<b>22</b>	<b>56</b>	
<b>BULGARIA</b>																
SOFIA	BRITISH AIRWAYS PLC	S	56	0	0	86	9	2	4	0	0	7	0	0	0	
<b>TOTAL SOFIA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL BULGARIA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>CANADA</b>																
CALGARY	AIR CANADA	S	56	0	0	39	23	18	16	0	4	45	64	27	64	
<b>TOTAL CALGARY</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>23</b>	<b>18</b>	<b>16</b>	<b>0</b>	<b>4</b>	<b>45</b>	<b>64</b>	<b>27</b>	<b>64</b>	
HALIFAX INT	AIR CANADA	S	50	0	0	56	12	12	16	2	2	49	66	19	50	
<b>TOTAL HALIFAX INT</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>12</b>	<b>12</b>	<b>16</b>	<b>2</b>	<b>2</b>	<b>49</b>	<b>66</b>	<b>19</b>	<b>50</b>	
MONTREAL (DORVAL)	AIR CANADA	S	56	0	0	61	25	5	7	2	0	23	60	45	60	
	BRITISH AIRWAYS PLC	S	55	0	1	65	13	9	11	0	2	41	73	23	56	
<b>TOTAL MONTREAL (DORVAL)</b>			<b>111</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>19</b>	<b>7</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>32</b>	<b>66</b>	<b>34</b>	<b>116</b>	
<b>OTTAWA INTERNATIONAL</b>	AIR CANADA	S	48	0	0	75	13	8	4	0	0	13	72	14	39	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2003

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2002		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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 OTTAWA INTERNATIONAL</b>			<b>48</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>13</b>	<b>72</b>	<b>14</b>	39
<b>TORONTO</b>	AIR CANADA	S	216	0	0	65	19	10	6	0	0	16	76	12	216
	BRITISH AIRWAYS PLC	S	110	1	0	55	14	15	13	0	4	62	66	20	112
<b>TOTAL TORONTO</b>			<b>326</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>17</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>31</b>	<b>73</b>	<b>15</b>	328
<b>VANCOUVER</b>	AIR CANADA	S	56	0	0	64	18	11	5	2	0	21	70	14	56
	BRITISH AIRWAYS PLC	S	55	0	0	44	22	20	13	2	0	28	71	15	56
<b>TOTAL VANCOUVER</b>			<b>111</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>20</b>	<b>15</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>71</b>	<b>14</b>	112
<b>TOTAL CANADA</b>			<b>702</b>	<b>1</b>	<b>1</b>	<b>59</b>	<b>18</b>	<b>12</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>31</b>	<b>70</b>	<b>19</b>	709
<b>CAYMAN ISLANDS</b>															
<b>GRAND CAYMAN</b>	BRITISH AIRWAYS PLC	S	32	0	0	59	19	13	9	0	0	25	75	12	24
<b>TOTAL GRAND CAYMAN</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>19</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>75</b>	<b>12</b>	24
<b>TOTAL CAYMAN ISLANDS</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>19</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>75</b>	<b>12</b>	24
<b>CHINA</b>															
<b>BEIJING</b>	AIR CHINA	S	32	0	0	59	13	19	9	0	0	18	33	31	24
	BRITISH AIRWAYS PLC	S	22	0	0	64	14	5	18	0	0	28	50	21	24
<b>TOTAL BEIJING</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>42</b>	<b>26</b>	48
<b>SHANGHAI (PU DONG)</b>	VIRGIN ATLANTIC AIRWAYS LTD	S	24	0	0	67	17	13	4	0	0	14	42	31	24
<b>TOTAL SHANGHAI (PU DONG)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>42</b>	<b>31</b>	24
<b>TOTAL CHINA</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>14</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>42</b>	<b>28</b>	72
<b>CROATIA</b>															
<b>ZAGREB</b>	BRITISH AIRWAYS PLC	S	32	0	0	88	6	3	3	0	0	7	0	0	0
	CROATIA AIRLINES	S	56	0	0	57	21	5	16	0	0	26	41	32	56
<b>TOTAL ZAGREB</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>5</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>41</b>	<b>32</b>	56
<b>TOTAL CROATIA</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>5</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>41</b>	<b>32</b>	56
<b>CYPRUS</b>															
<b>LARNACA</b>	BRITISH AIRWAYS PLC	S	56	0	0	77	21	2	0	0	0	9	41	23	56
	CYPRUS AIRWAYS	S	104	0	0	75	13	9	3	0	0	13	42	27	91
<b>TOTAL LARNACA</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>41</b>	<b>26</b>	147
<b>TOTAL CYPRUS</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>40</b>	<b>27</b>	151
<b>CZECH REPUBLIC</b>															
<b>PRAGUE</b>	BRITISH AIRWAYS PLC	S	166	0	0	67	19	10	3	1	0	16	53	28	166
	CSA	S	112	2	0	80	13	0	6	0	0	12	42	26	112
<b>TOTAL PRAGUE</b>			<b>278</b>	<b>2</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>49</b>	<b>27</b>	278
<b>TOTAL CZECH REPUBLIC</b>			<b>278</b>	<b>2</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>49</b>	<b>27</b>	278
<b>DENMARK</b>															
<b>COPENHAGEN</b>	BRITISH AIRWAYS PLC	S	270	0	0	78	12	10	0	0	0	10	61	22	270
	SAS	S	374	0	1	87	6	6	1	0	0	7	70	16	354
	VARIG	S	24	0	0	58	8	21	13	0	0	25	42	34	24



## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2003

		Reporting Airport: HEATHROW (Full Analysis)											FEB 2002		
		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 COPENHAGEN			668	0	1	82	9	8	1	0	0	8	65	19	648
TOTAL DENMARK			668	0	1	82	9	8	1	0	0	8	65	19	648
EGYPT															
CAIRO	BRITISH AIRWAYS PLC	S	57	0	0	67	14	9	5	5	0	27	75	10	56
	EGYPT AIR	S	58	0	0	19	21	40	19	2	0	42	11	83	56
TOTAL CAIRO			115	0	0	43	17	24	12	3	0	34	43	46	112
LUXOR	EGYPT AIR	S	6	0	0	0	0	0	67	0	33	197	0	176	8
TOTAL LUXOR			6	0	0	0	0	0	67	0	33	197	0	176	8
SHARM EL SHEIKH (OPHIRA)	EGYPT AIR	S	8	0	0	75	13	13	0	0	0	8	0	0	0
TOTAL SHARM EL SHEIKH (OPHIRA)			8	0	0	75	13	13	0	0	0	8	0	0	0
TOTAL EGYPT			129	0	0	43	16	22	14	3	2	40	40	55	120
ETHIOPIA															
ADDIS ABABA	BRITISH MEDITERRANEAN AIRWA	S	24	0	0	63	8	8	17	4	0	32	50	34	16
	ETHIOPIAN AIRLINES	S	32	0	0	28	9	31	31	0	0	46	41	33	32
TOTAL ADDIS ABABA			56	0	0	43	9	21	25	2	0	40	44	33	48
TOTAL ETHIOPIA			56	0	0	43	9	21	25	2	0	40	44	33	48
FED REP YUGO SERBIA M'ENEGRO															
BELGRADE	JATAIRWAYS	S	48	0	0	48	21	13	15	4	0	42	40	29	40
TOTAL BELGRADE			48	0	0	48	21	13	15	4	0	42	40	29	40
TOTAL FED REP YUGO SERBIA M'ENEGRO			48	0	0	48	21	13	15	4	0	42	40	29	40
FINLAND															
HELSINKI	BRITISH AIRWAYS PLC	S	112	0	0	83	10	6	1	0	0	8	55	26	108
	FINNAIR	S	208	0	0	85	10	3	2	0	0	7	54	25	200
TOTAL HELSINKI			320	0	0	84	10	4	2	0	0	7	54	25	308
TOTAL FINLAND			320	0	0	84	10	4	2	0	0	7	54	25	308
FRANCE															
LYON	BRITISH AIRWAYS PLC	S	176	0	0	73	19	6	2	0	0	12	60	20	180
	FLYBE.BRITISH EUROPEAN	S	156	0	0	89	6	4	1	0	0	6	76	10	152
TOTAL LYON			332	0	0	80	13	5	2	0	0	9	67	16	332
NICE	BMI BRITISH MIDLAND	S	112	0	0	87	11	3	0	0	0	6	58	19	112
	BRITISH AIRWAYS PLC	S	222	1	0	81	11	5	3	0	0	10	58	18	223
TOTAL NICE			334	1	0	83	11	4	2	0	0	9	58	18	335
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	633	0	0	58	17	17	8	0	0	21	42	30	710
	BMI BRITISH MIDLAND	S	314	0	0	79	10	8	3	0	0	11	60	20	268
	BRITISH AIRWAYS PLC	S	586	0	0	78	13	7	2	0	0	10	69	17	626
TOTAL PARIS (CHARLES DE GAULLE)			1533	2	0	70	14	11	5	0	0	15	55	23	1604
TOULOUSE (BLAGNAC)	FLYBE.BRITISH EUROPEAN	S	150	0	0	78	12	9	1	0	0	9	61	16	150
TOTAL TOULOUSE (BLAGNAC)			150	0	0	78	12	9	1	0	0	9	61	16	150

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2003

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2002		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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 FRANCE</b>			<b>2349</b>	<b>5</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>58</b>	<b>21</b>	<b>2421</b>
<b>GERMANY</b>															
BERLIN (TEGEL)	BRITISH AIRWAYS PLC	S	278	0	0	83	11	4	3	0	0	9	59	22	330
<b>TOTAL BERLIN (TEGEL)</b>			<b>278</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>59</b>	<b>22</b>	<b>330</b>
COLOGNE (BONN)	BRITISH AIRWAYS PLC	S	168	0	0	84	8	5	2	1	0	10	56	22	194
	LUFTHANSA CITY LINE	S	162	0	0	86	7	5	1	0	0	6	0	0	0
<b>TOTAL COLOGNE (BONN)</b>			<b>330</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>49</b>	<b>24</b>	<b>356</b>
DUSSELDORF	BRITISH AIRWAYS PLC	S	270	0	0	77	13	6	4	0	0	15	65	18	264
	LUFTHANSA	S	224	0	0	87	5	6	3	0	0	8	81	9	276
<b>TOTAL DUSSELDORF</b>			<b>494</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>13</b>	<b>540</b>
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	498	0	0	78	14	6	2	0	0	10	62	19	324
	LUFTHANSA	S	557	0	1	81	12	4	3	0	0	10	62	16	555
<b>TOTAL FRANKFURT MAIN</b>			<b>1055</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>62</b>	<b>17</b>	<b>879</b>
HAMBURG	BRITISH AIRWAYS PLC	S	223	0	0	79	13	5	3	0	0	10	60	23	210
	LUFTHANSA	S	182	0	2	90	6	4	0	0	0	4	83	10	215
	LUFTHANSA CITY LINE	S	40	0	0	85	5	10	0	0	0	6	0	0	0
<b>TOTAL HAMBURG</b>			<b>445</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>72</b>	<b>16</b>	<b>425</b>
HANOVER	BMI BRITISH MIDLAND	S	152	0	2	85	4	4	7	0	0	11	67	16	168
<b>TOTAL HANOVER</b>			<b>152</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>4</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>67</b>	<b>16</b>	<b>168</b>
MUNICH	BRITISH AIRWAYS PLC	S	268	1	0	77	12	6	4	0	0	12	59	19	324
	LUFTHANSA	S	332	0	3	81	8	7	4	0	0	10	77	11	332
<b>TOTAL MUNICH</b>			<b>600</b>	<b>2</b>	<b>3</b>	<b>79</b>	<b>10</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>68</b>	<b>15</b>	<b>656</b>
STUTTART	BRITISH AIRWAYS PLC	S	166	0	0	80	13	4	4	0	0	10	61	20	206
	LUFTHANSA CITY LINE	S	165	0	0	72	15	8	4	2	0	15	0	0	0
<b>TOTAL STUTTART</b>			<b>331</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>61</b>	<b>19</b>	<b>308</b>
<b>TOTAL GERMANY</b>			<b>3685</b>	<b>5</b>	<b>8</b>	<b>81</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>65</b>	<b>17</b>	<b>3662</b>
<b>GHANA</b>															
ACCRA	BRITISH AIRWAYS PLC	S	55	0	0	64	22	9	5	0	0	16	73	12	40
	GHANA AIRWAYS	S	22	0	0	5	41	36	14	5	0	52	0	138	24
<b>TOTAL ACCRA</b>			<b>77</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>27</b>	<b>17</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>45</b>	<b>59</b>	<b>64</b>
<b>TOTAL GHANA</b>			<b>77</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>27</b>	<b>17</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>45</b>	<b>59</b>	<b>64</b>
<b>GREECE</b>															
ATHENS	BRITISH AIRWAYS PLC	S	166	0	0	86	12	2	1	0	0	6	64	17	102
	OLYMPIC AIRWAYS	S	118	1	8	71	15	8	5	0	0	15	49	24	134
<b>TOTAL ATHENS</b>			<b>284</b>	<b>1</b>	<b>8</b>	<b>80</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>55</b>	<b>21</b>	<b>261</b>
<b>TOTAL GREECE</b>			<b>284</b>	<b>1</b>	<b>8</b>	<b>80</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>55</b>	<b>21</b>	<b>261</b>
<b>HONG KONG</b>															
HONG KONG (CHEP LAP KOK)	BRITISH AIRWAYS PLC	S	108	1	0	82	9	6	2	1	0	10	84	10	56
	CATHAY PACIFIC AIRWAYS	S	137	7	7	88	7	2	2	0	0	6	77	11	112
	VIRGIN ATLANTIC AIRWAYS LTD	S	56	0	0	89	5	2	4	0	0	5	71	13	56

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ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2003

		Reporting Airport: HEATHROW (Full Analysis)											FEB 2002		
		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 HONG KONG (CHEP LAP KOK)			301	8	7	86	8	3	2	0	0	7	77	11	224
TOTAL HONG KONG			301	8	7	86	8	3	2	0	0	7	77	11	224
<b>HUNGARY</b>															
BUDAPEST	BRITISH AIRWAYS PLC	S	112	0	0	81	6	7	4	1	1	16	59	23	111
	MALEV (HUNGARIAN AIRLINES)	S	112	0	0	80	12	3	5	0	0	11	70	15	110
TOTAL BUDAPEST			224	0	0	81	9	5	4	0	0	14	64	19	221
TOTAL HUNGARY			224	0	0	81	9	5	4	0	0	14	64	19	221
<b>ICELAND</b>															
KEFLAVIK	ICELANDAIR	S	80	0	0	64	19	13	5	0	0	18	73	17	80
TOTAL KEFLAVIK			80	0	0	64	19	13	5	0	0	18	73	17	80
TOTAL ICELAND			80	0	0	64	19	13	5	0	0	18	73	17	80
<b>INDIA</b>															
CALCUTTA	BRITISH AIRWAYS PLC	S	16	0	0	13	19	38	19	13	0	71	19	79	16
TOTAL CALCUTTA			16	0	0	13	19	38	19	13	0	71	19	79	16
DELHI	BRITISH AIRWAYS PLC	S	55	1	1	47	35	11	7	0	0	19	14	44	56
	VIRGIN ATLANTIC AIRWAYS LTD	S	20	0	0	30	10	50	10	0	0	34	25	42	16
TOTAL DELHI			75	1	1	43	28	21	8	0	0	23	17	44	72
MADRAS/CHENNAI	BRITISH AIRWAYS PLC	S	16	0	0	63	6	13	19	0	0	25	75	11	16
TOTAL MADRAS/CHENNAI			16	0	0	63	6	13	19	0	0	25	75	11	16
MUMBAI	AIR INDIA	S	88	0	0	33	24	22	15	6	1	50	10	72	80
	BRITISH AIRWAYS PLC	S	56	0	0	73	16	5	5	0	0	15	41	23	56
TOTAL MUMBAI			144	0	0	49	21	15	11	3	1	36	23	52	136
TOTAL INDIA			251	1	1	45	22	18	11	3	0	34	24	49	240
<b>IRAN</b>															
TEHRAN	BRITISH MEDITERRANEAN AIRWA	S	32	0	0	59	22	3	9	6	0	33	58	43	24
	IRAN AIR	S	24	0	0	58	33	8	0	0	0	16	75	13	24
TOTAL TEHRAN			56	0	0	59	27	5	5	4	0	25	67	28	48
TOTAL IRAN			56	0	0	59	27	5	5	4	0	25	67	28	48
<b>IRISH REPUBLIC</b>															
CORK	AER LINGUS	S	168	0	0	82	13	4	1	0	0	8	73	16	168
TOTAL CORK			168	0	0	82	13	4	1	0	0	8	73	16	168
DUBLIN	AER LINGUS	S	700	2	3	69	21	7	3	0	0	12	60	28	691
	BMI BRITISH MIDLAND	S	438	0	0	76	15	6	3	0	0	10	79	12	491
TOTAL DUBLIN			1138	2	3	72	18	7	3	0	0	12	68	22	1182
SHANNON	AER LINGUS	S	168	0	0	77	15	5	3	0	0	9	55	37	167
TOTAL SHANNON			168	0	0	77	15	5	3	0	0	9	55	37	167
TOTAL IRISH REPUBLIC			1474	2	3	74	17	6	3	0	0	11	67	23	1517

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>ISRAEL</b>															
OVDA	EL AL	S	8	0	0	100	0	0	0	0	0	2	47	21	15
<b>TOTAL OVDA</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>47</b>	<b>21</b>	<b>15</b>
TEL AVIV	BRITISH AIRWAYS PLC	S	108	1	0	74	12	7	6	0	0	15	54	23	112
	EL AL	S	91	0	1	85	12	1	2	0	0	8	59	15	79
<b>TOTAL TEL AVIV</b>			<b>199</b>	<b>1</b>	<b>1</b>	<b>79</b>	<b>12</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>57</b>	<b>19</b>	<b>191</b>
<b>TOTAL ISRAEL</b>			<b>207</b>	<b>1</b>	<b>1</b>	<b>80</b>	<b>12</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>56</b>	<b>20</b>	<b>206</b>
<b>ITALY</b>															
MILAN (LINATE)	ALITALIA	S	156	0	0	78	12	7	3	0	0	9	54	20	148
	BMI BRITISH MIDLAND	S	158	0	0	87	6	5	1	0	0	7	66	16	158
	BRITISH AIRWAYS PLC	S	166	0	0	69	17	9	4	1	0	17	43	32	168
<b>TOTAL MILAN (LINATE)</b>			<b>480</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>54</b>	<b>23</b>	<b>474</b>
MILAN (MALPENSA)	ALITALIA	S	277	0	0	49	24	19	8	0	0	22	41	31	271
	BRITISH AIRWAYS PLC	S	168	0	0	70	19	7	4	0	0	13	45	25	164
<b>TOTAL MILAN (MALPENSA)</b>			<b>445</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>22</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>43</b>	<b>28</b>	<b>435</b>
ROME (FIUMICINO)	ALITALIA	S	278	0	6	46	16	26	11	0	0	27	45	27	279
	BRITISH AIRWAYS PLC	S	278	0	0	65	18	12	5	0	0	16	61	20	273
<b>TOTAL ROME (FIUMICINO)</b>			<b>556</b>	<b>0</b>	<b>6</b>	<b>56</b>	<b>17</b>	<b>19</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>53</b>	<b>23</b>	<b>552</b>
<b>TOTAL ITALY</b>			<b>1481</b>	<b>0</b>	<b>6</b>	<b>63</b>	<b>17</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>50</b>	<b>25</b>	<b>1468</b>
<b>JAMAICA</b>															
KINGSTON	AIR JAMAICA	S	40	0	0	33	23	35	10	0	0	33	63	35	40
<b>TOTAL KINGSTON</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>23</b>	<b>35</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>63</b>	<b>35</b>	<b>40</b>
MONTEGO BAY	AIR JAMAICA	S	24	0	0	38	13	29	21	0	0	36	0	0	0
<b>TOTAL MONTEGO BAY</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>29</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL JAMAICA</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>19</b>	<b>33</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>63</b>	<b>35</b>	<b>40</b>
<b>JAPAN</b>															
OSAKA (KANSAI)	JAPAN AIRLINES	S	56	0	0	86	13	2	0	0	0	5	50	29	56
<b>TOTAL OSAKA (KANSAI)</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>50</b>	<b>29</b>	<b>56</b>
TOKYO (NARITA)	AEROFLOT	S	16	0	0	56	25	19	0	0	0	17	6	48	16
	ALL NIPPON AIRWAYS	S	56	1	0	91	7	2	0	0	0	4	70	12	56
	BRITISH AIRWAYS PLC	S	109	0	0	70	14	8	6	2	0	18	64	16	98
	JAPAN AIRLINES	S	92	0	0	84	11	1	3	1	0	11	73	13	56
	VIRGIN ATLANTIC AIRWAYS LTD	S	50	6	6	74	16	6	4	0	0	11	63	22	56
<b>TOTAL TOKYO (NARITA)</b>			<b>323</b>	<b>7</b>	<b>6</b>	<b>77</b>	<b>13</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>17</b>	<b>282</b>
<b>TOTAL JAPAN</b>			<b>379</b>	<b>7</b>	<b>6</b>	<b>79</b>	<b>13</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>61</b>	<b>19</b>	<b>338</b>
<b>JORDAN</b>															
AMMAN	BRITISH MEDITERRANEAN AIRWA	S	37	0	0	68	5	14	11	3	0	22	65	23	48
	ROYAL JORDANIAN	S	56	0	0	70	11	13	4	4	0	23	54	28	56
<b>TOTAL AMMAN</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>10</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>59</b>	<b>26</b>	<b>104</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2003

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2002		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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 JORDAN			94	0	0	68	10	13	6	3	0	23	59	26	104
KAZAKHSTAN															
ALMA ATA	BRITISH MEDITERRANEAN AIRWA	S	23	1	0	35	13	30	9	9	4	66	50	42	24
TOTAL ALMA ATA			23	1	0	35	13	30	9	9	4	66	50	42	24
TOTAL KAZAKHSTAN			23	1	0	35	13	30	9	9	4	66	50	42	24
KENYA															
NAIROBI	BRITISH AIRWAYS PLC	S	31	0	0	87	13	0	0	0	0	6	88	6	8
	KENYA AIRWAYS	S	56	0	0	73	14	7	2	2	2	20	89	6	56
TOTAL NAIROBI			87	0	0	78	14	5	1	1	1	15	89	6	64
TOTAL KENYA			87	0	0	78	14	5	1	1	1	15	89	6	64
KUWAIT															
KUWAIT	BRITISH AIRWAYS PLC	S	54	0	0	74	17	7	2	0	0	10	89	6	56
	KUWAIT AIRWAYS	S	55	1	1	58	25	13	2	2	0	19	41	23	56
TOTAL KUWAIT			109	1	1	66	21	10	2	1	0	15	65	15	112
TOTAL KUWAIT			109	1	1	66	21	10	2	1	0	15	65	15	112
KYRGYZSTAN															
BISHKEK (FRUNZE)	BRITISH MEDITERRANEAN AIRWA	S	20	0	0	50	10	10	25	5	0	42	80	10	15
TOTAL BISHKEK (FRUNZE)			20	0	0	50	10	10	25	5	0	42	80	10	15
TOTAL KYRGYZSTAN			20	0	0	50	10	10	25	5	0	42	80	10	15
LATVIA															
RIGA	BRITISH AIRWAYS PLC	S	40	0	0	65	18	15	3	0	0	14	0	0	0
TOTAL RIGA			40	0	0	65	18	15	3	0	0	14	0	0	0
TOTAL LATVIA			40	0	0	65	18	15	3	0	0	14	0	0	0
LEBANON															
BEIRUT	BRITISH MEDITERRANEAN AIRWA	S	5	0	0	20	20	40	0	20	0	85	69	25	16
	MEA	S	40	0	0	73	15	8	5	0	0	13	40	24	40
TOTAL BEIRUT			45	0	0	67	16	11	4	2	0	21	48	24	56
TOTAL LEBANON			45	0	0	67	16	11	4	2	0	21	48	24	56
LIBYA															
BENGHAZI	LIBYAN ARAB AIRLINES	S	8	0	0	63	0	25	13	0	0	17	75	7	4
TOTAL BENGHAZI			8	0	0	63	0	25	13	0	0	17	75	7	4
TRIPOLI	BRITISH AIRWAYS PLC	S	24	0	0	83	4	13	0	0	0	10	0	0	0
	LIBYAN ARAB AIRLINES	S	16	0	0	50	25	25	0	0	0	16	63	36	16
TOTAL TRIPOLI			40	0	0	70	13	18	0	0	0	13	63	36	16
TOTAL LIBYA			48	0	0	69	10	19	2	0	0	13	65	30	20
LUXEMBOURG															
LUXEMBOURG	LUXAIR	S	112	0	0	72	23	4	0	0	0	9	56	16	112

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ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2003

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2002		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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 LUXEMBOURG			112	0	0	72	23	4	0	0	0	9	56	16	112
TOTAL LUXEMBOURG			112	0	0	72	23	4	0	0	0	9	56	16	112
<b>MALAWI</b>															
LILONGWE	BRITISH AIRWAYS PLC	S	8	0	0	63	0	13	13	13	0	56	75	12	8
TOTAL LILONGWE			8	0	0	63	0	13	13	13	0	56	75	12	8
TOTAL MALAWI			8	0	0	63	0	13	13	13	0	56	75	12	8
<b>MALAYSIA</b>															
KUALA LUMPUR (SEPANG)	MALAYSIAN AIRLINES SYSTEM-MA	S	144	0	0	71	13	14	1	1	0	13	58	17	144
TOTAL KUALA LUMPUR (SEPANG)			144	0	0	71	13	14	1	1	0	13	58	17	144
TOTAL MALAYSIA			144	0	0	71	13	14	1	1	0	13	58	17	144
<b>MALTA</b>															
MALTA	AIR MALTA	S	112	0	0	70	16	10	4	0	0	14	66	15	112
TOTAL MALTA			112	0	0	70	16	10	4	0	0	14	66	15	112
TOTAL MALTA			112	0	0	70	16	10	4	0	0	14	66	15	112
<b>MAURITIUS</b>															
MAURITIUS	AIR MAURITIUS LTD	S	32	0	0	13	19	41	22	0	6	81	25	48	24
	BRITISH AIRWAYS PLC	S	23	1	1	35	22	30	4	4	4	69	0	0	0
TOTAL MAURITIUS			55	1	1	22	20	36	15	2	5	76	25	48	24
TOTAL MAURITIUS			55	1	1	22	20	36	15	2	5	76	25	48	24
<b>MEXICO</b>															
MEXICO CITY	BRITISH AIRWAYS PLC	S	24	0	0	46	29	17	8	0	0	20	54	22	24
TOTAL MEXICO CITY			24	0	0	46	29	17	8	0	0	20	54	22	24
TOTAL MEXICO			24	0	0	46	29	17	8	0	0	20	54	22	24
<b>MOROCCO</b>															
CASABLANCA MOHAMED V	ROYAL AIR MAROC	S	56	1	0	66	16	13	5	0	0	18	42	30	36
TOTAL CASABLANCA MOHAMED V			56	1	0	66	16	13	5	0	0	18	43	30	44
MARRAKESH	GB AIRWAYS LTD	S	56	0	0	46	34	14	5	0	0	19	43	31	47
TOTAL MARRAKESH			56	0	0	46	34	14	5	0	0	19	43	31	67
TOTAL MOROCCO			112	1	0	56	25	13	5	0	0	18	43	30	111
<b>NATIONALIST CHINA (TAIWAN)</b>															
TAIPEI	EVA AIR	S	32	0	0	81	9	3	0	3	3	34	63	10	24
TOTAL TAIPEI			32	0	0	81	9	3	0	3	3	34	75	16	48
TOTAL NATIONALIST CHINA (TAIWAN)			32	0	0	81	9	3	0	3	3	34	75	16	48
<b>NETHERLANDS</b>															
AMSTERDAM	BMI BRITISH MIDLAND	S	429	0	0	75	14	8	4	0	0	13	60	23	473
	BRITISH AIRWAYS PLC	S	373	0	1	77	12	7	3	0	0	11	51	30	428
	KLM	S	464	0	0	80	11	7	2	0	0	10	58	27	448

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ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2003

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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 AMSTERDAM</b>			<b>1266</b>	<b>1</b>	<b>1</b>	<b>77</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>56</b>	<b>26</b>	<b>1349</b>
EINDHOVEN	HOLLANDEXEL	S	80	0	0	79	13	6	3	0	0	10	31	35	80
<b>TOTAL EINDHOVEN</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>31</b>	<b>35</b>	<b>80</b>
ROTTERDAM	KLM	S	176	0	2	95	3	1	1	0	0	4	57	20	180
	KLM CITYHOPPER	S	8	0	0	88	0	13	0	0	0	7	0	0	0
<b>TOTAL ROTTERDAM</b>			<b>184</b>	<b>0</b>	<b>2</b>	<b>95</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>57</b>	<b>20</b>	<b>180</b>
<b>TOTAL NETHERLANDS</b>			<b>1530</b>	<b>1</b>	<b>3</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>55</b>	<b>26</b>	<b>1609</b>
<b>NEW ZEALAND</b>															
AUCKLAND INTERNATIONAL	AIR NEW ZEALAND LTD	S	54	2	2	72	22	4	2	0	0	11	70	14	56
<b>TOTAL AUCKLAND INTERNATIONAL</b>			<b>54</b>	<b>2</b>	<b>2</b>	<b>72</b>	<b>22</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>14</b>	<b>56</b>
<b>TOTAL NEW ZEALAND</b>			<b>54</b>	<b>2</b>	<b>2</b>	<b>72</b>	<b>22</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>14</b>	<b>56</b>
<b>NIGERIA</b>															
ABUJA	BRITISH AIRWAYS PLC	S	40	1	0	78	15	0	3	0	5	58	0	0	0
<b>TOTAL ABUJA</b>			<b>40</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>15</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>58</b>	<b>0</b>	<b>0</b>	<b>0</b>
LAGOS	BRITISH AIRWAYS PLC	S	55	0	0	62	16	13	7	2	0	22	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	44	1	3	73	14	11	2	0	0	14	28	34	32
<b>TOTAL LAGOS</b>			<b>99</b>	<b>1</b>	<b>11</b>	<b>67</b>	<b>15</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>20</b>	<b>43</b>	<b>46</b>
<b>TOTAL NIGERIA</b>			<b>139</b>	<b>2</b>	<b>11</b>	<b>70</b>	<b>15</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>30</b>	<b>20</b>	<b>43</b>	<b>46</b>
<b>NORWAY</b>															
OSLO (GARDERMOEN)	BRITISH AIRWAYS PLC	S	222	0	0	66	22	10	2	0	0	13	58	22	222
	SAS	S	272	0	0	76	11	8	5	0	0	11	56	29	262
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>494</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>57</b>	<b>26</b>	<b>484</b>
STAVANGER	SAS	S	48	0	0	94	2	4	0	0	0	3	48	31	48
<b>TOTAL STAVANGER</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>48</b>	<b>31</b>	<b>48</b>
<b>TOTAL NORWAY</b>			<b>542</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>56</b>	<b>26</b>	<b>532</b>
<b>OMAN</b>															
MUSCAT	BRITISH AIRWAYS PLC	S	46	1	0	83	9	2	7	0	0	10	77	10	48
	GULF AIR	S	52	0	0	79	10	8	4	0	0	12	63	24	16
<b>TOTAL MUSCAT</b>			<b>98</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>13</b>	<b>64</b>
<b>TOTAL OMAN</b>			<b>98</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>13</b>	<b>64</b>
<b>PAKISTAN</b>															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	18	0	0	50	6	33	11	0	0	24	19	79	27
<b>TOTAL ISLAMABAD</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>6</b>	<b>33</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>19</b>	<b>79</b>	<b>27</b>
KARACHI	PAKISTAN INTL AIRLINES	S	24	0	0	67	17	13	4	0	0	14	25	32	28
<b>TOTAL KARACHI</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>25</b>	<b>32</b>	<b>28</b>
LAHORE	PAKISTAN INTL AIRLINES	S	25	0	0	16	36	32	16	0	0	43	7	88	15
<b>TOTAL LAHORE</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>36</b>	<b>32</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>7</b>	<b>88</b>	<b>15</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2003

		Reporting Airport: HEATHROW (Full Analysis)											FEB 2002		
		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 PAKISTAN			67	0	0	43	21	25	10	0	0	28	19	62	70
POLAND															
WARSAW	BRITISH AIRWAYS PLC	S	166	0	0	86	7	7	1	0	0	6	57	21	161
	LOT-POLISH AIRLINES	S	168	1	0	85	9	4	3	0	0	9	59	21	165
TOTAL WARSAW			334	1	0	85	8	5	2	0	0	8	58	21	326
TOTAL POLAND			335	2	0	85	8	5	2	0	0	8	58	21	326
PORTUGAL(EXCLUDING MADEIRA)															
FARO	AIR PORTUGAL	S	56	0	0	73	16	9	2	0	0	11	51	21	55
TOTAL FARO			56	0	0	73	16	9	2	0	0	11	42	30	110
LISBON	AIR PORTUGAL	S	142	2	0	54	23	15	8	0	0	23	37	31	142
	BRITISH AIRWAYS PLC	S	222	0	0	67	23	10	0	0	0	12	54	23	223
TOTAL LISBON			364	2	0	62	23	12	3	0	0	17	48	26	365
OPORTO (PORTUGAL)	AIR PORTUGAL	S	88	0	0	53	30	15	2	0	0	18	39	27	88
TOTAL OPORTO (PORTUGAL)			88	0	0	53	30	15	2	0	0	18	39	27	88
TOTAL PORTUGAL(EXCLUDING MADEIRA)			508	2	0	62	23	12	3	0	0	16	45	27	563
PORTUGAL(MADEIRA)															
FUNCHAL	AIR PORTUGAL	S	16	0	0	13	6	75	6	0	0	40	38	27	16
TOTAL FUNCHAL			16	0	0	13	6	75	6	0	0	40	38	27	16
TOTAL PORTUGAL(MADEIRA)			16	0	0	13	6	75	6	0	0	40	38	27	16
QATAR															
DOHA	BRITISH AIRWAYS PLC	S	55	1	0	80	11	7	2	0	0	9	84	8	56
	QATAR AIRWAYS	S	87	1	1	83	10	3	1	0	2	18	49	23	72
TOTAL DOHA			142	2	1	82	11	5	1	0	1	15	64	17	128
TOTAL QATAR			142	2	1	82	11	5	1	0	1	15	64	17	128
REPUBLIC OF KOREA															
SEOUL (INCHEON)	ASIANA AIRLINES	S	24	0	0	71	13	13	4	0	0	12	0	0	0
	KOREAN AIR	S	40	0	0	70	20	8	3	0	0	12	42	26	38
TOTAL SEOUL (INCHEON)			64	0	0	70	17	9	3	0	0	12	42	26	38
TOTAL REPUBLIC OF KOREA			64	0	0	70	17	9	3	0	0	12	42	26	38
REPUBLIC OF SOUTH AFRICA															
CAPE TOWN	BRITISH AIRWAYS PLC	S	79	0	0	59	14	16	6	4	0	31	59	18	56
	SOUTH AFRICAN AIRWAYS	S	56	1	0	80	11	2	2	2	4	40	79	28	56
	VIRGIN ATLANTIC AIRWAYS LTD	S	16	0	0	75	6	13	6	0	0	21	50	23	16
TOTAL CAPE TOWN			151	1	0	69	12	11	5	3	1	33	66	23	128
JOHANNESBURG	BRITISH AIRWAYS PLC	S	109	0	0	81	11	2	6	1	0	15	70	15	112
	SOUTH AFRICAN AIRWAYS	S	112	0	2	72	15	7	4	0	1	20	65	26	102
	VIRGIN ATLANTIC AIRWAYS LTD	S	55	1	1	55	29	9	4	2	2	30	50	21	56
TOTAL JOHANNESBURG			276	1	3	72	16	5	5	1	1	20	64	20	270



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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2002		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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 REPUBLIC OF SOUTH AFRICA			427	2	3	71	15	7	5	1	1	25	65	21	398
REPUBLIC OF YEMEN															
ADEN	YEMENIA	S	4	0	0	25	0	50	25	0	0	36	0	0	0
TOTAL ADEN			4	0	0	25	0	50	25	0	0	36	0	0	0
SANAA	YEMENIA	S	13	0	0	46	15	15	23	0	0	39	25	50	16
TOTAL SANAA			13	0	0	46	15	15	23	0	0	39	25	50	16
TOTAL REPUBLIC OF YEMEN			17	0	0	41	12	24	24	0	0	38	25	50	16
RUMANIA															
BUCHAREST (OTOPENI)	BRITISH AIRWAYS PLC	S	56	0	0	86	5	7	2	0	0	8	0	0	0
	TAROM	S	56	0	0	91	7	2	0	0	0	3	63	18	56
TOTAL BUCHAREST (OTOPENI)			112	0	0	88	6	4	1	0	0	6	63	18	56
TOTAL RUMANIA			112	0	0	88	6	4	1	0	0	6	63	18	56
RUSSIA															
MOSCOW (SHEREMETYEVO)	AEROFLOT	S	112	1	0	72	23	0	3	2	0	14	32	35	112
	BRITISH AIRWAYS PLC	S	109	0	1	84	11	3	2	0	0	7	74	14	108
TOTAL MOSCOW (SHEREMETYEVO)			221	1	1	78	17	1	2	1	0	11	53	25	220
ST PETERSBURG	AEROFLOT	S	6	0	0	67	33	0	0	0	0	15	13	39	8
	BRITISH AIRWAYS PLC	S	40	0	0	83	5	10	3	0	0	9	0	0	0
TOTAL ST PETERSBURG			46	0	0	80	9	9	2	0	0	10	13	39	8
TOTAL RUSSIA			267	1	1	79	16	3	2	1	0	11	50	26	244
SAUDI ARABIA															
JEDDAH	BRITISH AIRWAYS PLC	S	36	0	0	36	22	25	17	0	0	34	65	39	34
	SAUDI ARABIAN AIRLINES	S	38	0	0	66	21	8	5	0	0	16	78	11	40
TOTAL JEDDAH			74	0	0	51	22	16	11	0	0	25	72	24	74
RIYADH	BRITISH AIRWAYS PLC	S	24	0	0	71	13	13	4	0	0	14	79	24	24
	SAUDI ARABIAN AIRLINES	S	24	0	0	50	17	17	17	0	0	26	96	6	24
TOTAL RIYADH			48	0	0	60	15	15	10	0	0	20	88	15	48
TOTAL SAUDI ARABIA			122	0	0	55	19	16	11	0	0	23	78	19	154
SEYCHELLES															
SEYCHELLES	BRITISH AIRWAYS PLC	S	16	0	0	63	19	0	13	0	6	79	63	23	16
TOTAL SEYCHELLES			16	0	0	63	19	0	13	0	6	79	63	23	16
TOTAL SEYCHELLES			16	0	0	63	19	0	13	0	6	79	63	23	16
SINGAPORE															
SINGAPORE	SINGAPORE AIRLINES	S	168	0	0	73	21	4	2	0	0	10	56	20	167
TOTAL SINGAPORE			168	0	0	73	21	4	2	0	0	10	54	22	189
TOTAL SINGAPORE			168	0	0	73	21	4	2	0	0	10	54	22	189
SPAIN															
BARCELONA	BRITISH AIRWAYS PLC	S	222	0	0	70	16	11	3	0	0	14	64	18	216

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2002		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
BARCELONA	IBERIA	S	224	0	0	68	17	11	4	0	0	14	63	20	224
<b>TOTAL BARCELONA</b>			<b>446</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>63</b>	<b>19</b>	<b>440</b>
BILBAO	IBERIA	S	56	0	0	82	7	4	7	0	0	12	75	12	56
<b>TOTAL BILBAO</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>12</b>	<b>56</b>
MADRID	BMI BRITISH MIDLAND	S	112	0	0	88	9	3	0	0	0	5	68	16	160
	BRITISH AIRWAYS PLC	S	278	0	0	66	19	11	5	0	0	16	56	20	277
	IBERIA	S	332	0	0	67	15	14	4	0	0	15	55	21	334
<b>TOTAL MADRID</b>			<b>722</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>16</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>58</b>	<b>20</b>	<b>771</b>
MALAGA	GB AIRWAYS LTD	S	112	0	0	75	11	12	3	0	0	12	39	31	57
	IBERIA	S	56	0	0	70	20	7	4	0	0	14	21	36	56
<b>TOTAL MALAGA</b>			<b>168</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>30</b>	<b>33</b>	<b>113</b>
PALMA DE MALLORCA	BMI BRITISH MIDLAND	S	56	0	0	79	13	9	0	0	0	10	50	22	56
<b>TOTAL PALMA DE MALLORCA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>50</b>	<b>22</b>	<b>56</b>
SANTIAGO DE COMPOSTELA (SPAIN)	IBERIA	S	56	0	0	86	4	4	7	0	0	10	71	14	56
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>4</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>14</b>	<b>56</b>
SEVILLE	IBERIA	S	56	0	0	93	5	2	0	0	0	4	69	21	55
<b>TOTAL SEVILLE</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>69</b>	<b>21</b>	<b>55</b>
VALENCIA	IBERIA	S	56	0	0	79	14	7	0	0	0	9	63	16	56
<b>TOTAL VALENCIA</b>			<b>56</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>9</b>	<b>63</b>	<b>16</b>	<b>56</b>
<b>TOTAL SPAIN</b>			<b>1616</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>59</b>	<b>20</b>	<b>1603</b>
SRI LANKA															
COLOMBO	SRILANKAN AIRLINES	S	65	1	5	65	20	9	6	0	0	17	57	29	56
<b>TOTAL COLOMBO</b>			<b>65</b>	<b>1</b>	<b>5</b>	<b>65</b>	<b>20</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>57</b>	<b>29</b>	<b>56</b>
<b>TOTAL SRI LANKA</b>			<b>65</b>	<b>1</b>	<b>5</b>	<b>65</b>	<b>20</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>57</b>	<b>29</b>	<b>56</b>
SUDAN															
KHARTOUM	SUDAN AIRWAYS	S	14	1	1	14	0	7	21	21	36	368	27	79	15
<b>TOTAL KHARTOUM</b>			<b>14</b>	<b>1</b>	<b>1</b>	<b>14</b>	<b>0</b>	<b>7</b>	<b>21</b>	<b>21</b>	<b>36</b>	<b>368</b>	<b>27</b>	<b>79</b>	<b>15</b>
<b>TOTAL SUDAN</b>			<b>14</b>	<b>1</b>	<b>1</b>	<b>14</b>	<b>0</b>	<b>7</b>	<b>21</b>	<b>21</b>	<b>36</b>	<b>368</b>	<b>27</b>	<b>79</b>	<b>15</b>
SWEDEN															
GOTEBORG	SAS	S	110	0	0	89	5	4	1	1	0	8	61	21	163
<b>TOTAL GOTEBORG</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>61</b>	<b>21</b>	<b>163</b>
STOCKHOLM (ARLANDA)	BRITISH AIRWAYS PLC	S	320	0	0	74	15	9	2	0	0	11	44	26	294
	SAS	S	360	0	0	88	6	3	3	0	0	6	57	28	369
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>680</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>51</b>	<b>27</b>	<b>663</b>
<b>TOTAL SWEDEN</b>			<b>790</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>53</b>	<b>26</b>	<b>826</b>
SWITZERLAND															
BASLE MULHOUSE	SWISS AIRLINES	S	168	0	0	85	10	5	1	0	0	7	60	17	165
<b>TOTAL BASLE MULHOUSE</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>60</b>	<b>17</b>	<b>165</b>

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			Actual (7)	Plan (8)											
GENEVA	BMI BRITISH MIDLAND	C	24	0	0	33	25	33	8	0	0	29	33	33	24
	BRITISH AIRWAYS PLC	S	330	0	2	67	17	12	4	0	0	15	49	25	331
	SWISS AIRLINES	S	227	0	0	78	11	6	5	0	0	10	65	17	222
<b>TOTAL GENEVA</b>			<b>581</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>15</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>55</b>	<b>23</b>	<b>577</b>
SION	SWISS AIRLINES	S	8	0	0	13	0	50	13	25	0	95	0	50	8
<b>TOTAL SION</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>95</b>	<b>0</b>	<b>50</b>	<b>8</b>
ZURICH	BRITISH AIRWAYS PLC	S	328	1	0	67	20	9	3	1	0	15	56	19	325
	SWISS AIRLINES	S	390	2	2	76	11	10	2	1	0	12	56	22	388
<b>TOTAL ZURICH</b>			<b>718</b>	<b>3</b>	<b>2</b>	<b>72</b>	<b>15</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>56</b>	<b>21</b>	<b>716</b>
<b>TOTAL SWITZERLAND</b>			<b>1475</b>	<b>3</b>	<b>4</b>	<b>72</b>	<b>14</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>55</b>	<b>21</b>	<b>1466</b>
SYRIA															
DAMASCUS	BRITISH MEDITERRANEAN AIRWA	S	28	0	0	57	11	14	18	0	0	28	81	10	16
	SYRIANAIR	S	33	0	2	52	18	0	30	0	0	36	33	110	30
<b>TOTAL DAMASCUS</b>			<b>61</b>	<b>0</b>	<b>2</b>	<b>54</b>	<b>15</b>	<b>7</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>50</b>	<b>75</b>	<b>46</b>
<b>TOTAL SYRIA</b>			<b>61</b>	<b>0</b>	<b>2</b>	<b>54</b>	<b>15</b>	<b>7</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>50</b>	<b>75</b>	<b>46</b>
TANZANIA															
DAR-ES-SALAAM	BRITISH AIRWAYS PLC	S	24	0	0	50	33	8	8	0	0	27	75	9	24
<b>TOTAL DAR-ES-SALAAM</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>33</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>75</b>	<b>9</b>	<b>24</b>
<b>TOTAL TANZANIA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>33</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>75</b>	<b>9</b>	<b>24</b>
THAILAND															
BANGKOK	THAI AIRWAYS INTERNATIONAL	S	88	0	0	51	31	15	1	0	2	32	35	34	80
<b>TOTAL BANGKOK</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>31</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>32</b>	<b>33</b>	<b>35</b>	<b>102</b>
<b>TOTAL THAILAND</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>31</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>32</b>	<b>33</b>	<b>35</b>	<b>102</b>
TRINIDAD AND TOBAGO															
PORT OF SPAIN	BWIA	S	52	0	0	42	19	23	15	0	0	30	38	26	52
<b>TOTAL PORT OF SPAIN</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>19</b>	<b>23</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>38</b>	<b>26</b>	<b>52</b>
TOBAGO	BWIA	S	4	0	0	50	0	0	50	0	0	34	0	0	0
<b>TOTAL TOBAGO</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>34</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TRINIDAD AND TOBAGO</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>18</b>	<b>21</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>38</b>	<b>26</b>	<b>52</b>
TUNISIA															
TUNIS	TUNISAIR	S	30	0	0	43	13	43	0	0	0	24	28	27	32
<b>TOTAL TUNIS</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>13</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>28</b>	<b>27</b>	<b>32</b>
<b>TOTAL TUNISIA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>13</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>28</b>	<b>27</b>	<b>32</b>
TURKEY															
ISTANBUL	BRITISH AIRWAYS PLC	S	112	0	0	82	13	2	3	0	0	8	79	11	112
	THY TURK HAVA YOLLARI TURKIS	S	161	2	1	58	19	14	7	2	0	24	28	32	150
<b>TOTAL ISTANBUL</b>			<b>273</b>	<b>2</b>	<b>1</b>	<b>68</b>	<b>16</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>50</b>	<b>23</b>	<b>262</b>
IZMIR (ADNAM MENDERES)	KIBRIS TURKISH AIRLINES - KTHY	S	16	0	0	13	19	38	19	13	0	80	0	0	0

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			Actual (7)	Plan (8)											
TOTAL IZMIR (ADNAM MENDERES)			16	0	0	13	19	38	19	13	0	80	19	40	16
TOTAL TURKEY			289	3	1	65	17	11	6	2	0	21	48	24	278
TURKMENISTAN															
ASHKHABAD	TURKMENISTAN AIRLINES	S	16	0	0	31	31	25	13	0	0	30	50	111	16
TOTAL ASHKHABAD			16	0	0	31	31	25	13	0	0	30	50	111	16
TOTAL TURKMENISTAN			16	0	0	31	31	25	13	0	0	30	50	111	16
TURKS AND CAICOS ISLANDS															
PROVIDENCIALES	BRITISH AIRWAYS PLC	S	8	0	0	100	0	0	0	0	0	4	88	6	8
TOTAL PROVIDENCIALES			8	0	0	100	0	0	0	0	0	4	88	6	8
TOTAL TURKS AND CAICOS ISLANDS			8	0	0	100	0	0	0	0	0	4	88	6	8
UGANDA															
ENTEBBE	BRITISH AIRWAYS PLC	S	24	0	0	79	17	4	0	0	0	7	75	9	24
TOTAL ENTEBBE			24	0	0	79	17	4	0	0	0	7	75	9	24
TOTAL UGANDA			24	0	0	79	17	4	0	0	0	7	75	9	24
UKRAINE															
KIEV (BORISPOL)	BRITISH AIRWAYS PLC	S	40	0	0	58	33	5	5	0	0	16	0	0	0
TOTAL KIEV (BORISPOL)			40	0	0	58	33	5	5	0	0	16	0	0	0
TOTAL UKRAINE			40	0	0	58	33	5	5	0	0	16	0	0	0
UNITED ARAB EMIRATES															
ABU DHABI INTERNATIONAL	GULF AIR	S	56	0	0	79	14	5	2	0	0	9	65	12	72
TOTAL ABU DHABI INTERNATIONAL			57	0	0	77	16	5	2	0	0	9	65	12	72
DUBAI	BRITISH AIRWAYS PLC	S	100	0	1	74	10	11	4	1	0	14	81	11	96
	EMIRATES	S	168	0	0	60	24	13	3	0	0	16	39	25	168
TOTAL DUBAI			268	0	1	65	19	12	3	0	0	15	55	20	264
TOTAL UNITED ARAB EMIRATES			325	0	1	67	18	11	3	0	0	14	57	18	336
UNITED KINGDOM															
ABERDEEN	BRITISH AIRWAYS PLC	S	351	0	0	77	13	7	3	0	0	11	68	17	348
TOTAL ABERDEEN			351	0	0	77	13	7	3	0	0	11	68	17	348
BELFAST CITY	BMI BRITISH MIDLAND	S	433	0	1	79	12	8	1	0	0	9	73	13	380
TOTAL BELFAST CITY			433	0	1	79	12	8	1	0	0	9	73	13	380
BELFAST INTERNATIONAL	BMI BRITISH MIDLAND	S	167	0	0	78	10	10	2	0	0	10	79	10	222
TOTAL BELFAST INTERNATIONAL			167	0	0	78	10	10	2	0	0	10	79	10	222
EDINBURGH	BMI BRITISH MIDLAND	S	474	0	2	78	11	8	3	0	0	11	80	11	525
	BRITISH AIRWAYS PLC	S	619	0	1	76	15	6	3	0	0	11	69	17	583
TOTAL EDINBURGH			1093	0	3	77	13	7	3	0	0	11	74	14	1108
GLASGOW	BMI BRITISH MIDLAND	S	419	1	1	83	9	5	3	0	0	9	74	12	388
	BRITISH AIRWAYS PLC	S	604	0	0	78	11	8	2	0	0	10	70	17	582

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2003

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2002		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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 GLASGOW</b>			<b>1023</b>	<b>1</b>	<b>1</b>	<b>80</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>15</b>	970
LEEDS BRADFORD	BMI BRITISH MIDLAND	S	199	0	0	85	8	2	5	0	0	9	83	14	195
<b>TOTAL LEEDS BRADFORD</b>			<b>199</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>9</b>	<b>83</b>	<b>14</b>	195
MANCHESTER	BMI BRITISH MIDLAND	S	433	0	1	84	11	5	1	0	0	7	86	10	326
	BRITISH AIRWAYS PLC	S	549	0	0	76	16	6	2	0	0	11	73	14	571
<b>TOTAL MANCHESTER</b>			<b>982</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>13</b>	897
NEWCASTLE	BRITISH AIRWAYS PLC	S	325	0	0	80	12	6	2	0	0	10	74	15	321
<b>TOTAL NEWCASTLE</b>			<b>325</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>15</b>	321
TEESSIDE	BMI BRITISH MIDLAND	S	159	0	0	76	9	8	6	1	0	13	81	12	164
<b>TOTAL TEESSIDE</b>			<b>159</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>9</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>81</b>	<b>12</b>	164
<b>TOTAL UNITED KINGDOM</b>			<b>4732</b>	<b>2</b>	<b>6</b>	<b>79</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>14</b>	4755
<b>USA</b>															
BALTIMORE	BRITISH AIRWAYS PLC	S	48	0	0	67	15	15	4	0	0	16	77	9	56
<b>TOTAL BALTIMORE</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>9</b>	56
BOSTON	AMERICAN AIRLINES	S	100	0	0	87	4	5	3	1	0	10	76	14	106
	BRITISH AIRWAYS PLC	S	154	0	2	75	12	3	6	4	1	29	79	13	112
	VIRGIN ATLANTIC AIRWAYS LTD	S	54	0	0	69	13	11	6	2	0	17	75	11	56
<b>TOTAL BOSTON</b>			<b>308</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>9</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>77</b>	<b>12</b>	330
CHICAGO (O'HARE)	AIR INDIA	S	24	0	0	54	33	8	4	0	0	16	25	76	24
	AMERICAN AIRLINES	S	168	0	0	90	7	2	0	0	0	5	85	9	160
	BRITISH AIRWAYS PLC	S	109	0	0	79	11	5	6	0	0	12	85	7	110
	UNITED AIRLINES	S	162	0	0	90	7	2	1	0	1	7	88	7	166
<b>TOTAL CHICAGO (O'HARE)</b>			<b>463</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>11</b>	460
DENVER INTERNATIONAL	BRITISH AIRWAYS PLC	S	54	0	0	44	26	13	15	2	0	35	0	0	0
<b>TOTAL DENVER INTERNATIONAL</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>26</b>	<b>13</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>0</b>	0
DETROIT	BRITISH AIRWAYS PLC	S	53	0	0	79	11	6	4	0	0	9	73	12	56
<b>TOTAL DETROIT</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>12</b>	56
HOUSTON	BRITISH AIRWAYS PLC	S	53	0	0	70	19	2	9	0	0	16	0	0	0
<b>TOTAL HOUSTON</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>19</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	0
LOS ANGELES INTERNATIONAL	AMERICAN AIRLINES	S	56	0	0	86	9	5	0	0	0	7	71	20	56
	BRITISH AIRWAYS PLC	S	112	0	0	63	15	15	5	1	0	20	67	27	112
	UNITED AIRLINES	S	56	0	0	82	11	2	5	0	0	9	71	19	56
	VIRGIN ATLANTIC AIRWAYS LTD	S	110	0	0	72	13	6	9	0	0	17	74	15	111
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>334</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>20</b>	335
MIAMI INTERNATIONAL	AMERICAN AIRLINES	S	112	0	0	88	7	2	3	0	0	6	75	9	56
	BRITISH AIRWAYS PLC	S	112	0	0	71	18	9	2	0	0	12	78	12	112
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>224</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>11</b>	168
NEW YORK (JF KENNEDY)	AIR INDIA	S	56	0	0	43	25	9	11	11	2	59	20	63	56
	AMERICAN AIRLINES	S	307	1	1	80	9	5	6	0	0	12	73	19	224
	BRITISH AIRWAYS PLC	S	401	0	0	75	10	8	5	1	0	20	80	10	328
	KUWAIT AIRWAYS	S	24	0	0	79	8	8	4	0	0	12	79	12	24

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2003

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2002		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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)											
NEW YORK (JF KENNEDY)	UNITED AIRLINES	S	110	0	0	92	3	2	3	0	1	13	91	4	112
	VIRGIN ATLANTIC AIRWAYS LTD	S	160	2	0	71	14	8	5	3	0	21	68	15	112
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>1058</b>	<b>4</b>	<b>1</b>	<b>76</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>74</b>	<b>16</b>	<b>856</b>
NEW YORK (NEWARK)	BRITISH AIRWAYS PLC	S	105	0	0	69	15	10	5	1	0	15	83	11	112
	UNITED AIRLINES	S	54	0	0	93	6	0	2	0	0	4	91	8	56
	VIRGIN ATLANTIC AIRWAYS LTD	S	91	0	0	66	16	8	7	2	1	27	67	20	96
<b>TOTAL NEW YORK (NEWARK)</b>			<b>250</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>14</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>80</b>	<b>13</b>	<b>318</b>
PHILADELPHIA INTERNATIONAL	BRITISH AIRWAYS PLC	S	99	0	3	73	11	9	6	1	0	19	76	12	110
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>99</b>	<b>0</b>	<b>3</b>	<b>73</b>	<b>11</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>76</b>	<b>12</b>	<b>110</b>
PHOENIX	BRITISH AIRWAYS PLC	S	56	0	0	77	14	5	4	0	0	13	0	0	0
<b>TOTAL PHOENIX</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
SAN DIEGO	BRITISH AIRWAYS PLC	S	37	0	0	62	19	14	5	0	0	22	0	0	0
<b>TOTAL SAN DIEGO</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>19</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
SAN FRANCISCO	BRITISH AIRWAYS PLC	S	99	0	4	74	12	10	4	0	0	14	75	13	112
	UNITED AIRLINES	S	111	0	0	86	10	5	0	0	0	6	90	6	112
	VIRGIN ATLANTIC AIRWAYS LTD	S	56	0	0	52	36	11	2	0	0	17	57	21	56
<b>TOTAL SAN FRANCISCO</b>			<b>266</b>	<b>0</b>	<b>4</b>	<b>74</b>	<b>16</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>12</b>	<b>280</b>
SEATTLE (TACOMA)	BRITISH AIRWAYS PLC	S	53	1	0	66	17	11	2	2	2	27	80	8	56
<b>TOTAL SEATTLE (TACOMA)</b>			<b>53</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>17</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>27</b>	<b>80</b>	<b>8</b>	<b>56</b>
WASHINGTON (DULLES)	BRITISH AIRWAYS PLC	S	89	0	1	67	15	9	9	0	0	16	76	11	112
	UNITED AIRLINES	S	159	0	0	83	11	3	4	0	0	10	86	9	113
	VIRGIN ATLANTIC AIRWAYS LTD	S	54	0	0	85	7	6	0	0	2	34	79	9	56
<b>TOTAL WASHINGTON (DULLES)</b>			<b>302</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>11</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>80</b>	<b>10</b>	<b>281</b>
<b>TOTAL USA</b>			<b>3658</b>	<b>5</b>	<b>13</b>	<b>76</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>13</b>	<b>3306</b>
<b>UZBEKISTAN</b>															
TASHKENT	UZBEKISTAN AIRLINES	S	32	0	0	69	13	6	13	0	0	19	47	41	32
<b>TOTAL TASHKENT</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>47</b>	<b>41</b>	<b>32</b>
<b>TOTAL UZBEKISTAN</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>47</b>	<b>41</b>	<b>32</b>
<b>ZAMBIA</b>															
LUSAKA	BRITISH AIRWAYS PLC	S	16	0	0	50	6	19	25	0	0	46	0	0	0
<b>TOTAL LUSAKA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>6</b>	<b>19</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ZAMBIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>6</b>	<b>19</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>ZIMBABWE</b>															
HARARE	BRITISH AIRWAYS PLC	S	16	1	0	69	6	25	0	0	0	20	0	0	0
<b>TOTAL HARARE</b>			<b>16</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>6</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 ZIMBABWE</b>			<b>16</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>6</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 HEATHROW</b>			<b>34662</b>	<b>76</b>	<b>106</b>	<b>74</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>62</b>	<b>20</b>	<b>34069</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2003

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2002		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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>BELGIUM</b>															
ANTWERP	VLM (BELGIUM)	S	222	0	2	93	4	1	2	0	0	5	65	14	220
<b>TOTAL ANTWERP</b>			<b>222</b>	<b>0</b>	<b>2</b>	<b>93</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>65</b>	<b>14</b>	<b>220</b>
BRUSSELS	VLM (BELGIUM)	S	206	0	2	89	11	0	0	0	0	6	22	33	166
<b>TOTAL BRUSSELS</b>			<b>206</b>	<b>0</b>	<b>2</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>22</b>	<b>33</b>	<b>166</b>
<b>TOTAL BELGIUM</b>			<b>428</b>	<b>0</b>	<b>4</b>	<b>91</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>47</b>	<b>22</b>	<b>386</b>
<b>FRANCE</b>															
PARIS (CHARLES DE GAULLE)	CITY JET	S	38	0	0	82	11	5	3	0	0	10	51	23	223
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>51</b>	<b>23</b>	<b>224</b>
PARIS (ORLY)	CITY JET	S	195	0	0	89	8	2	2	0	0	7	0	0	0
<b>TOTAL PARIS (ORLY)</b>			<b>195</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL FRANCE</b>			<b>233</b>	<b>3</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>48</b>	<b>23</b>	<b>401</b>
<b>GERMANY</b>															
BERLIN (TEMPLEHOF)	EUROWINGS LUFTVERKEHRS	S	132	0	6	95	4	1	0	0	0	4	0	0	0
<b>TOTAL BERLIN (TEMPLEHOF)</b>			<b>132</b>	<b>0</b>	<b>6</b>	<b>95</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
FRANKFURT MAIN	AUGSBURG AIRWAYS GMBH	S	40	0	0	68	23	8	3	0	0	14	58	13	40
	LUFTHANSA CITY LINE	S	126	0	0	57	35	8	0	0	0	14	17	33	86
<b>TOTAL FRANKFURT MAIN</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>32</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>30</b>	<b>27</b>	<b>126</b>
HAMBURG	AUGSBURG AIRWAYS GMBH	S	134	0	0	97	1	1	1	0	0	3	31	33	126
<b>TOTAL HAMBURG</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>31</b>	<b>33</b>	<b>126</b>
MOENCHENGLADBACH	VLM (BELGIUM)	S	86	0	6	97	2	1	0	0	0	3	47	21	152
<b>TOTAL MOENCHENGLADBACH</b>			<b>86</b>	<b>0</b>	<b>6</b>	<b>97</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>47</b>	<b>21</b>	<b>152</b>
<b>TOTAL GERMANY</b>			<b>518</b>	<b>2</b>	<b>12</b>	<b>85</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>37</b>	<b>27</b>	<b>593</b>
<b>IRISH REPUBLIC</b>															
DUBLIN	AER LINGUS	S	178	0	6	54	31	11	4	0	0	19	71	16	215
<b>TOTAL DUBLIN</b>			<b>178</b>	<b>0</b>	<b>6</b>	<b>54</b>	<b>31</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>71</b>	<b>16</b>	<b>215</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>178</b>	<b>0</b>	<b>6</b>	<b>54</b>	<b>31</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>71</b>	<b>16</b>	<b>215</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	VLM (BELGIUM)	S	134	0	2	84	16	1	0	0	0	6	46	21	136
<b>TOTAL LUXEMBOURG</b>			<b>134</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>46</b>	<b>21</b>	<b>136</b>
<b>TOTAL LUXEMBOURG</b>			<b>134</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>46</b>	<b>21</b>	<b>136</b>
<b>NETHERLANDS</b>															
AMSTERDAM	KLM CITYHOPPER	S	210	0	0	67	11	10	12	0	0	21	0	0	0
<b>TOTAL AMSTERDAM</b>			<b>210</b>	<b>0</b>	<b>22</b>	<b>67</b>	<b>11</b>	<b>10</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>54</b>	<b>25</b>	<b>163</b>
ROTTERDAM	VLM (BELGIUM)	S	278	0	0	89	8	2	1	0	0	5	57	19	252
<b>TOTAL ROTTERDAM</b>			<b>278</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>57</b>	<b>19</b>	<b>252</b>
<b>TOTAL NETHERLANDS</b>			<b>488</b>	<b>0</b>	<b>22</b>	<b>80</b>	<b>9</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>56</b>	<b>21</b>	<b>415</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2003

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2002		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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>SWITZERLAND</b>															
BASLE MULHOUSE	SWISS AIRLINES	S	136	0	8	92	7	1	0	0	0	5	49	21	138
TOTAL BASLE MULHOUSE			<b>136</b>	<b>0</b>	<b>8</b>	<b>92</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>49</b>	<b>21</b>	<b>138</b>
GENEVA	SWISS AIRLINES	S	180	0	4	76	14	8	2	0	0	12	47	19	180
TOTAL GENEVA			<b>180</b>	<b>0</b>	<b>4</b>	<b>76</b>	<b>14</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>47</b>	<b>19</b>	<b>180</b>
ZURICH	SWISS AIRLINES	S	319	0	17	60	21	13	7	0	0	19	42	21	286
TOTAL ZURICH			<b>319</b>	<b>0</b>	<b>17</b>	<b>60</b>	<b>21</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>42</b>	<b>21</b>	<b>286</b>
TOTAL SWITZERLAND			<b>635</b>	<b>0</b>	<b>29</b>	<b>71</b>	<b>16</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>45</b>	<b>21</b>	<b>660</b>
<b>UNITED KINGDOM</b>															
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	167	0	9	84	8	4	3	1	0	10	77	13	230
TOTAL BELFAST CITY			<b>167</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>13</b>	<b>230</b>
DUNDEE	SCOT AIRWAYS	S	186	0	18	72	14	8	6	1	0	17	79	10	210
TOTAL DUNDEE			<b>186</b>	<b>0</b>	<b>18</b>	<b>72</b>	<b>14</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>79</b>	<b>10</b>	<b>210</b>
EDINBURGH	SCOT AIRWAYS	S	497	0	51	67	18	10	4	1	0	16	78	9	536
TOTAL EDINBURGH			<b>497</b>	<b>1</b>	<b>51</b>	<b>67</b>	<b>18</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>10</b>	<b>650</b>
ISLE OF MAN	FLYBE.BRITISH EUROPEAN	S	86	0	2	90	5	3	2	0	0	8	59	15	92
TOTAL ISLE OF MAN			<b>86</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>59</b>	<b>15</b>	<b>92</b>
JERSEY	FLYBE.BRITISH EUROPEAN	S	163	0	13	81	8	8	2	1	0	11	58	19	158
TOTAL JERSEY			<b>163</b>	<b>0</b>	<b>13</b>	<b>81</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>58</b>	<b>19</b>	<b>158</b>
MANCHESTER	VLM (BELGIUM)	S	214	0	2	91	4	2	3	0	0	6	0	0	0
TOTAL MANCHESTER			<b>214</b>	<b>0</b>	<b>2</b>	<b>91</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL UNITED KINGDOM			<b>1313</b>	<b>1</b>	<b>95</b>	<b>77</b>	<b>12</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>12</b>	<b>1340</b>
TOTAL LONDON CITY			<b>3927</b>	<b>6</b>	<b>170</b>	<b>79</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>56</b>	<b>19</b>	<b>4146</b>



## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2003

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2002		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	8	0	0	63	0	13	25	0	0	27	0	391	4
<b>TOTAL INNSBRUCK</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>391</b>	<b>4</b>
SALZBURG	BRITANNIA AIRWAYS	C	8	0	0	50	38	0	0	13	0	57	75	10	8
<b>TOTAL SALZBURG</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>57</b>	<b>75</b>	<b>10</b>	<b>8</b>
<b>TOTAL AUSTRIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>6</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>42</b>	<b>50</b>	<b>137</b>	<b>12</b>
<b>CYPRUS</b>															
LARNACA	HELIOS AIRWAYS LTD	S	38	0	0	71	13	11	5	0	0	15	0	0	0
<b>TOTAL LARNACA</b>			<b>38</b>	<b>2</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
PAPHOS	BRITANNIA AIRWAYS	C	12	0	0	100	0	0	0	0	0	2	81	10	16
<b>TOTAL PAPHOS</b>			<b>12</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>81</b>	<b>10</b>	<b>16</b>
<b>TOTAL CYPRUS</b>			<b>50</b>	<b>2</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>10</b>	<b>16</b>
<b>FRANCE</b>															
CHAMBERY	TITAN AIRWAYS LTD	C	8	0	0	13	13	38	38	0	0	54	0	38	5
<b>TOTAL CHAMBERY</b>			<b>8</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>38</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>0</b>	<b>38</b>	<b>5</b>
NICE	EASYJET AIRLINE COMPANY LTD	S	167	1	1	53	16	19	11	1	0	26	76	14	168
<b>TOTAL NICE</b>			<b>167</b>	<b>2</b>	<b>1</b>	<b>53</b>	<b>16</b>	<b>19</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>76</b>	<b>14</b>	<b>168</b>
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	255	1	7	68	13	7	10	1	0	20	0	0	0
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>255</b>	<b>1</b>	<b>7</b>	<b>68</b>	<b>13</b>	<b>7</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL FRANCE</b>			<b>430</b>	<b>11</b>	<b>8</b>	<b>61</b>	<b>14</b>	<b>13</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>73</b>	<b>15</b>	<b>173</b>
<b>GERMANY</b>															
COLOGNE (BONN)	GERMANIA FLUGGESELLSCHAFT	S	164	0	4	96	1	2	1	0	0	3	0	0	0
<b>TOTAL COLOGNE (BONN)</b>			<b>164</b>	<b>0</b>	<b>4</b>	<b>96</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>33</b>	<b>21</b>	<b>6</b>
<b>TOTAL GERMANY</b>			<b>164</b>	<b>3</b>	<b>4</b>	<b>96</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>33</b>	<b>21</b>	<b>9</b>
<b>GIBRALTAR</b>															
GIBRALTAR	MONARCH AIRLINES	S	40	0	0	63	23	13	3	0	0	14	84	8	31
<b>TOTAL GIBRALTAR</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>23</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>84</b>	<b>8</b>	<b>31</b>
<b>TOTAL GIBRALTAR</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>23</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>84</b>	<b>8</b>	<b>31</b>
<b>GREECE</b>															
ATHENS	EASYJET AIRLINE COMPANY LTD	S	112	1	1	73	13	3	10	0	1	23	73	13	112
<b>TOTAL ATHENS</b>			<b>112</b>	<b>1</b>	<b>1</b>	<b>73</b>	<b>13</b>	<b>3</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>23</b>	<b>73</b>	<b>13</b>	<b>112</b>
<b>TOTAL GREECE</b>			<b>112</b>	<b>1</b>	<b>1</b>	<b>73</b>	<b>13</b>	<b>3</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>23</b>	<b>73</b>	<b>13</b>	<b>112</b>
<b>IRISH REPUBLIC</b>															
DUBLIN	RYANAIR	S	274	3	2	88	6	4	3	0	0	6	82	10	260
<b>TOTAL DUBLIN</b>			<b>274</b>	<b>3</b>	<b>2</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>10</b>	<b>260</b>
GALWAY	AER ARRAN	S	56	0	0	100	0	0	0	0	0	1	0	0	0

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: LUTON (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 GALWAY			56	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL IRISH REPUBLIC			330	3	2	90	5	3	2	0	0	5	73	13	324
ISRAEL															
OVDA	BRITANNIA AIRWAYS	C	2	0	0	100	0	0	0	0	0	4	50	25	8
TOTAL OVDA			2	0	0	100	0	0	0	0	0	4	50	25	8
TOTAL ISRAEL			2	0	0	100	0	0	0	0	0	4	50	25	8
ITALY															
BERGAMO	RYANAIR	S	92	0	0	82	8	4	7	0	0	14	0	0	0
TOTAL BERGAMO			92	0	0	82	8	4	7	0	0	14	0	0	0
TOTAL ITALY			92	3	0	82	8	4	7	0	0	14	75	5	4
NETHERLANDS															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	303	2	0	65	14	12	9	1	0	20	46	30	312
TOTAL AMSTERDAM			304	8	0	65	14	12	9	1	0	20	47	30	314
TOTAL NETHERLANDS			304	11	0	65	14	12	9	1	0	20	47	30	314
PORTUGAL(EXCLUDING MADEIRA)															
FARO	MONARCH AIRLINES	S	16	0	0	100	0	0	0	0	0	3	0	0	0
TOTAL FARO			16	0	0	100	0	0	0	0	0	3	0	0	0
TOTAL PORTUGAL(EXCLUDING MADEIRA)			16	0	0	100	0	0	0	0	0	3	0	0	0
PORTUGAL(MADEIRA)															
FUNCHAL	AIR LUXOR	C	8	0	0	75	13	13	0	0	0	9	0	0	0
TOTAL FUNCHAL			8	0	0	75	13	13	0	0	0	9	0	0	0
TOTAL PORTUGAL(MADEIRA)			8	0	0	75	13	13	0	0	0	9	0	0	0
SPAIN															
ALICANTE	BRITANNIA AIRWAYS	C	8	1	0	75	25	0	0	0	0	8	75	22	8
	MONARCH AIRLINES	S	56	1	0	68	20	4	7	0	2	22	71	12	56
TOTAL ALICANTE			64	2	0	69	20	3	6	0	2	20	72	13	75
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	174	1	2	66	14	6	11	2	0	24	69	15	176
TOTAL BARCELONA			174	3	2	66	14	6	11	2	0	24	69	15	178
MADRID	EASYJET AIRLINE COMPANY LTD	S	109	1	3	68	11	7	14	0	0	23	79	9	112
TOTAL MADRID			109	1	3	68	11	7	14	0	0	23	79	9	112
MAHON	MONARCH AIRLINES	S	14	0	0	79	14	7	0	0	0	7	50	14	8
TOTAL MAHON			14	0	0	79	14	7	0	0	0	7	50	14	8
MALAGA	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	2	100	3	3
	EASYJET AIRLINE COMPANY LTD	S	111	0	1	62	23	9	5	1	0	19	71	15	112
	MONARCH AIRLINES	S	64	0	0	73	19	6	2	0	0	12	70	11	64
TOTAL MALAGA			183	0	1	68	20	8	4	1	0	16	72	13	187
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	56	0	0	75	11	11	4	0	0	11	63	13	56

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Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2002		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL PALMA DE MALLORCA			56	1	0	75	11	11	4	0	0	11	64	16	64
VALENCIA	HAMBURG INTERNATIONAL	C	2	0	0	0	50	0	50	0	0	50	0	0	0
TOTAL VALENCIA			2	0	0	0	50	0	50	0	0	50	100	0	1
TOTAL SPAIN			602	11	6	68	16	7	8	1	0	19	71	13	625
SPAIN(CANARY ISLANDS)															
ARRECIFE	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	2	63	20	8
	MONARCH AIRLINES	C	8	0	0	63	0	0	0	25	13	132	75	11	8
TOTAL ARRECIFE			16	0	0	81	0	0	0	13	6	67	69	16	16
FUERTEVENTURA	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	4	88	5	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	25	13	13	0	0	18	75	21	8
TOTAL FUERTEVENTURA			16	0	0	69	19	6	6	0	0	11	83	10	24
LAS PALMAS	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	4	88	6	8
	MONARCH AIRLINES	C	8	0	0	50	50	0	0	0	0	14	63	13	8
TOTAL LAS PALMAS			16	0	0	69	31	0	0	0	0	9	79	8	24
TENERIFE (SURREINA SOFIA)	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	3	85	9	13
	MONARCH AIRLINES	C	7	1	0	71	29	0	0	0	0	10	75	8	8
	MONARCH AIRLINES	S	24	0	1	71	8	13	8	0	0	21	67	18	24
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	0	13	0	0	0	5	63	19	16
TOTAL TENERIFE (SURREINA SOFIA)			47	1	1	77	11	9	4	0	0	14	70	15	61
TOTAL SPAIN(CANARY ISLANDS)			95	1	1	75	14	5	3	2	1	21	74	13	125
SWEDEN															
GOTEBORG	MY TRAVEL AIRWAYS UK	C	2	0	0	50	50	0	0	0	0	14	0	0	0
TOTAL GOTEBORG			2	1	0	50	50	0	0	0	0	14	0	0	0
TOTAL SWEDEN			2	1	0	50	50	0	0	0	0	14	0	0	0
SWITZERLAND															
GENEVA	EASYJET AIRLINE COMPANY LTD	S	75	0	5	35	17	24	20	4	0	49	70	19	88
	EASYJET SWITZERLAND	S	222	0	2	65	12	12	10	1	0	24	69	14	166
TOTAL GENEVA			297	8	7	58	13	15	12	2	0	30	70	16	254
ZURICH	EASYJET AIRLINE COMPANY LTD	S	110	1	2	55	19	17	8	0	0	21	0	0	0
	EASYJET SWITZERLAND	S	56	0	0	52	16	20	11	2	0	28	76	11	168
TOTAL ZURICH			166	4	2	54	18	18	9	1	0	23	76	11	168
TOTAL SWITZERLAND			463	12	9	56	15	16	11	1	0	28	72	14	422
UNITED KINGDOM															
ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	96	0	0	67	17	6	10	0	0	18	66	16	103
TOTAL ABERDEEN			96	0	0	67	17	6	10	0	0	18	66	16	103
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	288	3	5	66	11	13	9	1	0	20	76	12	256
TOTAL BELFAST INTERNATIONAL			288	4	5	66	11	13	9	1	0	20	76	12	256
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	346	0	5	63	12	8	15	3	0	29	61	19	341
TOTAL EDINBURGH			346	3	5	63	12	8	15	3	0	29	61	19	341

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2003

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2002		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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)										
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	336	0	0	73	10	10	7	0	0	16	68	15	336
<b>TOTAL GLASGOW</b>			<b>336</b>	<b>4</b>	<b>0</b>	<b>73</b>	<b>10</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>68</b>	<b>15</b>	<b>336</b>
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	53	0	3	66	21	6	8	0	0	17	64	14	56
<b>TOTAL INVERNESS</b>			<b>53</b>	<b>1</b>	<b>3</b>	<b>66</b>	<b>21</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>64</b>	<b>14</b>	<b>56</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	54	2	2	78	13	7	2	0	0	9	88	12	56
<b>TOTAL ISLE OF MAN</b>			<b>54</b>	<b>2</b>	<b>2</b>	<b>78</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>12</b>	<b>56</b>
MANCHESTER	FLIGHTLINE LTD	C	4	0	0	50	25	25	0	0	0	17	0	0	0
<b>TOTAL MANCHESTER</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>13</b>	<b>50</b>	<b>21</b>	<b>8</b>
NEWCASTLE	FLIGHTLINE LTD	C	2	0	0	100	0	0	0	0	0	5	0	0	0
<b>TOTAL NEWCASTLE</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>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1180</b>	<b>19</b>	<b>15</b>	<b>68</b>	<b>12</b>	<b>9</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>68</b>	<b>15</b>	<b>1164</b>
<b>TOTAL LUTON</b>			<b>3906</b>	<b>92</b>	<b>46</b>	<b>69</b>	<b>12</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>68</b>	<b>16</b>	<b>3347</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2003

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2002		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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>ALGERIA</b>															
ALGIERS	AIR ALGERIE	S	2	0	0	50	50	0	0	0	0	13	0	0	0
<b>TOTAL ALGIERS</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ALGERIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>AUSTRIA</b>															
INNSBRUCK	BRITANNIA AIRWAYS PLC	C	8	0	0	25	25	25	25	0	0	34	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	0	38	13	0	0	29	75	22	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	0	25	13	0	0	24	75	5	8
<b>TOTAL INNSBRUCK</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>8</b>	<b>29</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>63</b>	<b>21</b>	<b>24</b>
SALZBURG	BRITANNIA AIRWAYS	C	10	1	0	30	10	20	30	10	0	64	90	4	10
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	13	0	25	13	0	66	25	41	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	0	0	20	10	10	100	50	26	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	25	0	0	13	0	42	75	11	8
<b>TOTAL SALZBURG</b>			<b>36</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>11</b>	<b>6</b>	<b>19</b>	<b>11</b>	<b>3</b>	<b>70</b>	<b>62</b>	<b>19</b>	<b>34</b>
VIENNA	TYROLEAN AIRWAYS	S	55	0	0	85	7	5	2	0	0	9	0	0	0
<b>TOTAL VIENNA</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>64</b>	<b>11</b>	<b>88</b>
<b>TOTAL AUSTRIA</b>			<b>115</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>9</b>	<b>10</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>32</b>	<b>63</b>	<b>15</b>	<b>146</b>
<b>BARBADOS</b>															
BRIDGETOWN	BRITANNIA AIRWAYS	C	5	0	0	80	0	0	20	0	0	29	71	15	14
	MY TRAVEL AIRWAYS UK	C	16	0	0	56	13	13	13	6	0	31	50	111	16
<b>TOTAL BRIDGETOWN</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>10</b>	<b>10</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>30</b>	<b>60</b>	<b>66</b>	<b>30</b>
<b>TOTAL BARBADOS</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>10</b>	<b>10</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>30</b>	<b>60</b>	<b>66</b>	<b>30</b>
<b>BELGIUM</b>															
ANTWERP	VLM (BELGIUM)	S	78	0	2	82	10	5	0	3	0	12	0	0	0
<b>TOTAL ANTWERP</b>			<b>78</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
BRUSSELS	BRITISH AIRWAYS PLC	S	181	0	2	90	4	2	3	0	0	7	56	20	181
	SN BRUSSELS AIRLINES	S	186	0	14	92	6	1	1	0	0	4	63	13	192
<b>TOTAL BRUSSELS</b>			<b>368</b>	<b>0</b>	<b>16</b>	<b>91</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>63</b>	<b>16</b>	<b>505</b>
<b>TOTAL BELGIUM</b>			<b>446</b>	<b>0</b>	<b>18</b>	<b>89</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>63</b>	<b>16</b>	<b>505</b>
<b>BULGARIA</b>															
PLOVDIV	HEMUS AIR	C	8	0	0	88	13	0	0	0	0	5	13	30	8
<b>TOTAL PLOVDIV</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>5</b>	<b>13</b>	<b>30</b>	<b>8</b>
SOFIA	BRITANNIA AIRWAYS	C	8	0	0	38	0	0	63	0	0	50	88	4	8
<b>TOTAL SOFIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>79</b>	<b>10</b>	<b>14</b>
<b>TOTAL BULGARIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>6</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>55</b>	<b>17</b>	<b>22</b>
<b>CANADA</b>															
CALGARY	MY TRAVEL AIRWAYS UK	C	16	0	0	44	13	13	0	13	19	276	50	31	8
<b>TOTAL CALGARY</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>19</b>	<b>276</b>	<b>44</b>	<b>58</b>	<b>16</b>

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				Actual (7)	Plan (8)										
TORONTO	AIR TRANSAT	S	8	0	0	38	0	50	13	0	0	44	38	17	8
<b>TOTAL TORONTO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>33</b>	<b>27</b>	<b>12</b>
VANCOUVER	HMY AIRWAYS	C	8	0	0	88	13	0	0	0	0	3	0	0	0
<b>TOTAL VANCOUVER</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>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CANADA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>9</b>	<b>19</b>	<b>3</b>	<b>6</b>	<b>9</b>	<b>150</b>	<b>39</b>	<b>45</b>	<b>28</b>
<b>CYPRUS</b>															
LARNACA	CYPRUS AIRWAYS	S	16	0	0	56	25	19	0	0	0	14	22	60	18
	EUROCYPRIA AIRLINES LTD	C	6	0	0	67	0	0	0	33	0	89	71	13	7
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	0	50	25	0	0	56	0	40	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	0	88	6	8
<b>TOTAL LARNACA</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>10</b>	<b>18</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>31</b>	<b>41</b>	<b>34</b>	<b>49</b>
<b>PAPHOS</b>															
	AIR CORDIAL LTD	C	4	0	0	75	0	25	0	0	0	12	0	0	0
	BRITANNIA AIRWAYS	C	16	0	0	94	6	0	0	0	0	3	69	14	16
	EUROCYPRIA AIRLINES LTD	C	7	0	0	86	14	0	0	0	0	4	38	26	8
	EXCEL AIRWAYS LTD	C	9	0	0	78	11	11	0	0	0	9	83	6	6
	FIRST CHOICE AIRWAYS LTD	S	8	0	0	88	0	0	0	13	0	36	63	11	8
	HELIOS AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	0	100	1	7
	MY TRAVEL AIRWAYS UK	C	6	0	0	100	0	0	0	0	0	1	75	9	8
	THOMAS COOK AIRLINES LTD	C	7	1	0	100	0	0	0	0	0	1	100	1	8
<b>TOTAL PAPHOS</b>			<b>60</b>	<b>1</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>11</b>	<b>61</b>
<b>TOTAL CYPRUS</b>			<b>99</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>7</b>	<b>9</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>59</b>	<b>21</b>	<b>110</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	CSA	S	64	0	0	91	3	5	2	0	0	5	35	23	48
<b>TOTAL PRAGUE</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>35</b>	<b>23</b>	<b>48</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>35</b>	<b>23</b>	<b>48</b>
<b>DENMARK</b>															
BILLUND	SUN AIR OF SCANDINAVIA	S	88	0	0	92	5	2	1	0	0	4	88	6	88
<b>TOTAL BILLUND</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>87</b>	<b>6</b>	<b>90</b>
COPENHAGEN	SAS	S	153	0	0	88	5	4	3	0	0	6	68	16	200
<b>TOTAL COPENHAGEN</b>			<b>153</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>68</b>	<b>16</b>	<b>200</b>
<b>TOTAL DENMARK</b>			<b>241</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>13</b>	<b>290</b>
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	FIRST CHOICE AIRWAYS LTD	C	12	0	0	67	17	17	0	0	0	13	75	9	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	13	0	0	13	0	27	81	9	16
<b>TOTAL PUERTO PLATA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>19</b>	<b>79</b>	<b>9</b>	<b>24</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>19</b>	<b>81</b>	<b>9</b>	<b>32</b>
<b>EGYPT</b>															
CAIRO	EGYPT AIR	S	7	0	1	14	0	14	71	0	0	75	17	205	12
<b>TOTAL CAIRO</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>14</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>17</b>	<b>205</b>	<b>12</b>
HURGHADA	EXCEL AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	13	100	0	6

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2003

## 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)											
HURGHADA	THOMAS COOK AIRLINES LTD	C	7	1	0	57	14	29	0	0	0	19	100	2	5
<b>TOTAL HURGHADA</b>			<b>15</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>13</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>100</b>	<b>1</b>	<b>11</b>
LUXOR	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	0	100	0	8
	FIRST CHOICE AIRWAYS LTD	C	7	1	0	100	0	0	0	0	0	1	100	2	8
<b>TOTAL LUXOR</b>			<b>15</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>1</b>	<b>100</b>	<b>1</b>	<b>16</b>
TABA	ASTRAEUS LTD	C	8	0	0	88	13	0	0	0	0	9	0	0	0
<b>TOTAL TABA</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>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL EGYPT</b>			<b>45</b>	<b>2</b>	<b>1</b>	<b>73</b>	<b>7</b>	<b>9</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>74</b>	<b>64</b>	<b>39</b>
<b>FINLAND</b>															
HELSINKI	CITY AIRLINE	S	43	0	1	77	12	5	2	2	2	23	0	0	0
	FINNAIR	S	76	0	0	89	5	3	1	1	0	9	53	26	95
<b>TOTAL HELSINKI</b>			<b>119</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>14</b>	<b>53</b>	<b>26</b>	<b>95</b>
KITTLA	AZZURRA AIR	C	8	0	0	75	0	0	13	13	0	42	88	8	8
<b>TOTAL KITTLA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>42</b>	<b>88</b>	<b>8</b>	<b>8</b>
<b>TOTAL FINLAND</b>			<b>127</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>16</b>	<b>55</b>	<b>25</b>	<b>103</b>
<b>FRANCE</b>															
CHAMBERY	AIR JET	C	8	0	0	38	25	38	0	0	0	19	0	0	0
	EXCEL AIRWAYS LTD	C	8	0	0	75	13	0	13	0	0	15	75	12	8
	TITAN AIRWAYS LTD	C	8	0	0	63	13	13	13	0	0	22	0	0	0
<b>TOTAL CHAMBERY</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>17</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>63</b>	<b>59</b>	<b>24</b>
GRENOBLE	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	10	38	27	8
	MONARCH AIRLINES	C	11	0	0	64	18	9	9	0	0	19	50	27	8
<b>TOTAL GRENOBLE</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>21</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>44</b>	<b>27</b>	<b>16</b>
LE HAVRE	KLM CITYHOPPER	C	2	0	0	100	0	0	0	0	0	8	0	0	0
<b>TOTAL LE HAVRE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
LYON	ASTRAEUS LTD	C	16	0	0	31	6	13	50	0	0	57	0	0	0
	BRITANNIA AIRWAYS	C	9	1	0	78	0	22	0	0	0	11	60	17	10
	BRITISH AIRWAYS CITIEXPRESS L	S	64	0	0	73	8	13	6	0	0	14	0	0	0
	BRITISH AIRWAYS PLC	C	8	0	0	25	25	0	50	0	0	52	63	14	32
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	13	13	13	13	0	48	75	9	8
	FLYBE.BRITISH EUROPEAN	C	16	0	0	31	25	6	25	13	0	68	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	1	63	12	8
<b>TOTAL LYON</b>			<b>129</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>10</b>	<b>11</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>77</b>	<b>9</b>	<b>154</b>
NICE	BRITISH AIRWAYS CITIEXPRESS L	S	40	0	0	78	18	0	0	5	0	17	0	0	0
<b>TOTAL NICE</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>17</b>	<b>77</b>	<b>9</b>	<b>53</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	308	0	0	76	12	7	5	0	0	13	54	18	276
	BRITISH AIRWAYS PLC	S	244	0	4	78	13	5	3	0	0	11	64	16	222
	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>555</b>	<b>0</b>	<b>4</b>	<b>77</b>	<b>13</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>58</b>	<b>17</b>	<b>500</b>
TOULOUSE (BLAGNAC)	BMI REGIONAL	S	56	0	0	89	4	7	0	0	0	5	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	63	13	13	13	0	0	24	90	6	10

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOULOUSE (BLAGNAC)	BRITISH AIRWAYS PLC	C	8	0	0	50	25	13	0	13	0	40	88	6	8
	MY TRAVEL AIRWAYS UK	C	12	2	0	17	25	17	17	25	0	85	70	7	10
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>84</b>	<b>2</b>	<b>0</b>	<b>73</b>	<b>10</b>	<b>10</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>22</b>	<b>77</b>	<b>17</b>	<b>44</b>
<b>TOTAL FRANCE</b>			<b>853</b>	<b>3</b>	<b>4</b>	<b>73</b>	<b>12</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>64</b>	<b>17</b>	<b>810</b>
<b>GAMBIA</b>															
BANJUL	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	13	25	13	0	0	28	75	12	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	25	0	38	0	13	142	100	3	7
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	0	13	25	0	0	43	75	12	8
<b>TOTAL BANJUL</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>13</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>4</b>	<b>71</b>	<b>83</b>	<b>9</b>	<b>23</b>
<b>TOTAL GAMBIA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>13</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>4</b>	<b>71</b>	<b>83</b>	<b>9</b>	<b>23</b>
<b>GERMANY</b>															
BERLIN (TEGEL)	BRITISH AIRWAYS CITIEXPRESS L	S	55	0	0	84	4	11	2	0	0	8	0	0	0
<b>TOTAL BERLIN (TEGEL)</b>			<b>55</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>4</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>12</b>	<b>56</b>
DUSSELDORF	BRITISH AIRWAYS PLC	S	188	0	4	79	9	5	5	2	0	15	66	14	186
	LUFTHANSA CITY LINE	S	144	0	0	92	3	3	1	0	0	4	0	0	0
<b>TOTAL DUSSELDORF</b>			<b>332</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>69</b>	<b>14</b>	<b>322</b>
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	241	0	7	76	7	9	7	0	0	15	57	17	196
	LUFTHANSA	S	168	1	0	77	16	6	1	0	0	10	68	12	168
<b>TOTAL FRANKFURT MAIN</b>			<b>409</b>	<b>2</b>	<b>7</b>	<b>76</b>	<b>11</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>62</b>	<b>15</b>	<b>364</b>
HAMBURG	LUFTHANSA CITY LINE	S	94	0	0	90	4	4	1	0	0	5	61	14	92
<b>TOTAL HAMBURG</b>			<b>94</b>	<b>1</b>	<b>0</b>	<b>90</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>61</b>	<b>14</b>	<b>92</b>
HANOVER	BRITISH AIRWAYS CITIEXPRESS L	S	55	0	0	51	22	13	13	2	0	27	0	0	0
<b>TOTAL HANOVER</b>			<b>55</b>	<b>4</b>	<b>1</b>	<b>51</b>	<b>22</b>	<b>13</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>89</b>	<b>6</b>	<b>55</b>
MUNICH	LUFTHANSA CITY LINE	S	215	0	0	71	10	12	7	0	0	16	72	10	46
<b>TOTAL MUNICH</b>			<b>215</b>	<b>1</b>	<b>1</b>	<b>71</b>	<b>10</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>49</b>	<b>20</b>	<b>158</b>
STUTT GART	LUFTHANSA CITY LINE	S	53	0	0	94	4	2	0	0	0	3	83	9	52
<b>TOTAL STUTT GART</b>			<b>53</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>83</b>	<b>9</b>	<b>52</b>
<b>TOTAL GERMANY</b>			<b>1213</b>	<b>8</b>	<b>14</b>	<b>79</b>	<b>9</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>65</b>	<b>14</b>	<b>1100</b>
<b>GREECE</b>															
ATHENS	OLYMPIC AIRWAYS	S	16	0	0	63	31	6	0	0	0	15	17	57	24
<b>TOTAL ATHENS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>31</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>17</b>	<b>57</b>	<b>24</b>
<b>TOTAL GREECE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>31</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>17</b>	<b>57</b>	<b>24</b>
<b>ICELAND</b>															
KEFLAVIK	ISLANDSFLUG	C	2	0	0	0	0	100	0	0	0	44	0	0	0
<b>TOTAL KEFLAVIK</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ICELAND</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>INDIA</b>															
GOA	MONARCH AIRLINES	C	15	0	0	53	7	20	13	0	7	52	44	56	16



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			Actual (7)	Plan (8)											
TOTAL GOA			15	0	0	53	7	20	13	0	7	52	44	56	16
TOTAL INDIA			15	0	0	53	7	20	13	0	7	52	44	56	16
IRISH REPUBLIC															
CONNAUGHT	BRITISH AIRWAYS CITIEXPRESS L	S	32	0	0	75	0	19	6	0	0	15	0	0	0
TOTAL CONNAUGHT			32	0	0	75	0	19	6	0	0	15	75	13	32
CORK	BRITISH AIRWAYS CITIEXPRESS L	S	128	0	0	80	7	7	4	2	0	14	0	0	0
TOTAL CORK			128	0	2	80	7	7	4	2	0	14	73	10	139
DUBLIN	AER ARRAN	C	4	0	0	75	25	0	0	0	0	6	0	0	0
	AER LINGUS	S	289	0	0	79	11	6	4	1	0	14	78	20	293
	FIRST CHOICE AIRWAYS LTD	C	2	2	0	100	0	0	0	0	0	2	0	0	0
	LUXAIR	S	56	0	0	95	5	0	0	0	0	2	91	4	56
	RYANAIR	S	168	1	0	87	7	5	1	0	0	5	88	6	260
	SKYNET AIRLINES IRELAND	C	2	0	0	50	50	0	0	0	0	14	0	0	0
TOTAL DUBLIN			521	3	0	83	9	5	2	1	0	10	84	12	609
SHANNON	BRITISH AIRWAYS CITIEXPRESS L	S	56	0	0	71	13	11	5	0	0	14	0	0	0
TOTAL SHANNON			56	0	0	71	13	11	5	0	0	14	91	3	58
TOTAL IRISH REPUBLIC			737	3	2	81	9	6	3	1	0	11	82	11	838
ISRAEL															
OVDA	BRITANNIA AIRWAYS	C	4	0	0	100	0	0	0	0	0	1	50	19	8
TOTAL OVDA			4	0	0	100	0	0	0	0	0	1	50	19	8
TOTAL ISRAEL			4	0	0	100	0	0	0	0	0	1	50	19	8
ITALY															
BERGAMO	BRITANNIA AIRWAYS	C	8	0	0	50	0	25	25	0	0	35	25	23	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	38	13	13	0	0	29	0	0	0
TOTAL BERGAMO			16	0	0	44	19	19	19	0	0	32	31	23	16
MILAN (MALPENSA)	BRITISH AIRWAYS PLC	S	91	0	5	77	19	4	0	0	0	8	52	25	96
	VOLARE AIRLINES	C	4	0	0	50	0	50	0	0	0	22	0	0	0
TOTAL MILAN (MALPENSA)			96	0	5	75	19	6	0	0	0	9	52	25	96
PISA	FLIGHTLINE LTD	C	2	0	0	0	50	50	0	0	0	30	0	0	0
TOTAL PISA			2	0	0	0	50	50	0	0	0	30	0	0	0
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	32	0	0	81	9	6	3	0	0	9	69	19	32
TOTAL ROME (FIUMICINO)			32	0	0	81	9	6	3	0	0	9	69	19	32
TURIN	AIR CORDIAL LTD	C	2	0	0	0	0	50	50	0	0	60	0	0	0
	AZZURRA AIR	C	8	0	0	88	0	0	13	0	0	11	0	0	0
	BLUE PANORAMA	C	2	0	0	50	0	50	0	0	0	22	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	50	25	0	25	0	0	24	70	13	10
	BRITISH AIRWAYS PLC	C	10	0	0	70	0	30	0	0	0	19	63	31	8
	EXCEL AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	14	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	15	0	0	67	13	13	7	0	0	21	31	30	16
	MY TRAVEL AIRWAYS UK	C	12	0	0	83	17	0	0	0	0	6	50	26	8

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			Actual (7)	Plan (8)											
<b>TOTAL TURIN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>12</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>58</b>	<b>21</b>	50
<b>VENICE</b>	ASTRAEUS LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	37	0	0	70	16	8	3	3	0	21	0	0	0
<b>TOTAL VENICE</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>33</b>	2
<b>VERONA</b>	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	5	50	52	8
<b>TOTAL VERONA</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>5</b>	<b>50</b>	<b>52</b>	8
<b>TOTAL ITALY</b>			<b>253</b>	<b>0</b>	<b>5</b>	<b>71</b>	<b>15</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>55</b>	<b>24</b>	208
<b>JAMAICA</b>															
<b>KINGSTON</b>	AIR JAMAICA	S	12	0	0	83	17	0	0	0	0	7	0	0	0
<b>TOTAL KINGSTON</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	0
<b>MONTEGO BAY</b>	AIR JAMAICA	S	4	0	0	50	25	25	0	0	0	15	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	8	0	0	0
	MY TRAVEL AIRWAYS UK	C	16	0	0	56	25	0	0	0	19	177	50	211	16
<b>TOTAL MONTEGO BAY</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>18</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>106</b>	<b>50</b>	<b>211</b>	16
<b>TOTAL JAMAICA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>76</b>	<b>50</b>	<b>211</b>	16
<b>KENYA</b>															
<b>MOMBASA</b>	MONARCH AIRLINES	C	8	0	0	63	13	13	0	0	13	172	75	19	8
<b>TOTAL MOMBASA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>172</b>	<b>75</b>	<b>19</b>	8
<b>TOTAL KENYA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>172</b>	<b>75</b>	<b>19</b>	8
<b>LUXEMBOURG</b>															
<b>LUXEMBOURG</b>	LUXAIR	S	56	0	0	96	4	0	0	0	0	2	86	5	56
<b>TOTAL LUXEMBOURG</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>5</b>	56
<b>TOTAL LUXEMBOURG</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>5</b>	56
<b>MALAYSIA</b>															
<b>KUALA LUMPUR (SEPANG)</b>	MALAYSIAN AIRLINES SYSTEM-MA	S	24	0	0	88	8	0	4	0	0	8	0	0	0
<b>TOTAL KUALA LUMPUR (SEPANG)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL MALAYSIA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	0
<b>MALTA</b>															
<b>MALTA</b>	AIR MALTA	C	6	0	0	100	0	0	0	0	0	2	80	23	10
	AIR MALTA	S	52	0	0	96	4	0	0	0	0	2	78	8	32
	BRITANNIA AIRWAYS	C	15	0	0	87	7	7	0	0	0	6	88	4	8
	FIRST CHOICE AIRWAYS LTD	C	4	0	0	0	25	75	0	0	0	34	0	0	0
	MONARCH AIRLINES	C	8	0	0	75	0	25	0	0	0	12	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	38	0	0	0	0	11	75	16	8
	THOMAS COOK AIRLINES LTD	C	4	0	0	100	0	0	0	0	0	0	100	2	4
<b>TOTAL MALTA</b>			<b>97</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>79</b>	<b>11</b>	68
<b>TOTAL MALTA</b>			<b>97</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>79</b>	<b>11</b>	68
<b>MEXICO</b>															
<b>ACAPULCO</b>	BRITANNIA AIRWAYS	C	5	0	0	40	20	0	20	20	0	74	0	0	0

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2002		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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 ACAPULCO			5	0	0	40	20	0	20	20	0	74	0	0	0
CANCUN	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	9	88	7	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	25	0	0	0	0	9	67	34	15
TOTAL CANCUN			16	0	0	75	25	0	0	0	0	9	74	25	23
TOTAL MEXICO			21	1	1	67	24	0	5	5	0	25	74	25	23
MOROCCO															
AGADIR	MY TRAVEL AIRWAYS UK	C	6	0	0	17	17	17	17	33	0	133	67	13	6
TOTAL AGADIR			6	0	0	17	17	17	17	33	0	133	67	13	6
TOTAL MOROCCO			6	0	0	17	17	17	17	33	0	133	67	13	6
NETHERLANDS															
AMSTERDAM	BRITISH AIRWAYS PLC	S	166	2	5	78	8	5	8	0	0	16	48	33	235
	KLM CITYHOPPER	S	429	2	0	67	11	9	12	0	0	21	0	0	0
TOTAL AMSTERDAM			595	5	16	70	10	8	11	0	0	20	50	34	617
TOTAL NETHERLANDS			595	5	16	70	10	8	11	0	0	20	49	33	697
NORWAY															
OSLO (GARDERMOEN)	BRITISH AIRWAYS CITIEXPRESS L	S	95	0	0	76	9	11	4	0	0	12	0	0	0
TOTAL OSLO (GARDERMOEN)			95	0	1	76	9	11	4	0	0	12	61	18	98
TOTAL NORWAY			95	0	1	76	9	11	4	0	0	12	61	18	98
PAKISTAN															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	24	0	0	50	17	29	0	4	0	29	6	121	16
TOTAL ISLAMABAD			24	0	0	50	17	29	0	4	0	29	6	121	16
KARACHI	PAKISTAN INTL AIRLINES	S	36	0	0	39	31	11	6	11	3	57	24	46	33
TOTAL KARACHI			36	0	0	39	31	11	6	11	3	57	24	46	33
LAHORE	PAKISTAN INTL AIRLINES	S	8	0	0	50	38	0	13	0	0	22	8	58	12
TOTAL LAHORE			8	0	0	50	38	0	13	0	0	22	8	58	12
TOTAL PAKISTAN			68	0	0	44	26	16	4	7	1	43	16	68	61
POLAND															
RZESZOW	FUTURA AIRLINES	C	2	0	0	50	50	0	0	0	0	8	0	0	0
TOTAL RZESZOW			2	0	0	50	50	0	0	0	0	8	0	0	0
WARSAW	LOT-POLISH AIRLINES	S	48	0	0	92	4	0	4	0	0	8	57	25	47
TOTAL WARSAW			48	0	0	92	4	0	4	0	0	8	57	25	47
TOTAL POLAND			50	0	0	90	6	0	4	0	0	8	57	25	47
PORTUGAL(EXCLUDING MADEIRA)															
FARO	AZZURRA AIR	C	6	0	0	100	0	0	0	0	0	2	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	75	0	25	0	0	0	13	64	15	14
	FIRST CHOICE AIRWAYS LTD	C	24	0	0	75	25	0	0	0	0	6	63	13	8
	MONARCH AIRLINES	C	4	0	0	0	75	25	0	0	0	28	70	14	10
	MONARCH AIRLINES	S	24	0	0	75	13	4	8	0	0	13	0	0	0

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## Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2002		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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)										
FARO	MY TRAVEL AIRWAYS UK	C	22	0	0	68	9	14	0	9	0	31	45	36	22
	THOMAS COOK AIRLINES LTD	C	14	0	0	79	0	7	14	0	21	89	6	19	
<b>TOTAL FARO</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>66</b>	<b>17</b>	<b>89</b>
LISBON	PORTUGALIA	S	56	0	0	86	7	7	0	0	7	86	15	56	
<b>TOTAL LISBON</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>15</b>	<b>56</b>	
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>16</b>	<b>145</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	BRITANNIA AIRWAYS	C	6	0	0	100	0	0	0	0	0	83	7	6	
	EXCEL AIRWAYS LTD	C	9	0	0	89	11	0	0	0	6	88	4	8	
	FIRST CHOICE AIRWAYS LTD	C	6	0	0	100	0	0	0	0	6	83	7	6	
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	2	88	7	8	
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	88	3	8	
<b>TOTAL FUNCHAL</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>5</b>	<b>36</b>	
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>5</b>	<b>36</b>	
<b>REPUBLIC OF YEMEN</b>															
SANAA	YEMENIA	C	6	0	0	17	33	0	50	0	75	0	138	1	
<b>TOTAL SANAA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>33</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>138</b>	<b>1</b>	
<b>TOTAL REPUBLIC OF YEMEN</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>33</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>138</b>	<b>1</b>	
<b>SINGAPORE</b>															
SINGAPORE	SINGAPORE AIRLINES	S	56	0	0	59	5	23	13	0	25	14	88	56	
<b>TOTAL SINGAPORE</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>5</b>	<b>23</b>	<b>13</b>	<b>0</b>	<b>25</b>	<b>14</b>	<b>88</b>	<b>56</b>	
<b>TOTAL SINGAPORE</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>5</b>	<b>23</b>	<b>13</b>	<b>0</b>	<b>25</b>	<b>14</b>	<b>88</b>	<b>56</b>	
<b>SPAIN</b>															
ALICANTE	BRITANNIA AIRWAYS	C	32	0	0	66	16	3	13	0	35	73	18	40	
	FIRST CHOICE AIRWAYS LTD	C	46	0	0	59	13	13	15	0	25	74	43	19	
	FLYBE.BRITISH EUROPEAN	C	6	0	0	17	17	33	17	17	0	81	0	0	
	MONARCH AIRLINES	S	56	0	0	91	7	2	0	0	5	83	11	48	
	MONARCH AIRLINES	C	8	1	0	38	38	0	25	0	38	25	56	12	
	MY TRAVEL AIRWAYS UK	C	30	2	0	70	10	13	3	3	0	20	58	35	38
	THOMAS COOK AIRLINES LTD	C	25	0	0	72	8	4	8	8	0	27	75	14	28
<b>TOTAL ALICANTE</b>			<b>203</b>	<b>3</b>	<b>0</b>	<b>70</b>	<b>12</b>	<b>7</b>	<b>8</b>	<b>2</b>	<b>23</b>	<b>70</b>	<b>26</b>	<b>209</b>	
ALMERIA	MY TRAVEL AIRWAYS UK	C	8	0	0	50	13	25	13	0	23	50	23	8	
<b>TOTAL ALMERIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>23</b>	<b>50</b>	<b>23</b>	<b>8</b>	
BARCELONA	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	13	0	25	0	20	0	0	0	
	IBERIA	S	56	0	0	66	13	13	9	0	20	38	31	56	
<b>TOTAL BARCELONA</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>13</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>20</b>	<b>38</b>	<b>31</b>	<b>56</b>	
MADRID	BRITISH AIRWAYS PLC	S	95	0	1	61	11	11	18	0	29	71	13	80	
<b>TOTAL MADRID</b>			<b>95</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>11</b>	<b>11</b>	<b>18</b>	<b>0</b>	<b>29</b>	<b>71</b>	<b>13</b>	<b>80</b>	
MAHON	ASTRAEUS LTD	C	8	0	0	63	13	25	0	0	12	0	0	0	
<b>TOTAL MAHON</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>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	

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			Actual (7)	Plan (8)											
MALAGA	AIR CORDIAL LTD	C	4	0	0	75	0	25	0	0	0	14	0	183	6
	BRITANNIA AIRWAYS	C	24	0	0	75	17	8	0	0	8	75	8	24	
	FIRST CHOICE AIRWAYS LTD	C	31	0	0	58	19	13	10	0	18	64	10	11	
	FUTURA AIRLINES	C	6	0	0	50	33	17	0	0	17	0	0	0	
	ISLANDSFLUG	C	6	0	0	0	17	50	33	0	56	0	0	0	
	MONARCH AIRLINES	C	16	0	0	63	25	13	0	0	13	70	13	27	
	MONARCH AIRLINES	S	56	0	0	70	14	11	5	0	14	70	10	56	
	MY TRAVEL AIRWAYS UK	C	22	2	0	41	18	14	18	9	54	25	33	28	
	THOMAS COOK AIRLINES LTD	C	20	0	0	90	10	0	0	0	4	71	17	24	
<b>TOTAL MALAGA</b>			<b>185</b>	<b>2</b>	<b>0</b>	<b>64</b>	<b>17</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>61</b>	<b>20</b>	<b>208</b>
PALMA DE MALLORCA	BRITANNIA AIRWAYS	C	16	0	0	88	6	6	0	0	7	56	36	16	
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	25	0	0	0	10	0	0	0	
	MY TRAVEL AIRWAYS UK	C	24	0	0	92	4	0	4	0	5	53	18	30	
	THOMAS COOK AIRLINES LTD	C	13	0	0	85	0	15	0	0	10	50	29	8	
<b>TOTAL PALMA DE MALLORCA</b>			<b>61</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>57</b>	<b>23</b>	<b>68</b>	
<b>TOTAL SPAIN</b>			<b>625</b>	<b>6</b>	<b>1</b>	<b>68</b>	<b>13</b>	<b>10</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>63</b>	<b>22</b>	<b>630</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	ASTRAEUS LTD	C	8	0	0	63	25	13	0	0	14	0	0	0	
	AZZURRA AIR	C	4	0	0	100	0	0	0	0	3	25	38	8	
	BRITANNIA AIRWAYS	C	16	0	0	88	6	6	0	0	6	85	6	20	
	EXCEL AIRWAYS LTD	C	4	0	0	75	0	0	25	0	21	0	0	0	
	FIRST CHOICE AIRWAYS LTD	C	38	2	0	79	13	3	5	0	12	68	8	19	
	MONARCH AIRLINES	C	12	0	0	67	0	25	8	0	18	88	6	8	
	MY TRAVEL AIRWAYS UK	C	18	0	0	78	11	6	6	0	13	75	18	24	
	THOMAS COOK AIRLINES LTD	C	34	2	0	88	3	0	9	0	10	81	20	36	
<b>TOTAL ARRECIFE</b>			<b>134</b>	<b>5</b>	<b>2</b>	<b>81</b>	<b>8</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>15</b>	<b>131</b>	
FUERTEVENTURA	BRITANNIA AIRWAYS	C	16	0	0	63	19	19	0	0	14	50	20	8	
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	75	19	6	0	0	8	63	17	16	
	MY TRAVEL AIRWAYS UK	C	24	0	0	83	0	17	0	0	10	63	43	24	
	THOMAS COOK AIRLINES LTD	C	16	0	0	88	0	6	6	0	8	91	4	23	
<b>TOTAL FUERTEVENTURA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>8</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>70</b>	<b>22</b>	<b>71</b>	
LAS PALMAS	BRITANNIA AIRWAYS	C	16	0	0	88	0	0	6	6	23	83	7	24	
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	25	25	38	13	0	32	88	4	16	
	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	4	88	3	8	
	MY TRAVEL AIRWAYS UK	C	30	3	0	77	17	7	0	0	8	88	10	26	
	THOMAS COOK AIRLINES LTD	C	34	0	0	100	0	0	0	0	1	92	5	24	
<b>TOTAL LAS PALMAS</b>			<b>104</b>	<b>3</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>11</b>	<b>88</b>	<b>6</b>	<b>100</b>	
SANTA CRUZ DE LA PALMA	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	0	25	0	20	86	8	7	
<b>TOTAL SANTA CRUZ DE LA PALMA</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>20</b>	<b>86</b>	<b>8</b>	<b>7</b>	
TENERIFE (NORTE LOS RODEOS)	BRITANNIA AIRWAYS	C	5	0	0	80	20	0	0	0	6	0	0	0	
<b>TOTAL TENERIFE (NORTE LOS RODEOS)</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>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	
TENERIFE (SURREINA SOFIA)	AIR CORDIAL LTD	C	13	0	0	38	31	0	31	0	46	19	119	16	
	ASTRAEUS LTD	C	11	0	0	18	9	36	27	0	9	147	0	0	
	AZZURRA AIR	C	16	0	0	50	19	13	19	0	37	50	25	10	
	BRITANNIA AIRWAYS	C	40	0	0	78	8	13	3	0	9	59	15	39	

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2002		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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)	EXCEL AIRWAYS LTD	C	24	0	0	38	29	21	13	0	0	25	54	15	24
	FIRST CHOICE AIRWAYS LTD	C	50	0	0	82	12	6	0	0	7	81	9	26	
	FUTURA AIRLINES	C	9	0	0	22	11	44	22	0	44	0	0	0	
	IBERWORLD	C	12	0	0	0	33	67	0	0	31	36	74	11	
	ISLANDSFLUG	C	11	0	0	55	0	36	9	0	33	0	0	0	
	MONARCH AIRLINES	C	21	0	0	52	14	14	19	0	31	69	27	36	
	MY TRAVEL AIRWAYS UK	C	41	3	0	44	24	22	10	0	27	55	27	51	
	THOMAS COOK AIRLINES LTD	C	69	0	0	84	9	6	0	0	14	86	8	69	
	VOLAR AIRLINES	C	11	0	0	27	9	55	9	0	41	0	0	0	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>328</b>	<b>3</b>	<b>0</b>	<b>59</b>	<b>15</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>26</b>	<b>65</b>	<b>24</b>	<b>318</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>651</b>	<b>11</b>	<b>2</b>	<b>69</b>	<b>12</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>72</b>	<b>19</b>	<b>627</b>
<b>SUDAN</b>															
KHARTOUM	SUDAN AIRWAYS	S	6	0	0	0	17	17	0	0	67	424	0	135	2
<b>TOTAL KHARTOUM</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>424</b>	<b>0</b>	<b>135</b>	<b>2</b>
<b>TOTAL SUDAN</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>424</b>	<b>0</b>	<b>135</b>	<b>2</b>
<b>SWEDEN</b>															
GOTEBORG	BRITISH AIRWAYS CITIEXPRESS L	S	44	0	0	93	7	0	0	0	3	0	0	0	
	CITY AIRLINE	S	43	0	1	79	9	5	5	0	20	0	0	0	
<b>TOTAL GOTEBORG</b>			<b>87</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>12</b>	<b>85</b>	<b>6</b>	<b>47</b>
STOCKHOLM (ARLANDA)	FINNAIR	S	20	0	0	90	10	0	0	0	5	0	0	0	
	SKYWAYS EXPRESS	S	82	0	2	96	2	1	0	0	2	70	17	82	
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>102</b>	<b>0</b>	<b>2</b>	<b>95</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>17</b>	<b>82</b>	
<b>TOTAL SWEDEN</b>			<b>189</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>68</b>	<b>16</b>	<b>214</b>	
<b>SWITZERLAND</b>															
BASLE MULHOUSE	SWISS AIRLINES	S	140	0	2	87	8	2	3	0	7	73	11	142	
<b>TOTAL BASLE MULHOUSE</b>			<b>140</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>8</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>11</b>	<b>142</b>	
BERNE	RHEINTALFLUG-ROLF SEEWALD	C	8	0	0	88	13	0	0	0	7	0	0	0	
<b>TOTAL BERNE</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>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	
GENEVA	ASTRAEUS LTD	C	9	0	0	33	11	44	0	11	39	0	0	0	
	BRITANNIA AIRWAYS	C	16	0	0	38	6	13	44	0	54	6	89	16	
	BRITISH AIRWAYS PLC	C	16	0	0	44	19	31	6	0	27	69	12	16	
	BRITISH AIRWAYS PLC	S	56	0	0	80	2	7	9	2	20	45	24	56	
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	25	13	50	13	0	40	38	38	8	
	MY TRAVEL AIRWAYS UK	C	7	0	0	57	29	0	14	0	28	38	30	8	
<b>TOTAL GENEVA</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>8</b>	<b>17</b>	<b>13</b>	<b>2</b>	<b>29</b>	<b>41</b>	<b>33</b>	<b>104</b>	
ZURICH	BRITISH AIRWAYS PLC	S	104	0	0	65	13	17	4	1	18	58	19	92	
	SWISS AIRLINES	S	163	1	4	71	12	10	7	0	16	58	17	110	
<b>TOTAL ZURICH</b>			<b>267</b>	<b>1</b>	<b>4</b>	<b>69</b>	<b>12</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>17</b>	<b>58</b>	<b>18</b>	<b>202</b>	
<b>TOTAL SWITZERLAND</b>			<b>527</b>	<b>1</b>	<b>6</b>	<b>72</b>	<b>10</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>17</b>	<b>59</b>	<b>19</b>	<b>448</b>	
<b>THAILAND</b>															
PHUKET	MONARCH AIRLINES	C	8	0	0	50	13	25	13	0	33	0	0	0	

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			Actual (7)	Plan (8)											
TOTAL PHUKET			8	0	0	50	13	25	13	0	0	33	0	0	0
TOTAL THAILAND			8	0	0	50	13	25	13	0	0	33	0	0	0
TRINIDAD AND TOBAGO															
PORT OF SPAIN	BWIA	S	7	0	1	29	29	14	29	0	0	35	0	0	0
TOTAL PORT OF SPAIN			7	0	1	29	29	14	29	0	0	35	0	0	0
TOTAL TRINIDAD AND TOBAGO			7	0	1	29	29	14	29	0	0	35	0	0	0
TUNISIA															
MONASTIR	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	4	100	2	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	25	0	25	0	0	42	88	4	8
	MY TRAVEL AIRWAYS UK	C	10	1	0	50	20	10	0	0	20	105	25	52	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	7	71	6	7
TOTAL MONASTIR			34	1	0	71	15	3	6	0	6	43	69	17	32
TOTAL TUNISIA			34	1	0	71	15	3	6	0	6	43	69	17	32
TURKEY															
ANTALYA	KIBRIS TURKISH AIRLINES - KTHY	S	8	0	0	63	13	25	0	0	0	17	0	0	0
	THOMAS COOK AIRLINES LTD	C	16	0	0	100	0	0	0	0	0	1	100	3	8
TOTAL ANTALYA			24	0	0	88	4	8	0	0	0	6	100	3	8
ISTANBUL	THY TURK HAVA YOLLARI TURKIS	S	32	0	0	53	31	9	6	0	0	23	13	43	32
TOTAL ISTANBUL			32	0	0	53	31	9	6	0	0	23	15	42	34
TOTAL TURKEY			56	0	0	68	20	9	4	0	0	16	31	35	42
UNITED ARAB EMIRATES															
DUBAI	EMIRATES	S	56	0	0	77	14	9	0	0	0	10	55	20	55
TOTAL DUBAI			56	0	0	77	14	9	0	0	0	10	55	20	55
TOTAL UNITED ARAB EMIRATES			56	0	0	77	14	9	0	0	0	10	55	20	55
UNITED KINGDOM															
ABERDEEN	BMI REGIONAL	S	131	1	0	93	2	3	2	0	0	4	87	8	131
	BRITISH AIRWAYS CITIEXPRESS L	S	185	1	0	75	10	8	8	0	0	15	81	12	228
	BRITISH AIRWAYS PLC	S	25	0	0	76	4	8	12	0	0	20	0	0	0
TOTAL ABERDEEN			341	4	0	82	6	6	6	0	0	11	83	10	359
BELFAST CITY	BRITISH AIRWAYS CITIEXPRESS L	S	265	0	0	82	8	5	3	2	0	14	0	0	0
TOTAL BELFAST CITY			265	0	3	82	8	5	3	2	0	14	86	9	303
CITY OF DERRY (EGLINTON)	BRITISH AIRWAYS CITIEXPRESS L	S	41	0	0	90	0	0	5	5	0	14	0	0	0
TOTAL CITY OF DERRY (EGLINTON)			41	0	5	90	0	0	5	5	0	14	94	3	54
DUNDEE	EASTERN AIRWAYS	S	116	0	4	88	4	3	4	0	0	9	0	0	0
TOTAL DUNDEE			116	0	4	88	4	3	4	0	0	9	0	0	0
EDINBURGH	BMI REGIONAL	S	229	0	0	89	6	2	3	0	0	7	88	5	216
	BRITISH AIRWAYS CITIEXPRESS L	S	42	0	0	76	19	5	0	0	0	9	71	15	97
	BRITISH AIRWAYS PLC	S	221	0	9	80	9	5	6	1	0	14	74	14	167

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			Actual (7)	Plan (8)											
<b>TOTAL EDINBURGH</b>			<b>492</b>	<b>1</b>	<b>9</b>	<b>84</b>	<b>8</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>10</b>	480
<b>GATWICK</b>	BRITISH AIRWAYS PLC	S	357	0	1	86	8	2	4	0	0	8	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	4	8	0	100	0	0	0	0	0	1	100	2	8
<b>TOTAL GATWICK</b>			<b>361</b>	<b>19</b>	<b>1</b>	<b>86</b>	<b>7</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>6</b>	378
<b>GLASGOW</b>	BMI REGIONAL	S	204	2	0	86	8	5	0	0	0	6	93	4	165
	BRITISH AIRWAYS PLC	S	218	0	6	68	10	6	15	0	0	22	71	15	128
<b>TOTAL GLASGOW</b>			<b>422</b>	<b>3</b>	<b>6</b>	<b>77</b>	<b>9</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>85</b>	<b>8</b>	378
<b>GUERNSEY</b>	AURIGNY AIR SERVICES	S	100	0	0	89	6	3	0	0	2	13	57	25	111
<b>TOTAL GUERNSEY</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>13</b>	<b>57</b>	<b>25</b>	111
<b>HEATHROW</b>	BMI BRITISH MIDLAND	S	433	5	7	88	8	4	1	0	0	6	86	10	327
	BRITISH AIRWAYS PLC	S	548	0	0	80	11	6	2	0	0	10	75	12	572
<b>TOTAL HEATHROW</b>			<b>981</b>	<b>5</b>	<b>7</b>	<b>84</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>11</b>	899
<b>INVERNESS</b>	EASTERN AIRWAYS	S	112	0	16	82	11	3	4	0	0	10	0	0	0
<b>TOTAL INVERNESS</b>			<b>112</b>	<b>0</b>	<b>16</b>	<b>82</b>	<b>11</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	0
<b>ISLE OF MAN</b>	BA CITIEXPRESS (IOM) LTD	S	169	1	0	88	7	4	1	1	0	8	90	8	173
<b>TOTAL ISLE OF MAN</b>			<b>169</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>8</b>	173
<b>JERSEY</b>	BRITISH AIRWAYS CITIEXPRESS L	S	95	0	0	81	5	6	5	2	0	13	0	0	0
<b>TOTAL JERSEY</b>			<b>95</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>5</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>14</b>	95
<b>LONDON CITY</b>	VLM (BELGIUM)	S	211	0	5	95	1	2	1	0	0	3	0	0	0
<b>TOTAL LONDON CITY</b>			<b>211</b>	<b>0</b>	<b>5</b>	<b>95</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	0
<b>LUTON</b>	FLIGHTLINE LTD	C	4	0	0	50	50	0	0	0	0	13	0	0	0
<b>TOTAL LUTON</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>100</b>	<b>0</b>	1
<b>NORWICH</b>	EASTERN AIRWAYS	S	114	0	6	92	4	2	1	2	0	7	93	4	120
<b>TOTAL NORWICH</b>			<b>114</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>93</b>	<b>4</b>	120
<b>SOUTHAMPTON</b>	BRITISH AIRWAYS CITIEXPRESS L	S	127	0	0	83	5	4	9	0	0	14	0	0	0
<b>TOTAL SOUTHAMPTON</b>			<b>127</b>	<b>1</b>	<b>1</b>	<b>83</b>	<b>5</b>	<b>4</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>94</b>	<b>5</b>	128
<b>STANSTED</b>	BRITISH AIRWAYS CITIEXPRESS L	S	102	0	0	78	13	4	5	0	0	13	0	0	0
<b>TOTAL STANSTED</b>			<b>102</b>	<b>1</b>	<b>18</b>	<b>78</b>	<b>13</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>82</b>	<b>10</b>	115
<b>TOTAL UNITED KINGDOM</b>			<b>4054</b>	<b>40</b>	<b>82</b>	<b>84</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>10</b>	3594
<b>USA</b>															
<b>ATLANTA</b>	DELTA AIRLINES	S	56	0	0	88	11	2	0	0	0	3	96	2	56
<b>TOTAL ATLANTA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>96</b>	<b>2</b>	56
<b>CHICAGO (O'HARE)</b>	AMERICAN AIRLINES	S	56	0	0	80	9	2	5	4	0	15	86	8	56
	BMI BRITISH MIDLAND	S	54	0	2	98	2	0	0	0	0	1	95	6	56
<b>TOTAL CHICAGO (O'HARE)</b>			<b>110</b>	<b>0</b>	<b>2</b>	<b>89</b>	<b>5</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>7</b>	112
<b>FORT LAUDERDALE</b>	BRITANNIA AIRWAYS	C	4	0	0	50	0	25	0	25	0	67	0	0	0
<b>TOTAL FORT LAUDERDALE</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	0
<b>NEW YORK (JF KENNEDY)</b>	BRITISH AIRWAYS PLC	S	53	0	0	89	8	4	0	0	0	5	91	10	54
	PAKISTAN INTL AIRLINES	S	36	0	0	61	11	3	11	11	3	57	35	39	31



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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 NEW YORK (JF KENNEDY)			89	0	0	78	9	3	4	4	1	26	71	21	85
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	48	0	0	85	4	6	4	0	0	8	92	13	48
TOTAL NEW YORK (NEWARK)			48	0	0	85	4	6	4	0	0	8	92	13	48
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	50	1	6	76	14	4	6	0	0	9	91	4	56
TOTAL PHILADELPHIA INTERNATIONAL			50	1	6	76	14	4	6	0	0	9	91	4	56
SANFORD	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	0	13	13	0	0	19	75	18	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	13	0	0	0	13	59	75	8	8
TOTAL SANFORD			16	0	0	75	6	6	6	0	6	39	79	10	24
WEST PALM BEACH	BRITANNIA AIRWAYS	C	4	0	0	50	0	25	25	0	0	38	0	0	0
TOTAL WEST PALM BEACH			4	0	0	50	0	25	25	0	0	38	0	0	0
TOTAL USA			377	4	8	82	8	3	4	2	1	14	87	9	429
TOTAL MANCHESTER			12255	87	172	79	9	6	5	1	0	14	71	17	11817

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2003

## Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2002		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
INNSBRUCK	BRITISH AIRWAYS PLC	C	8	0	0	63	25	0	0	0	13	149	38	24	8
<b>TOTAL INNSBRUCK</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>149</b>	<b>38</b>	<b>24</b>	<b>8</b>
SALZBURG	BRITANNIA AIRWAYS	C	8	0	0	50	25	0	25	0	0	44	0	0	0
<b>TOTAL SALZBURG</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>63</b>	<b>31</b>	<b>8</b>
<b>TOTAL AUSTRIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>25</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>6</b>	<b>96</b>	<b>50</b>	<b>28</b>	<b>16</b>
<b>BELGIUM</b>															
BRUSSELS	SN BRUSSELS AIRLINES	S	144	2	0	92	6	3	0	0	0	4	70	11	198
<b>TOTAL BRUSSELS</b>			<b>144</b>	<b>2</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>65</b>	<b>13</b>	<b>314</b>
<b>TOTAL BELGIUM</b>			<b>144</b>	<b>2</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>65</b>	<b>13</b>	<b>314</b>
<b>CYPRUS</b>															
PAPHOS	EUROCYPRIA AIRLINES LTD	C	4	0	0	100	0	0	0	0	0	5	100	3	6
	THOMAS COOK AIRLINES LTD	C	4	1	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL PAPHOS</b>			<b>8</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>2</b>	<b>100</b>	<b>3</b>	<b>6</b>
<b>TOTAL CYPRUS</b>			<b>8</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>2</b>	<b>100</b>	<b>3</b>	<b>6</b>
<b>FRANCE</b>															
CHAMBERY	FLYBE.BRITISH EUROPEAN	C	8	0	0	25	25	25	25	0	0	35	13	78	8
<b>TOTAL CHAMBERY</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>35</b>	<b>13</b>	<b>78</b>	<b>8</b>
GRENOBLE	MONARCH AIRLINES	C	2	0	0	50	0	50	0	0	0	28	33	36	3
<b>TOTAL GRENOBLE</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>28</b>	<b>33</b>	<b>36</b>	<b>3</b>
LYON	FIRST CHOICE AIRWAYS LTD	C	8	0	0	25	38	25	0	13	0	54	63	17	8
<b>TOTAL LYON</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>38</b>	<b>25</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>54</b>	<b>67</b>	<b>15</b>	<b>9</b>
NICE	MY TRAVEL AIRWAYS UK	C	2	0	0	50	50	0	0	0	0	10	0	0	0
<b>TOTAL NICE</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>0</b>	<b>0</b>	<b>0</b>
PARIS (CHARLES DE GAULLE)	FLYBE.BRITISH EUROPEAN	S	142	0	0	80	6	6	7	1	0	17	46	28	139
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>6</b>	<b>6</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>46</b>	<b>28</b>	<b>139</b>
TOULOUSE (BLAGNAC)	EUROPEAN AIR CHARTER	C	8	0	0	63	13	0	25	0	0	49	0	0	0
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL FRANCE</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>9</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>45</b>	<b>30</b>	<b>159</b>
<b>GERMANY</b>															
COLOGNE (BONN)	ASTRAEUS LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	CHANNEL EXPRESS (AIR SVS)	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	EUROWINGS LUFTVERKEHRS	C	2	0	0	50	0	50	0	0	0	26	0	0	0
	HAMBURG INTERNATIONAL	C	2	0	0	50	50	0	0	0	0	11	0	0	0
<b>TOTAL COLOGNE (BONN)</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>0</b>	<b>0</b>	<b>0</b>
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	48	0	0	85	6	8	0	0	0	7	98	1	48
<b>TOTAL DUSSELDORF</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>98</b>	<b>1</b>	<b>48</b>
<b>TOTAL GERMANY</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>98</b>	<b>1</b>	<b>48</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: NEWCASTLE (Full Analysis)

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			Actual (7)	Plan (8)											
<b>ICELAND</b>															
KEFLAVIK	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	0	5	0	0	0
<b>TOTAL KEFLAVIK</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>0</b>	<b>0</b>
<b>TOTAL ICELAND</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>0</b>	<b>0</b>
<b>IRISH REPUBLIC</b>															
DUBLIN	RYANAIR	S	56	1	0	89	2	7	2	0	0	6	0	0	0
<b>TOTAL DUBLIN</b>			<b>56</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>2</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>8</b>	148
<b>TOTAL IRISH REPUBLIC</b>			<b>56</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>2</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>7</b>	178
<b>ITALY</b>															
TURIN	FLYBE.BRITISH EUROPEAN	C	8	0	0	63	0	38	0	0	0	20	50	21	8
<b>TOTAL TURIN</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>20</b>	<b>50</b>	<b>21</b>	8
<b>TOTAL ITALY</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>20</b>	<b>40</b>	<b>22</b>	10
<b>NETHERLANDS</b>															
AMSTERDAM	KLM CITYHOPPER	S	294	1	0	68	10	13	9	0	0	18	0	0	0
<b>TOTAL AMSTERDAM</b>			<b>294</b>	<b>1</b>	<b>18</b>	<b>68</b>	<b>10</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>60</b>	<b>24</b>	272
<b>TOTAL NETHERLANDS</b>			<b>294</b>	<b>1</b>	<b>18</b>	<b>68</b>	<b>10</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>60</b>	<b>24</b>	272
<b>NORWAY</b>															
STAVANGER	WIDEROE FLYVESELSKAP A/S	S	56	0	0	66	14	13	7	0	0	16	63	15	46
<b>TOTAL STAVANGER</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>14</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>63</b>	<b>15</b>	46
<b>TOTAL NORWAY</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>14</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>67</b>	<b>14</b>	51
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	MY TRAVEL AIRWAYS UK	C	6	0	0	50	0	50	0	0	0	26	83	10	6
<b>TOTAL FARO</b>			<b>6</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>26</b>	<b>83</b>	<b>10</b>	6
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>6</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>26</b>	<b>83</b>	<b>10</b>	6
<b>SPAIN</b>															
ALICANTE	BRITANNIA AIRWAYS	C	24	0	0	83	8	0	8	0	0	11	67	27	24
	MY TRAVEL AIRWAYS UK	C	14	0	0	57	21	14	7	0	0	17	71	20	14
<b>TOTAL ALICANTE</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>68</b>	<b>25</b>	38
MALAGA	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	3	67	11	9
	MY TRAVEL AIRWAYS UK	C	6	0	0	67	17	17	0	0	0	11	83	8	6
<b>TOTAL MALAGA</b>			<b>14</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>76</b>	<b>9</b>	17
PALMA DE MALLORCA	MY TRAVEL AIRWAYS UK	C	8	0	0	13	25	38	0	0	25	123	33	18	6
<b>TOTAL PALMA DE MALLORCA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>25</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>123</b>	<b>40</b>	<b>18</b>	10
<b>TOTAL SPAIN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>13</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>26</b>	<b>66</b>	<b>19</b>	65
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	0	75	6	8
	SPANAIR	C	8	0	0	100	0	0	0	0	0	3	38	28	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)											
ARRECIFE	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	0	100	0	8
<b>TOTAL ARRECIFE</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>1</b>	<b>71</b>	<b>11</b>	<b>24</b>
FUERTEVENTURA	MY TRAVEL AIRWAYS UK	C	8	0	0	88	0	13	0	0	0	7	88	8	8
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL FUERTEVENTURA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>8</b>	<b>8</b>	
LAS PALMAS	BRITANNIA AIRWAYS	C	8	0	0	75	13	0	13	0	0	13	88	6	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	25	13	13	0	0	27	38	31	8
	THOMAS COOK AIRLINES LTD	C	4	0	0	75	0	25	0	0	0	13	88	4	8
<b>TOTAL LAS PALMAS</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>19</b>	<b>71</b>	<b>14</b>	<b>24</b>	
TENERIFE (SURREINA SOFIA)	BRITANNIA AIRWAYS	C	16	0	0	75	6	6	13	0	0	22	44	24	16
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	13	13	13	0	0	22	0	0	0
	ISLANDSFLUG	C	7	1	0	14	29	29	14	14	0	70	0	0	0
	MY TRAVEL AIRWAYS UK	C	15	0	0	67	27	7	0	0	0	10	31	81	16
	THOMAS COOK AIRLINES LTD	C	8	1	0	100	0	0	0	0	0	0	69	12	16
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>54</b>	<b>2</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>53</b>	<b>34</b>	<b>62</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>108</b>	<b>2</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>63</b>	<b>23</b>	<b>118</b>
SWITZERLAND															
GENEVA	FLYBE.BRITISH EUROPEAN	C	8	0	0	50	25	0	25	0	0	31	50	18	8
<b>TOTAL GENEVA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>50</b>	<b>18</b>	<b>8</b>
<b>TOTAL SWITZERLAND</b>			<b>8</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>50</b>	<b>18</b>	<b>8</b>
TUNISIA															
MONASTIR	NOUVELAIR TUNISIE	C	3	0	0	33	67	0	0	0	0	15	20	43	5
<b>TOTAL MONASTIR</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>20</b>	<b>43</b>	<b>5</b>
<b>TOTAL TUNISIA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>20</b>	<b>43</b>	<b>5</b>
UNITED KINGDOM															
ABERDEEN	BRITISH AIRWAYS CITIEXPRESS L	S	182	0	0	94	3	2	2	0	0	4	82	8	229
<b>TOTAL ABERDEEN</b>			<b>182</b>	<b>4</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>82</b>	<b>8</b>	<b>229</b>
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	235	2	4	86	5	4	5	0	0	12	92	8	218
<b>TOTAL BELFAST CITY</b>			<b>235</b>	<b>2</b>	<b>4</b>	<b>86</b>	<b>5</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>92</b>	<b>8</b>	<b>218</b>
BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS L	S	161	0	0	82	7	6	5	0	0	11	0	0	0
<b>TOTAL BIRMINGHAM</b>			<b>161</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>16</b>	<b>118</b>
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	140	0	0	91	2	3	4	1	0	8	74	14	142
<b>TOTAL BRISTOL</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>74</b>	<b>14</b>	<b>142</b>
GATWICK	CITY FLYER EXPRESS	S	220	0	0	79	10	5	5	1	0	14	80	8	257
<b>TOTAL GATWICK</b>			<b>220</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>8</b>	<b>257</b>
HEATHROW	BRITISH AIRWAYS PLC	S	325	0	0	84	10	4	1	0	0	8	80	13	321
<b>TOTAL HEATHROW</b>			<b>325</b>	<b>2</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>13</b>	<b>321</b>
LUTON	FLIGHTLINE LTD	C	2	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL LUTON</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>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2003

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2002		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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)										
MANCHESTER	MONARCH AIRLINES	C	2	0	0	50	0	50	0	0	0	30	0	93	1
<b>TOTAL MANCHESTER</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>30</b>	<b>0</b>	<b>93</b>	<b>1</b>
NEWQUAY	MY TRAVEL AIRWAYS UK	C	2	0	0	0	50	50	0	0	0	44	0	0	0
<b>TOTAL NEWQUAY</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>44</b>	<b>0</b>	<b>0</b>	<b>0</b>
SOUTHAMPTON	BRITISH AIRWAYS CITIEXPRESS L	S	136	0	0	82	7	5	4	1	0	13	86	7	100
<b>TOTAL SOUTHAMPTON</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>86</b>	<b>7</b>	<b>100</b>
STANSTED	EASYJET AIRLINE COMPANY LTD	S	201	2	0	50	19	15	13	1	1	34	0	0	0
<b>TOTAL STANSTED</b>			<b>201</b>	<b>2</b>	<b>7</b>	<b>50</b>	<b>19</b>	<b>15</b>	<b>13</b>	<b>1</b>	<b>1</b>	<b>34</b>	<b>70</b>	<b>16</b>	<b>152</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1607</b>	<b>14</b>	<b>11</b>	<b>81</b>	<b>8</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>80</b>	<b>11</b>	<b>1586</b>
<b>TOTAL NEWCASTLE</b>			<b>2602</b>	<b>22</b>	<b>29</b>	<b>78</b>	<b>9</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>14</b>	<b>2850</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2003

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2002		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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>															
GRAZ	RYANAIR	S	54	0	2	33	20	31	15	0	0	33	0	0	0
<b>TOTAL GRAZ</b>			<b>54</b>	<b>0</b>	<b>2</b>	<b>33</b>	<b>20</b>	<b>31</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>
INNSBRUCK	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	13	0	25	13	0	72	88	7	8
	TYROLEAN AIRWAYS	C	8	0	0	50	25	0	25	0	0	27	50	21	10
<b>TOTAL INNSBRUCK</b>			<b>16</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>19</b>	<b>0</b>	<b>25</b>	<b>6</b>	<b>0</b>	<b>49</b>	<b>67</b>	<b>15</b>	<b>18</b>
KLAGENFURT	RYANAIR	S	54	0	2	87	9	4	0	0	0	6	0	0	0
<b>TOTAL KLAGENFURT</b>			<b>54</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
SALZBURG	BRITANNIA AIRWAYS	C	8	0	0	38	25	13	13	13	0	71	0	0	0
	RYANAIR	S	114	0	2	75	15	4	4	2	1	23	43	24	120
<b>TOTAL SALZBURG</b>			<b>122</b>	<b>0</b>	<b>2</b>	<b>72</b>	<b>16</b>	<b>4</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>26</b>	<b>47</b>	<b>22</b>	<b>128</b>
<b>TOTAL AUSTRIA</b>			<b>246</b>	<b>1</b>	<b>6</b>	<b>65</b>	<b>15</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>49</b>	<b>21</b>	<b>146</b>
<b>BELGIUM</b>															
CHARLEROI	RYANAIR	S	204	0	4	85	10	3	1	1	0	9	76	14	205
<b>TOTAL CHARLEROI</b>			<b>204</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>14</b>	<b>205</b>
<b>TOTAL BELGIUM</b>			<b>204</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>14</b>	<b>205</b>
<b>CYPRUS</b>															
LARNACA	CYPRUS AIRWAYS	S	16	0	0	75	19	6	0	0	0	9	50	17	8
<b>TOTAL LARNACA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>50</b>	<b>17</b>	<b>8</b>
PAPHOS	FIRST CHOICE AIRWAYS LTD	S	6	0	0	83	17	0	0	0	0	10	0	0	0
	HELIOS AIRWAYS LTD	S	8	0	0	88	13	0	0	0	0	4	0	0	0
	THOMAS COOK AIRLINES LTD	C	4	1	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL PAPHOS</b>			<b>18</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>11</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>
<b>TOTAL CYPRUS</b>			<b>34</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>50</b>	<b>17</b>	<b>8</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	CSA	S	104	0	0	79	12	2	6	2	0	17	53	19	68
	EASYJET AIRLINE COMPANY LTD	S	166	0	0	39	28	20	11	2	0	33	0	0	0
<b>TOTAL PRAGUE</b>			<b>270</b>	<b>2</b>	<b>2</b>	<b>54</b>	<b>21</b>	<b>13</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>54</b>	<b>18</b>	<b>180</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>270</b>	<b>2</b>	<b>2</b>	<b>54</b>	<b>21</b>	<b>13</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>54</b>	<b>18</b>	<b>180</b>
<b>DENMARK</b>															
AARHUS (TIRSTRUP)	RYANAIR	S	96	0	0	68	21	8	1	2	0	18	46	29	100
<b>TOTAL AARHUS (TIRSTRUP)</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>21</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>46</b>	<b>29</b>	<b>100</b>
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	150	0	0	29	27	26	17	1	1	42	0	0	0
<b>TOTAL COPENHAGEN</b>			<b>150</b>	<b>1</b>	<b>2</b>	<b>29</b>	<b>27</b>	<b>26</b>	<b>17</b>	<b>1</b>	<b>1</b>	<b>42</b>	<b>57</b>	<b>17</b>	<b>96</b>
ESBJERG	RYANAIR	S	56	0	0	86	4	5	5	0	0	11	41	26	56
<b>TOTAL ESBJERG</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>4</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>41</b>	<b>26</b>	<b>56</b>
<b>TOTAL DENMARK</b>			<b>302</b>	<b>1</b>	<b>2</b>	<b>52</b>	<b>21</b>	<b>17</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>49</b>	<b>24</b>	<b>252</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2003

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2002		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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>FED REP YUGO SERBIA M'ENEGRO</b>															
PRISTINA	CHANNEL EXPRESS (AIR SVS)	C	8	0	0	88	13	0	0	0	0	9	0	0	0
TOTAL PRISTINA			8	0	0	88	13	0	0	0	0	9	0	0	0
TOTAL FED REP YUGO SERBIA M'ENEGRO			8	0	0	88	13	0	0	0	0	9	0	0	0
<b>FRANCE</b>															
BERGERAC	KLM UK LTD	S	40	0	0	68	13	10	10	0	0	20	0	0	0
TOTAL BERGERAC			40	0	0	68	13	10	10	0	0	20	0	0	0
BIARRITZ	RYANAIR	S	56	0	0	86	9	0	5	0	0	8	75	12	56
TOTAL BIARRITZ			56	0	0	86	9	0	5	0	0	8	75	12	56
BORDEAUX	KLM UK LTD	S	56	0	0	82	13	4	0	2	0	11	70	18	56
TOTAL BORDEAUX			56	0	0	82	13	4	0	2	0	11	70	18	56
BREST	KLM UK LTD	S	32	0	0	78	16	6	0	0	0	7	0	0	0
TOTAL BREST			32	0	0	78	16	6	0	0	0	7	0	0	0
CAEN	KLM UK LTD	S	24	0	0	88	4	8	0	0	0	6	0	0	0
TOTAL CAEN			24	0	0	88	4	8	0	0	0	6	0	0	0
CARCASSONNE	RYANAIR	S	54	0	2	83	13	0	4	0	0	10	61	17	54
TOTAL CARCASSONNE			54	0	2	83	13	0	4	0	0	10	61	17	54
CHAMBERY	KLM UK LTD	S	16	0	0	25	13	0	38	25	0	116	44	37	16
	TITAN AIRWAYS LTD	C	16	0	0	38	31	19	13	0	0	31	50	23	8
TOTAL CHAMBERY			32	0	0	31	22	9	25	13	0	73	41	33	27
DIJON	KLM UK LTD	S	22	0	2	95	5	0	0	0	0	4	0	0	0
TOTAL DIJON			22	0	2	95	5	0	0	0	0	4	0	0	0
DINARD	RYANAIR	S	56	0	0	86	7	7	0	0	0	6	57	33	56
TOTAL DINARD			56	0	0	86	7	7	0	0	0	6	57	33	56
GRENOBLE	KLM UK LTD	S	56	0	0	63	20	7	7	4	0	26	0	0	0
TOTAL GRENOBLE			56	0	0	63	20	7	7	4	0	26	0	0	0
LA ROCHELLE	KLM UK LTD	S	30	0	2	70	3	23	3	0	0	15	58	11	24
TOTAL LA ROCHELLE			30	0	2	70	3	23	3	0	0	15	58	11	24
LE HAVRE	KLM CITYHOPPER	C	2	0	0	100	0	0	0	0	0	9	0	0	0
TOTAL LE HAVRE			2	0	0	100	0	0	0	0	0	9	0	0	0
LIMOGES	KLM UK LTD	S	32	0	0	78	3	6	13	0	0	20	0	0	0
TOTAL LIMOGES			32	0	0	78	3	6	13	0	0	20	0	0	0
LYON	EASYJET AIRLINE COMPANY LTD	S	134	0	0	43	21	19	13	4	0	39	0	0	0
	EUROPEAN AIR CHARTER	C	7	0	0	14	29	14	14	29	0	113	75	10	8
	FLYBE.BRITISH EUROPEAN	C	8	0	0	38	0	13	50	0	0	62	0	0	0
TOTAL LYON			149	0	2	41	20	18	15	5	0	44	63	20	122
MARSEILLE	KLM UK LTD	S	50	0	0	70	14	0	14	2	0	24	80	9	56
TOTAL MARSEILLE			50	0	0	70	14	0	14	2	0	24	80	9	56

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2003

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2002		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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)											
MONTPELLIER	RYANAIR	S	56	1	0	80	11	9	0	0	0	10	0	0	0
<b>TOTAL MONTPELLIER</b>			<b>56</b>	<b>3</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
NICE	EASYJET AIRLINE COMPANY LTD	S	54	1	0	65	17	11	7	0	0	15	0	0	0
<b>TOTAL NICE</b>			<b>54</b>	<b>1</b>	<b>2</b>	<b>65</b>	<b>17</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>95</b>	<b>5</b>	56
NIMES	RYANAIR	S	55	0	1	49	27	20	4	0	0	18	63	22	56
<b>TOTAL NIMES</b>			<b>55</b>	<b>0</b>	<b>1</b>	<b>49</b>	<b>27</b>	<b>20</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>63</b>	<b>22</b>	56
PARIS (CHARLES DE GAULLE)	KLM UK LTD	S	176	2	9	84	9	5	1	1	1	13	77	13	200
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>176</b>	<b>2</b>	<b>9</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>13</b>	<b>77</b>	<b>13</b>	201
PERPIGNAN	RYANAIR	S	56	0	1	70	16	14	0	0	0	11	36	33	56
<b>TOTAL PERPIGNAN</b>			<b>56</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>16</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>36</b>	<b>33</b>	56
POITIERS	KLM UK LTD	S	32	0	0	78	6	9	6	0	0	14	83	8	24
<b>TOTAL POITIERS</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>6</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>83</b>	<b>8</b>	24
ST ETIENNE	RYANAIR	S	53	0	3	83	9	6	2	0	0	10	52	22	62
<b>TOTAL ST ETIENNE</b>			<b>53</b>	<b>0</b>	<b>3</b>	<b>83</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>52</b>	<b>22</b>	62
STRASBOURG	RYANAIR	S	104	0	0	74	14	7	3	2	0	17	0	0	0
<b>TOTAL STRASBOURG</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	0
TARBES-LOURDES INTERNATIONAL	EUROPEAN AIR CHARTER	C	2	0	0	50	0	50	0	0	0	16	100	9	3
<b>TOTAL TARBES-LOURDES INTERNATIONAL</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>16</b>	<b>100</b>	<b>9</b>	3
TOULOUSE (BLAGNAC)	EUROPEAN AIR CHARTER	C	8	0	0	38	38	13	13	0	0	37	13	59	8
	KLM UK LTD	S	39	0	1	69	10	8	8	5	0	27	0	0	0
	RYANAIR	C	8	0	0	25	63	0	13	0	0	27	50	23	8
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>55</b>	<b>0</b>	<b>1</b>	<b>58</b>	<b>22</b>	<b>7</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>28</b>	<b>31</b>	<b>41</b>	16
TOURS	KLM UK LTD	S	32	0	0	94	6	0	0	0	0	3	0	0	0
<b>TOTAL TOURS</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL FRANCE</b>			<b>1366</b>	<b>6</b>	<b>25</b>	<b>71</b>	<b>13</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>66</b>	<b>18</b>	925
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	KLM UK LTD	S	141	1	1	87	6	3	4	1	0	11	62	16	159
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>141</b>	<b>1</b>	<b>1</b>	<b>87</b>	<b>6</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>61</b>	<b>18</b>	160
BERLIN (TEGEL)	AIR BERLIN	S	110	0	2	76	11	12	1	0	0	11	0	0	0
<b>TOTAL BERLIN (TEGEL)</b>			<b>110</b>	<b>0</b>	<b>2</b>	<b>76</b>	<b>11</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	0
COLOGNE (BONN)	EUROWINGS LUFTVERKEHRS	S	166	0	2	84	13	2	1	0	0	7	0	0	0
<b>TOTAL COLOGNE (BONN)</b>			<b>166</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>13</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>33</b>	<b>24</b>	6
DORTMUND	AIR BERLIN	S	92	0	4	83	13	4	0	0	0	7	0	0	0
<b>TOTAL DORTMUND</b>			<b>92</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	0
DUSSELDORF	KLM UK LTD	S	128	0	0	90	5	4	1	1	0	7	84	9	144
<b>TOTAL DUSSELDORF</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>9</b>	144
FRANKFURT MAIN	KLM UK LTD	S	128	0	0	73	17	4	4	0	2	20	75	10	144
<b>TOTAL FRANKFURT MAIN</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>20</b>	<b>75</b>	<b>10</b>	144



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2003

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2002		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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)										
FRIEDRICHSHAFEN	RYANAIR	S	54	0	2	83	9	4	4	0	0	8	0	0	0
<b>TOTAL FRIEDRICHSHAFEN</b>			<b>54</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
HAHN	RYANAIR	S	312	0	8	71	17	8	4	0	0	14	52	22	177
<b>TOTAL HAHN</b>			<b>312</b>	<b>0</b>	<b>8</b>	<b>71</b>	<b>17</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>52</b>	<b>22</b>	<b>177</b>
HAMBURG	AIR BERLIN	S	102	0	2	82	10	6	2	0	0	9	0	0	0
<b>TOTAL HAMBURG</b>			<b>102</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
HANOVER	AIR BERLIN	S	52	0	4	79	15	6	0	0	0	8	0	0	0
<b>TOTAL HANOVER</b>			<b>52</b>	<b>1</b>	<b>4</b>	<b>79</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
LEIPZIG	CIRRUS LUFTFAHRT	S	86	0	2	85	10	5	0	0	0	7	0	0	0
<b>TOTAL LEIPZIG</b>			<b>86</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
LUBECK	RYANAIR	S	110	0	2	85	8	4	0	3	0	13	54	29	95
<b>TOTAL LUBECK</b>			<b>110</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>54</b>	<b>29</b>	<b>95</b>
MUNICH	EASYJET AIRLINE COMPANY LTD	S	158	0	0	38	23	18	19	3	0	41	0	0	0
<b>TOTAL MUNICH</b>			<b>159</b>	<b>2</b>	<b>6</b>	<b>38</b>	<b>23</b>	<b>18</b>	<b>19</b>	<b>3</b>	<b>1</b>	<b>43</b>	<b>70</b>	<b>13</b>	<b>132</b>
MUNSTER-OSNABRUCK	AIR BERLIN	S	54	1	2	81	9	7	2	0	0	8	0	0	0
<b>TOTAL MUNSTER-OSNABRUCK</b>			<b>54</b>	<b>2</b>	<b>2</b>	<b>81</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
NUREMBERG	AIR BERLIN	S	108	2	4	78	19	3	0	0	0	9	0	0	0
<b>TOTAL NUREMBERG</b>			<b>108</b>	<b>7</b>	<b>4</b>	<b>78</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
PADERBORN	AIR BERLIN	S	54	0	2	87	2	9	2	0	0	9	0	0	0
<b>TOTAL PADERBORN</b>			<b>54</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>2</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GERMANY</b>			<b>1856</b>	<b>15</b>	<b>43</b>	<b>77</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>66</b>	<b>17</b>	<b>858</b>
GIBRALTAR															
GIBRALTAR	MAERSK AIR	C	2	0	0	100	0	0	0	0	0	9	0	0	0
<b>TOTAL GIBRALTAR</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>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GIBRALTAR</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>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
ICELAND															
KEFLAVIK	ASTRAEUS LTD	C	4	0	0	0	0	0	100	0	0	71	0	0	0
<b>TOTAL KEFLAVIK</b>			<b>4</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>71</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ICELAND</b>			<b>4</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>71</b>	<b>0</b>	<b>0</b>	<b>0</b>
IRISH REPUBLIC															
CONNAUGHT	RYANAIR	S	54	0	2	65	22	6	7	0	0	17	55	23	55
<b>TOTAL CONNAUGHT</b>			<b>54</b>	<b>0</b>	<b>2</b>	<b>65</b>	<b>22</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>55</b>	<b>23</b>	<b>55</b>
CORK	RYANAIR	S	167	0	1	57	28	12	2	1	0	20	53	22	160
<b>TOTAL CORK</b>			<b>167</b>	<b>0</b>	<b>1</b>	<b>57</b>	<b>28</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>53</b>	<b>22</b>	<b>160</b>
DUBLIN	RYANAIR	S	638	0	21	78	9	8	3	1	0	14	69	17	559
<b>TOTAL DUBLIN</b>			<b>638</b>	<b>0</b>	<b>21</b>	<b>78</b>	<b>9</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>69</b>	<b>17</b>	<b>559</b>
KERRY COUNTY	RYANAIR	S	54	0	2	81	11	6	2	0	0	9	64	19	56

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2003

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2002		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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 KERRY COUNTY			54	0	2	81	11	6	2	0	0	9	64	19	56
SHANNON	RYANAIR	S	204	0	4	86	5	5	4	0	0	10	79	12	200
TOTAL SHANNON			204	0	4	86	5	5	4	0	0	10	79	12	200
TOTAL IRISH REPUBLIC			1117	0	30	76	12	8	3	1	0	14	67	17	1030
ISRAEL															
TEL AVIV	EL AL	S	8	0	0	63	13	25	0	0	0	12	0	0	0
TOTAL TEL AVIV			8	0	0	63	13	25	0	0	0	12	0	0	0
TOTAL ISRAEL			8	0	0	63	13	25	0	0	0	12	0	0	0
ITALY															
ALGHERO/SASSARI	RYANAIR	S	56	0	0	86	5	5	0	4	0	15	68	15	56
TOTAL ALGHERO/SASSARI			56	0	0	86	5	5	0	4	0	15	68	15	56
ANCONA	RYANAIR	S	56	0	0	55	32	5	4	4	0	29	51	23	55
TOTAL ANCONA			56	0	0	55	32	5	4	4	0	29	51	23	55
BERGAMO	RYANAIR	S	212	0	2	70	13	10	6	1	0	19	0	0	0
TOTAL BERGAMO			212	0	2	70	13	10	6	1	0	19	0	0	0
BOLOGNA	EASYJET AIRLINE COMPANY LTD	S	56	0	0	45	27	14	11	4	0	31	0	0	0
TOTAL BOLOGNA			56	0	0	45	27	14	11	4	0	31	79	10	58
BRESCIA/MONTICHIARI	RYANAIR	S	56	0	0	64	21	9	5	0	0	19	30	32	110
TOTAL BRESCIA/MONTICHIARI			56	0	0	64	21	9	5	0	0	19	32	31	114
FORLI	RYANAIR	S	56	0	0	63	21	13	4	0	0	16	29	41	56
TOTAL FORLI			56	0	0	63	21	13	4	0	0	16	29	41	56
GENOA	RYANAIR	S	112	0	0	76	12	5	5	2	0	16	58	18	103
TOTAL GENOA			112	0	0	76	12	5	5	2	0	16	58	18	103
MILAN (LINATE)	EASYJET AIRLINE COMPANY LTD	S	56	0	0	54	13	23	7	4	0	34	0	0	0
TOTAL MILAN (LINATE)			56	0	0	54	13	23	7	4	0	34	66	21	197
MILAN (MALPENSA)	EUROPEAN AIR CHARTER	C	8	0	0	13	38	13	25	13	0	73	0	0	0
TOTAL MILAN (MALPENSA)			8	0	0	13	38	13	25	13	0	73	0	166	8
NAPLES	EASYJET AIRLINE COMPANY LTD	S	108	0	0	40	30	19	10	2	0	31	0	0	0
TOTAL NAPLES			108	0	4	40	30	19	10	2	0	31	68	20	56
PESCARA	RYANAIR	S	56	0	0	66	16	14	4	0	0	16	63	22	54
TOTAL PESCARA			56	0	0	66	16	14	4	0	0	16	63	22	54
PISA	RYANAIR	S	112	1	0	52	18	21	7	2	1	38	64	18	111
TOTAL PISA			112	1	0	52	18	21	7	2	1	38	64	18	111
ROME (CIAMPINO)	EASYJET AIRLINE COMPANY LTD	S	110	0	0	45	25	20	7	2	2	34	0	0	0
	RYANAIR	S	222	0	2	77	10	8	3	2	0	17	0	0	0
TOTAL ROME (CIAMPINO)			332	0	4	67	15	12	4	2	1	22	63	16	104
TREVISO	RYANAIR	S	168	0	0	81	11	4	4	1	0	14	52	26	159

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

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				Actual (7)	Plan (8)										
TOTAL TREVISO			168	0	0	81	11	4	4	1	0	14	51	26	161
TRIESTE (RONCHI DEI LEGIONARI)	RYANAIR	S	56	0	0	80	11	9	0	0	0	8	55	17	55
TOTAL TRIESTE (RONCHI DEI LEGIONARI)			56	0	0	80	11	9	0	0	0	8	55	17	55
TURIN	BRITANNIA AIRWAYS	C	8	0	0	25	0	50	25	0	0	39	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	13	25	0	0	0	13	63	13	8
	RYANAIR	S	112	0	0	77	16	4	2	2	0	14	47	27	110
TOTAL TURIN			128	0	0	73	15	8	3	2	0	15	50	25	126
VENICE	EASYJET AIRLINE COMPANY LTD	S	110	0	0	34	33	16	15	2	0	36	0	0	0
TOTAL VENICE			110	2	2	34	33	16	15	2	0	36	54	19	56
VERONA	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	8	0	0	0
TOTAL VERONA			8	0	0	75	25	0	0	0	0	8	63	57	8
TOTAL ITALY			1746	4	12	64	17	11	6	2	0	22	56	23	1378
KAZAKHSTAN															
URALSK	EUROPEAN AIR CHARTER	C	8	0	0	13	50	0	25	0	13	179	0	0	0
TOTAL URALSK			8	0	0	13	50	0	25	0	13	179	0	0	0
TOTAL KAZAKHSTAN			8	0	0	13	50	0	25	0	13	179	0	0	0
LUXEMBOURG															
LUXEMBOURG	LUXAIR	S	136	0	2	96	3	1	0	0	0	2	92	3	86
TOTAL LUXEMBOURG			136	0	2	96	3	1	0	0	0	2	92	3	86
TOTAL LUXEMBOURG			136	0	2	96	3	1	0	0	0	2	92	3	86
MALTA															
MALTA	AIR MALTA	S	16	0	0	63	13	19	6	0	0	21	63	15	8
TOTAL MALTA			16	0	0	63	13	19	6	0	0	21	63	15	8
TOTAL MALTA			16	0	0	63	13	19	6	0	0	21	63	15	8
NETHERLANDS															
AMSTERDAM	KLM UK LTD	S	193	4	6	85	5	4	4	2	0	13	52	29	321
TOTAL AMSTERDAM			193	4	6	85	5	4	4	2	0	13	52	29	321
EINDHOVEN	HOLLANDEXEL	S	127	0	0	86	10	3	1	0	0	6	50	21	126
	RYANAIR	S	56	0	0	91	9	0	0	0	0	4	0	0	0
TOTAL EINDHOVEN			183	0	0	87	10	2	1	0	0	5	50	21	126
MAASTRICHT	HOLLANDEXEL	S	129	0	0	73	22	3	2	0	0	10	41	22	136
TOTAL MAASTRICHT			129	0	0	73	22	3	2	0	0	10	41	22	136
TOTAL NETHERLANDS			505	4	6	83	11	3	2	1	0	9	49	25	583
NORWAY															
SANDEFJORD(TORP)	RYANAIR	S	104	0	0	54	30	11	4	0	2	25	51	27	104
TOTAL SANDEFJORD(TORP)			104	0	0	54	30	11	4	0	2	25	51	27	104
TOTAL NORWAY			104	0	0	54	30	11	4	0	2	25	51	26	105

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			Actual (7)	Plan (8)												
<b>POLAND</b>																
RZESZOW	FIRST CHOICE AIRWAYS LTD	C	2	0	0	0	0	50	50	0	0	111	0	0	0	
TOTAL RZESZOW			2	0	0	0	0	50	50	0	0	111	0	0	0	
TOTAL POLAND			2	0	0	0	0	50	50	0	0	111	0	0	0	
<b>PORTUGAL(EXCLUDING MADEIRA)</b>																
FARO	EASYJET AIRLINE COMPANY LTD	S	111	1	0	39	28	18	12	4	0	38	0	0	0	
	MY TRAVEL AIRWAYS UK	C	7	0	0	86	14	0	0	0	0	8	43	26	7	
TOTAL FARO			118	1	1	42	27	17	11	3	0	36	79	12	71	
TOTAL PORTUGAL(EXCLUDING MADEIRA)			118	1	1	42	27	17	11	3	0	36	79	12	71	
<b>SEYCHELLES</b>																
SEYCHELLES	FIRST CHOICE AIRWAYS LTD	C	4	0	0	75	0	0	25	0	0	26	0	0	0	
TOTAL SEYCHELLES			4	0	0	75	0	0	25	0	0	26	0	0	0	
TOTAL SEYCHELLES			4	0	0	75	0	0	25	0	0	26	0	0	0	
<b>SPAIN</b>																
ALICANTE	BRITANNIA AIRWAYS	C	8	0	0	75	0	0	25	0	0	19	50	14	8	
	EASYJET AIRLINE COMPANY LTD	S	165	0	0	58	13	9	19	1	0	34	0	0	0	
	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	0	3	83	8	6	
TOTAL ALICANTE			175	0	3	59	13	9	19	1	0	33	56	24	108	
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	112	0	0	41	26	13	16	3	1	40	0	0	0	
TOTAL BARCELONA			113	2	0	42	26	13	16	3	1	39	55	22	114	
BILBAO	EASYJET AIRLINE COMPANY LTD	S	104	0	0	44	33	13	9	2	0	29	0	0	0	
TOTAL BILBAO			104	0	0	44	33	13	9	2	0	29	64	18	56	
GERONA	RYANAIR	S	36	0	0	61	25	8	6	0	0	19	0	0	0	
TOTAL GERONA			36	0	0	61	25	8	6	0	0	19	100	8	2	
JEREZ	KLM UK LTD	S	8	0	0	63	0	13	25	0	0	31	56	40	16	
TOTAL JEREZ			8	0	0	63	0	13	25	0	0	31	56	40	16	
MALAGA	BRITANNIA AIRWAYS	C	8	0	0	50	0	0	25	25	0	75	88	11	8	
	EASYJET AIRLINE COMPANY LTD	S	166	0	0	56	22	9	8	5	0	32	0	0	0	
	MY TRAVEL AIRWAYS UK	C	6	0	0	17	17	33	33	0	0	46	60	13	5	
TOTAL MALAGA			180	2	2	54	21	9	10	6	0	34	67	15	133	
MURCIA SAN JAVIER	KLM UK LTD	S	56	0	0	79	14	2	2	4	0	18	78	24	32	
TOTAL MURCIA SAN JAVIER			56	0	0	79	14	2	2	4	0	18	78	24	32	
PALMA DE MALLORCA	BRITANNIA AIRWAYS	C	5	0	0	60	20	20	0	0	0	12	67	7	3	
	EASYJET AIRLINE COMPANY LTD	S	56	0	0	30	29	18	16	7	0	51	0	0	0	
TOTAL PALMA DE MALLORCA			61	0	0	33	28	18	15	7	0	48	67	7	3	
TOTAL SPAIN			734	4	5	53	21	10	13	3	0	33	62	21	466	
<b>SPAIN(CANARY ISLANDS)</b>																
ARRECIFE	BRITANNIA AIRWAYS	C	8	0	0	63	0	25	0	0	13	191	38	21	8	
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	25	13	0	0	0	10	0	0	0	

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2003

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002			
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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)										
ARRECIFE	MY TRAVEL AIRWAYS UK	C	8	0	0	75	13	13	0	0	0	13	75	9	8
	THOMAS COOK AIRLINES LTD	C	7	0	0	86	14	0	0	0	3	0	0	0	
<b>TOTAL ARRECIFE</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>56</b>	<b>54</b>	<b>15</b>	<b>24</b>
FUERTEVENTURA	BRITANNIA AIRWAYS	C	8	0	0	75	25	0	0	0	6	75	9	8	
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	2	88	12	8	
<b>TOTAL FUERTEVENTURA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>81</b>	<b>10</b>	<b>16</b>	
LAS PALMAS	BRITANNIA AIRWAYS	C	4	0	0	100	0	0	0	0	4	50	15	4	
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	25	0	25	0	33	75	16	8	
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	2	88	7	8	
	THOMAS COOK AIRLINES LTD	C	4	0	0	100	0	0	0	0	0	0	0	0	
<b>TOTAL LAS PALMAS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>12</b>	<b>20</b>	
TENERIFE (SURREINA SOFIA)	BRITANNIA AIRWAYS	C	14	1	0	64	14	0	7	7	67	50	17	16	
	FIRST CHOICE AIRWAYS LTD	C	23	0	0	35	17	48	0	0	25	0	0	0	
	MY TRAVEL AIRWAYS UK	C	16	1	0	88	6	0	0	0	6	79	44	25	16
	THOMAS COOK AIRLINES LTD	C	6	0	0	100	0	0	0	0	0	0	0	0	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>59</b>	<b>2</b>	<b>1</b>	<b>63</b>	<b>12</b>	<b>19</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>47</b>	<b>47</b>	<b>21</b>	<b>53</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>130</b>	<b>2</b>	<b>1</b>	<b>72</b>	<b>12</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>37</b>	<b>58</b>	<b>17</b>	<b>113</b>
<b>SWEDEN</b>															
GOTEBORG (SAVE)	RYANAIR	S	95	0	1	72	15	9	2	2	0	18	41	23	96
<b>TOTAL GOTEBORG (SAVE)</b>			<b>95</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>15</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>41</b>	<b>23</b>	<b>96</b>
KIRUNA	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	1	0	0	0	
<b>TOTAL KIRUNA</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>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	
MALMO	RYANAIR	S	104	0	0	72	13	8	5	0	2	22	45	24	102
<b>TOTAL MALMO</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>22</b>	<b>45</b>	<b>24</b>	<b>102</b>
STOCKHOLM (SKAVSTA)	RYANAIR	S	152	0	0	68	22	5	3	2	0	18	41	25	152
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>22</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>41</b>	<b>25</b>	<b>152</b>
VASTERAS	RYANAIR	S	70	0	2	66	24	9	1	0	13	44	32	57	
<b>TOTAL VASTERAS</b>			<b>70</b>	<b>0</b>	<b>2</b>	<b>66</b>	<b>24</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>44</b>	<b>32</b>	<b>57</b>	
<b>TOTAL SWEDEN</b>			<b>424</b>	<b>0</b>	<b>3</b>	<b>70</b>	<b>19</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>42</b>	<b>25</b>	<b>407</b>
<b>SWITZERLAND</b>															
GENEVA	EUROPEAN AIR CHARTER	C	16	0	0	25	19	25	13	19	0	83	38	32	16
	FIRST CHOICE AIRWAYS LTD	C	3	0	0	0	33	67	0	0	0	32	0	0	0
	KLM UK LTD	S	16	0	0	19	0	13	44	25	0	122	45	18	20
	MONARCH AIRLINES	C	7	0	0	0	57	43	0	0	0	34	13	44	8
<b>TOTAL GENEVA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>19</b>	<b>26</b>	<b>21</b>	<b>17</b>	<b>0</b>	<b>86</b>	<b>36</b>	<b>28</b>	<b>44</b>
<b>TOTAL SWITZERLAND</b>			<b>42</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>19</b>	<b>26</b>	<b>21</b>	<b>17</b>	<b>0</b>	<b>86</b>	<b>36</b>	<b>28</b>	<b>44</b>
<b>TURKEY</b>															
ANTALYA	KIBRIS TURKISH AIRLINES - KTHY	S	30	0	0	63	17	10	10	0	0	23	27	32	22
<b>TOTAL ANTALYA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>17</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>27</b>	<b>32</b>	<b>22</b>
IZMIR (ADNAM MENDERES)	KIBRIS TURKISH AIRLINES - KTHY	S	8	0	0	63	38	0	0	0	0	12	25	21	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2003

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2002		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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)			8	0	0	63	38	0	0	0	0	12	25	21	8
TOTAL TURKEY			38	0	0	63	21	8	8	0	0	20	27	29	30
UNITED KINGDOM															
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	295	0	0	52	20	10	16	1	1	35	0	0	0
TOTAL BELFAST INTERNATIONAL			295	0	1	52	20	10	16	1	1	35	75	12	302
CITY OF DERRY (EGLINTON)	RYANAIR	S	100	0	4	82	11	1	4	2	0	16	71	11	104
TOTAL CITY OF DERRY (EGLINTON)			100	0	4	82	11	1	4	2	0	16	71	11	104
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	348	0	0	66	12	9	11	1	1	28	0	0	0
TOTAL EDINBURGH			348	1	4	66	12	9	11	1	1	28	81	10	327
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	245	0	0	57	20	14	8	1	0	23	0	0	0
TOTAL GLASGOW			245	1	0	57	20	14	8	1	0	23	82	10	250
GUERNSEY	AURIGNY AIR SERVICES	S	98	0	8	82	7	2	9	0	0	14	77	12	124
TOTAL GUERNSEY			98	0	8	82	7	2	9	0	0	14	77	12	124
MANCHESTER	BRITISH AIRWAYS CITIEXPRESS L	S	102	0	0	71	21	4	4	1	0	18	0	0	0
TOTAL MANCHESTER			102	0	0	71	21	4	4	1	0	18	83	11	115
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	202	2	0	46	21	16	14	1	1	35	0	0	0
TOTAL NEWCASTLE			202	2	6	46	21	16	14	1	1	35	73	15	151
NEWQUAY	RYANAIR	S	56	0	0	93	0	5	2	0	0	5	0	0	0
TOTAL NEWQUAY			56	0	0	93	0	5	2	0	0	5	0	0	0
PRESTWICK	RYANAIR	S	515	0	12	89	6	1	2	1	0	9	75	12	478
TOTAL PRESTWICK			515	0	12	89	6	1	2	1	0	9	75	12	478
TOTAL UNITED KINGDOM			1961	11	35	69	13	7	8	1	1	22	77	12	1863
TOTAL STANSTED			11386	54	177	69	15	8	6	1	0	20	63	18	8856

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m 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	48	0	0	77	15	4	2	2	0	14	62	25	50	
	STANSTED	RYANAIR		S D	48	0	0	58	27	13	0	2	0	22	30	33	50	
<b>TOTAL AARHUS (TIRSTRUP)</b>					<b>96</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>21</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>46</b>	<b>29</b>	<b>29</b>	
ABERDEEN																		
	MANCHESTER	BMI REGIONAL		S A	65	1	0	91	5	2	3	0	0	6	83	11	66	
	MANCHESTER	BMI REGIONAL		S D	66	0	0	95	0	5	0	0	0	3	91	5	65	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S A	67	0	0	73	9	13	4	0	0	13	90	8	70	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S D	68	0	0	68	18	7	7	0	0	18	86	13	70	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	100	1	0	74	9	10	7	0	0	16	79	13	114	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S D	85	0	0	75	11	6	8	0	0	14	82	11	114	
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD		S A	91	0	0	98	0	1	1	0	0	2	87	8	114	
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD		S D	91	0	0	90	5	2	2	0	0	6	77	9	115	
	GATWICK	BRITISH AIRWAYS PLC		S A	102	0	0	83	8	5	4	0	0	10	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC		S D	102	0	0	81	10	6	2	1	0	12	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC		S A	175	0	0	76	14	7	3	0	0	12	60	22	174	
	HEATHROW	BRITISH AIRWAYS PLC		S D	176	0	0	78	12	7	3	0	0	11	75	12	174	
	MANCHESTER	BRITISH AIRWAYS PLC		S A	5	0	0	100	0	0	0	0	0	1	0	0	0	
	MANCHESTER	BRITISH AIRWAYS PLC		S D	20	0	0	70	5	10	15	0	0	25	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	48	0	0	79	8	4	8	0	0	12	73	14	51	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	48	0	0	54	25	8	13	0	0	23	60	18	52	
<b>TOTAL ABERDEEN</b>					<b>1309</b>	<b>10</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>12</b>	<b>12</b>	
ABU DHABI INTERNATIONAL																		
	HEATHROW	GULF AIR		S A	28	0	0	71	21	4	4	0	0	9	63	13	40	
	HEATHROW	GULF AIR		S D	28	0	0	86	7	7	0	0	0	9	69	11	32	
<b>TOTAL ABU DHABI INTERNATIONAL</b>					<b>57</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>16</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>65</b>	<b>12</b>	<b>12</b>	
ABUJA																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	20	0	0	65	20	0	5	0	10	112	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC		S D	20	1	0	90	10	0	0	0	0	4	0	0	0	
<b>TOTAL ABUJA</b>					<b>40</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>15</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>58</b>	<b>88</b>	<b>10</b>	<b>10</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2002					
					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)												
ACAPULCO																		
	GATWICK	BRITANNIA AIRWAYS	C	D	3	0	0	67	0	33	0	0	0	22	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	0	0	0	0	50	50	0	169	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	3	0	0	67	33	0	0	0	0	11	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	0	100	0	0	0	0	28	0	0	0	
<b>TOTAL ACAPULCO</b>					<b>13</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>23</b>	<b>8</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>72</b>	<b>0</b>	<b>0</b>	<b>0</b>	
ACCRA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	27	0	0	96	0	0	4	0	0	5	85	6	20	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	32	43	18	7	0	0	26	60	17	20	
	HEATHROW	GHANA AIRWAYS	S	A	11	0	0	9	18	45	18	9	0	72	0	145	12	
	HEATHROW	GHANA AIRWAYS	S	D	11	0	0	0	64	27	9	0	0	31	0	132	12	
<b>TOTAL ACCRA</b>					<b>77</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>27</b>	<b>17</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>45</b>	<b>59</b>	<b>59</b>	
ADANA																		
ADDIS ABABA																		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	12	0	0	75	8	17	0	0	0	9	38	55	8	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	12	0	0	50	8	0	33	8	0	55	63	14	8	
	HEATHROW	ETHIOPIAN AIRLINES	S	A	16	0	0	6	6	50	38	0	0	64	19	43	16	
	HEATHROW	ETHIOPIAN AIRLINES	S	D	16	0	0	50	13	13	25	0	0	29	63	23	16	
<b>TOTAL ADDIS ABABA</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>9</b>	<b>21</b>	<b>25</b>	<b>2</b>	<b>0</b>	<b>40</b>	<b>45</b>	<b>33</b>	<b>33</b>	
ADEN																		
	HEATHROW	YEMENIA	S	A	4	0	0	25	0	50	25	0	0	36	0	0	0	
<b>TOTAL ADEN</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>	
AGADIR																		
	GATWICK	GB AIRWAYS LTD	S	D	4	0	0	75	0	25	0	0	0	23	100	9	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	3	0	0	67	33	0	0	0	0	7	25	38	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	0	5	75	11	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	3	0	0	0	33	33	0	33	0	129	67	15	3	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	3	0	0	33	0	0	33	33	0	137	67	11	3	
<b>TOTAL AGADIR</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>13</b>	<b>13</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>58</b>	<b>75</b>	<b>12</b>	<b>12</b>	
AKROTIRI																		
ALGHERO/SASSARI																		
	STANSTED	RYANAIR	S	A	28	0	0	86	4	7	0	4	0	16	61	16	28	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002			
					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
ALGHERO/SASSARI	STANSTED	RYANAIR		S D	28	0	0	86	7	4	0	4	0	15	75	13	28
<b>TOTAL ALGHERO/SASSARI</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>15</b>	<b>68</b>	<b>15</b>	<b>15</b>
ALGIERS	HEATHROW	AIR ALGERIE		S A	11	0	0	45	9	18	27	0	0	31	8	48	12
	HEATHROW	AIR ALGERIE		S D	11	0	0	0	27	55	18	0	0	47	8	51	12
	GATWICK	KHALIFA AIRWAYS		S A	12	0	1	8	8	17	58	8	0	76	0	0	0
	GATWICK	KHALIFA AIRWAYS		S D	12	0	1	8	0	25	67	0	0	84	0	0	0
<b>TOTAL ALGIERS</b>					<b>48</b>	<b>0</b>	<b>2</b>	<b>17</b>	<b>13</b>	<b>27</b>	<b>42</b>	<b>2</b>	<b>0</b>	<b>58</b>	<b>8</b>	<b>50</b>	<b>50</b>
ALICANTE	BIRMINGHAM	BRITANNIA AIRWAYS		C A	12	0	0	92	0	0	0	8	0	17	92	7	12
	BIRMINGHAM	BRITANNIA AIRWAYS		C D	12	0	0	92	0	0	0	8	0	20	92	6	12
	EDINBURGH	BRITANNIA AIRWAYS		C A	4	0	0	75	0	0	0	0	25	325	50	24	4
	EDINBURGH	BRITANNIA AIRWAYS		C D	4	0	0	75	0	0	0	25	0	56	25	35	4
	GATWICK	BRITANNIA AIRWAYS		C A	8	0	0	88	0	13	0	0	0	6	25	34	8
	GATWICK	BRITANNIA AIRWAYS		C D	8	0	0	100	0	0	0	0	0	2	75	22	8
	GLASGOW	BRITANNIA AIRWAYS		C A	8	0	0	75	0	0	13	13	0	44	38	23	8
	GLASGOW	BRITANNIA AIRWAYS		C D	8	0	0	88	0	0	13	0	0	13	75	8	8
	LUTON	BRITANNIA AIRWAYS		C A	4	0	0	50	50	0	0	0	0	11	75	22	4
	LUTON	BRITANNIA AIRWAYS		C D	4	1	0	100	0	0	0	0	0	5	75	22	4
	MANCHESTER	BRITANNIA AIRWAYS		C A	16	0	0	56	19	6	13	0	6	56	55	27	20
	MANCHESTER	BRITANNIA AIRWAYS		C D	16	0	0	75	13	0	13	0	0	13	90	9	20
	NEWCASTLE	BRITANNIA AIRWAYS		C A	12	0	0	83	8	0	8	0	0	10	50	40	12
	NEWCASTLE	BRITANNIA AIRWAYS		C D	12	0	0	83	8	0	8	0	0	13	83	14	12
	STANSTED	BRITANNIA AIRWAYS		C A	4	0	0	75	0	0	25	0	0	18	25	18	4
	STANSTED	BRITANNIA AIRWAYS		C D	4	0	0	75	0	0	25	0	0	19	75	11	4
	GATWICK	BRITISH AIRWAYS PLC		C D	2	0	0	50	0	50	0	0	0	24	50	25	2
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	55	0	0	85	7	2	5	0	0	9	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	55	0	0	71	16	4	9	0	0	19	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	82	0	0	65	9	11	15	1	0	29	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	83	0	0	51	18	7	23	1	0	38	0	0	0
	GATWICK	EXCEL AIRWAYS LTD		C A	2	0	0	100	0	0	0	0	0	2	67	6	3
	GATWICK	EXCEL AIRWAYS LTD		C D	2	0	0	100	0	0	0	0	0	0	100	6	3
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	75	25	0	0	0	0	10	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2002				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
ALICANTE	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	15	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	75	13	13	0	0	0	11	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	100	0	0	0	0	0	1	0	0	0
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	6	0	0	83	0	17	0	0	0	13	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	23	0	0	57	13	9	22	0	0	29	67	47	9
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	23	0	0	61	13	17	9	0	0	22	80	40	10
	MANCHESTER	FLYBE.BRITISH EUROPEAN	C	A	3	0	0	0	33	33	0	33	0	89	0	0	0
	MANCHESTER	FLYBE.BRITISH EUROPEAN	C	D	3	0	0	33	0	33	33	0	0	72	0	0	0
	GATWICK	FUTURA AIRLINES	C	A	8	0	0	63	25	0	13	0	0	26	0	0	0
	GATWICK	FUTURA AIRLINES	C	D	8	0	0	100	0	0	0	0	0	2	0	0	0
	GATWICK	GB AIRWAYS LTD	S	A	37	0	2	41	35	16	5	3	0	28	64	20	28
	GATWICK	GB AIRWAYS LTD	S	D	37	0	1	59	24	8	5	3	0	25	71	16	28
	GATWICK	IBERIA	S	A	28	0	0	82	18	0	0	0	0	6	61	17	28
	GATWICK	IBERIA	S	D	28	0	0	82	18	0	0	0	0	6	54	18	28
	GATWICK	MONARCH AIRLINES	C	A	10	1	0	50	10	20	20	0	0	34	36	65	14
	GATWICK	MONARCH AIRLINES	C	D	10	0	0	40	20	10	30	0	0	36	47	55	15
	LUTON	MONARCH AIRLINES	S	A	28	1	0	71	14	4	7	0	4	31	75	11	28
	LUTON	MONARCH AIRLINES	S	D	28	0	0	64	25	4	7	0	0	14	68	12	28
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	0	75	0	25	0	0	42	17	56	6
	MANCHESTER	MONARCH AIRLINES	S	A	28	0	0	86	14	0	0	0	0	6	75	18	24
	MANCHESTER	MONARCH AIRLINES	S	D	28	0	0	96	0	4	0	0	0	3	92	4	24
	MANCHESTER	MONARCH AIRLINES	C	D	4	1	0	75	0	0	25	0	0	35	33	56	6
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	28	0	0	86	7	7	0	0	0	5	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	7	0	0	71	14	14	0	0	0	11	29	17	7
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	28	0	0	93	4	4	0	0	0	4	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	7	0	0	86	14	0	0	0	0	6	43	16	7
	EDINBURGH	MY TRAVEL AIRWAYS UK	C	A	3	0	0	67	0	0	33	0	0	24	67	15	3
	EDINBURGH	MY TRAVEL AIRWAYS UK	C	D	3	0	0	33	33	33	0	0	0	28	67	11	3
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	88	13	0	0	0	0	5	33	62	12
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	88	13	0	0	0	0	4	92	10	12
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	7	0	0	100	0	0	0	0	0	1	43	43	7
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	7	0	0	86	14	0	0	0	0	5	14	79	7

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002			
					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)											
ALICANTE	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	15	1	0	60	13	20	0	7	0	29	47	49	19
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	15	1	0	80	7	7	7	0	0	12	68	22	19
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	7	0	0	43	29	29	0	0	0	18	71	32	7
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	7	0	0	71	14	0	14	0	0	16	71	8	7
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	83	8	6
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	6	0	0	100	0	0	0	0	0	2	100	4	6
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	7	75	7	4
	GLASGOW	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	13	0	0	69	8	8	8	8	0	27	71	20	14
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	12	0	0	75	8	0	8	8	0	28	79	8	14
<b>TOTAL ALICANTE</b>					<b>986</b>	<b>6</b>	<b>6</b>	<b>72</b>	<b>13</b>	<b>6</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>65</b>	<b>23</b>	<b>23</b>
ALMA ATA	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	11	1	0	9	18	36	18	9	9	99	58	32	12
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	12	0	0	58	8	25	0	8	0	35	42	53	12
<b>TOTAL ALMA ATA</b>					<b>23</b>	<b>1</b>	<b>0</b>	<b>35</b>	<b>13</b>	<b>30</b>	<b>9</b>	<b>9</b>	<b>4</b>	<b>66</b>	<b>50</b>	<b>42</b>	<b>42</b>
ALMERIA	GATWICK	GB AIRWAYS LTD	S	A	8	0	0	50	50	0	0	0	0	13	0	0	0
	GATWICK	GB AIRWAYS LTD	S	D	7	1	0	57	43	0	0	0	0	13	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	3	0	0	67	0	33	0	0	0	12	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	33	0	0	0	0	10	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	25	32	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	3	75	5	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	25	25	0	0	28	0	41	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	25	0	0	0	17	100	6	4
<b>TOTAL ALMERIA</b>					<b>37</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>24</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>50</b>	<b>19</b>	<b>19</b>
AMMAN	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	19	0	0	100	0	0	0	0	0	1	92	6	24
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	18	0	0	33	11	28	22	6	0	44	38	40	24
	HEATHROW	ROYAL JORDANIAN	S	A	28	0	0	71	0	21	4	4	0	24	61	28	28
	HEATHROW	ROYAL JORDANIAN	S	D	28	0	0	68	21	4	4	4	0	23	46	29	28

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					FEB 2002				
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Plan (8)											
AMMAN																	
<b>TOTAL AMMAN</b>					<b>95</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>9</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>57</b>	<b>27</b>	<b>27</b>
AMSTERDAM																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	214	0	0	78	10	7	5	0	0	13	54	28	236
	HEATHROW	BMI BRITISH MIDLAND	S	D	215	0	0	71	17	9	3	0	0	13	65	18	237
	HEATHROW	BRITISH AIRWAYS PLC	S	A	186	0	1	75	13	8	3	0	0	12	45	35	214
	HEATHROW	BRITISH AIRWAYS PLC	S	D	187	0	0	80	11	6	3	0	0	11	57	24	214
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	82	1	3	74	11	6	9	0	0	18	33	41	117
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	84	1	2	82	5	5	8	0	0	15	62	24	118
	GATWICK	CITY FLYER EXPRESS	S	A	175	0	0	83	7	5	4	1	1	12	57	29	197
	GATWICK	CITY FLYER EXPRESS	S	D	175	0	0	76	17	3	3	0	0	12	58	22	197
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	74	0	0	78	7	8	7	0	0	12	51	44	94
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	75	0	0	76	11	9	4	0	0	13	63	29	95
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	56	0	0	59	14	9	16	2	0	29	55	34	56
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	56	0	0	64	9	11	16	0	0	26	39	45	56
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	136	0	0	73	6	11	10	0	0	18	54	31	112
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	136	0	0	68	11	11	9	1	0	20	55	29	112
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	56	0	0	91	2	7	0	0	0	5	64	32	56
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	56	0	0	63	14	9	14	0	0	26	41	40	56
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	151	1	0	72	11	9	8	1	0	18	46	33	156
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	152	1	0	59	17	14	9	0	0	23	47	27	156
	HEATHROW	KLM	S	A	232	0	0	85	9	5	1	0	0	7	65	23	224
	HEATHROW	KLM	S	D	232	0	0	75	14	8	2	0	0	13	50	31	224
	BIRMINGHAM	KLM CITYHOPPER	S	A	179	0	0	76	8	8	8	0	0	15	0	0	0
	BIRMINGHAM	KLM CITYHOPPER	S	D	178	0	0	72	9	11	8	0	0	17	0	0	0
	EDINBURGH	KLM CITYHOPPER	S	A	147	0	0	71	6	7	15	0	0	22	0	0	0
	EDINBURGH	KLM CITYHOPPER	S	D	148	0	0	63	12	11	11	2	0	28	0	0	0
	GLASGOW	KLM CITYHOPPER	S	A	108	0	0	77	11	6	6	1	0	13	0	0	0
	GLASGOW	KLM CITYHOPPER	S	D	107	0	0	69	11	11	8	0	0	18	0	0	0
	LONDON CITY	KLM CITYHOPPER	S	A	105	0	0	71	9	9	11	0	0	18	0	0	0
	LONDON CITY	KLM CITYHOPPER	S	D	105	0	0	62	13	12	12	0	0	23	0	0	0
	MANCHESTER	KLM CITYHOPPER	S	A	215	1	0	62	16	8	13	0	0	23	0	0	0
	MANCHESTER	KLM CITYHOPPER	S	D	214	1	0	72	7	10	11	0	0	19	0	0	0
	NEWCASTLE	KLM CITYHOPPER	S	A	147	1	0	72	7	13	7	0	0	16	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

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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)												
AMSTERDAM																		
	NEWCASTLE	KLM CITYHOPPER	S	D	147	0	0	64	13	12	11	0	0	21	0	0	0	
	STANSTED	KLM UK LTD	S	A	96	2	4	88	3	4	3	2	0	11	57	25	159	
	STANSTED	KLM UK LTD	S	D	97	2	2	84	7	3	4	2	0	14	46	33	162	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	20	0	0	50	35	5	10	0	0	22	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	20	0	0	65	20	10	5	0	0	20	0	0	0	
<b>TOTAL AMSTERDAM</b>					<b>4770</b>	<b>19</b>	<b>98</b>	<b>73</b>	<b>11</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>54</b>	<b>29</b>	<b>29</b>	
ANCONA																		
	STANSTED	RYANAIR	S	A	28	0	0	61	29	4	4	4	0	27	46	28	28	
	STANSTED	RYANAIR	S	D	28	0	0	50	36	7	4	4	0	30	56	18	27	
<b>TOTAL ANCONA</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>32</b>	<b>5</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>29</b>	<b>51</b>	<b>23</b>	<b>23</b>	
ANGOULEME																		
ANTALYA																		
	MANCHESTER	KIBRIS TURKISH AIRLINES - KTHY	S	A	4	0	0	75	0	25	0	0	0	15	0	0	0	
	MANCHESTER	KIBRIS TURKISH AIRLINES - KTHY	S	D	4	0	0	50	25	25	0	0	0	20	0	0	0	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	15	0	0	80	7	7	7	0	0	16	36	25	11	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	15	0	0	47	27	13	13	0	0	29	18	39	11	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	1	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	10	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	59	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	4	3	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	100	0	0	0	0	0	1	100	5	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	100	0	0	0	0	0	1	100	0	4	
<b>TOTAL ANTALYA</b>					<b>72</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>8</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>46</b>	<b>26</b>	<b>26</b>	
ANTIGUA																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	25	25	50	0	0	0	29	50	19	4	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	7	1	1	100	0	0	0	0	0	75	16	8	8	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	8	0	0	25	63	13	0	0	0	20	50	31	8	
<b>TOTAL ANTIGUA</b>					<b>19</b>	<b>1</b>	<b>1</b>	<b>53</b>	<b>32</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>60</b>	<b>22</b>	<b>22</b>	
ANTWERP																		
	LONDON CITY	VLM (BELGIUM)	S	A	111	0	1	93	4	2	2	0	0	6	69	13	110	
	LONDON CITY	VLM (BELGIUM)	S	D	111	0	1	94	4	1	2	0	0	5	62	15	110	
	MANCHESTER	VLM (BELGIUM)	S	A	39	0	1	74	15	8	0	3	0	14	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m 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)											
ANTWERP	MANCHESTER	VLM (BELGIUM)		S D	39	0	1	90	5	3	0	3	0	9	0	0	0
<b>TOTAL ANTWERP</b>					<b>302</b>	<b>0</b>	<b>4</b>	<b>90</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>65</b>	<b>14</b>	<b>14</b>
AQABA																	
ARRECIFE	EDINBURGH	AIR EUROPA		C A	4	0	0	75	25	0	0	0	0	6	75	12	4
	EDINBURGH	AIR EUROPA		C D	4	0	0	75	25	0	0	0	0	7	75	12	4
	GATWICK	ASTRAEUS LTD		C A	5	0	0	20	60	20	0	0	0	25	0	0	0
	GATWICK	ASTRAEUS LTD		C D	5	0	0	100	0	0	0	0	0	9	0	0	0
	MANCHESTER	ASTRAEUS LTD		C A	4	0	0	50	25	25	0	0	0	19	0	0	0
	MANCHESTER	ASTRAEUS LTD		C D	4	0	0	75	25	0	0	0	0	10	0	0	0
	MANCHESTER	AZZURRA AIR		C A	2	0	0	100	0	0	0	0	0	1	25	52	4
	MANCHESTER	AZZURRA AIR		C D	2	0	0	100	0	0	0	0	0	6	25	25	4
	BIRMINGHAM	BRITANNIA AIRWAYS		C A	4	0	0	100	0	0	0	0	0	5	75	13	4
	BIRMINGHAM	BRITANNIA AIRWAYS		C D	4	0	0	100	0	0	0	0	0	1	75	9	4
	GATWICK	BRITANNIA AIRWAYS		C A	12	0	0	75	8	17	0	0	0	11	63	13	8
	GATWICK	BRITANNIA AIRWAYS		C D	12	0	0	75	17	8	0	0	0	9	75	12	8
	GLASGOW	BRITANNIA AIRWAYS		C A	4	0	0	50	25	25	0	0	0	16	50	17	4
	GLASGOW	BRITANNIA AIRWAYS		C D	4	0	0	100	0	0	0	0	0	0	100	2	4
	LUTON	BRITANNIA AIRWAYS		C A	4	0	0	100	0	0	0	0	0	4	25	39	4
	LUTON	BRITANNIA AIRWAYS		C D	4	0	0	100	0	0	0	0	0	0	100	2	4
	MANCHESTER	BRITANNIA AIRWAYS		C A	8	0	0	75	13	13	0	0	0	12	67	11	9
	MANCHESTER	BRITANNIA AIRWAYS		C D	8	0	0	100	0	0	0	0	0	1	100	1	11
	NEWCASTLE	BRITANNIA AIRWAYS		C A	4	0	0	100	0	0	0	0	0	0	50	11	4
	NEWCASTLE	BRITANNIA AIRWAYS		C D	4	0	0	100	0	0	0	0	0	0	100	1	4
	STANSTED	BRITANNIA AIRWAYS		C A	4	0	0	50	0	25	0	0	25	366	25	33	4
	STANSTED	BRITANNIA AIRWAYS		C D	4	0	0	75	0	25	0	0	0	16	50	9	4
	GATWICK	EXCEL AIRWAYS LTD		C A	10	0	0	90	10	0	0	0	0	6	67	14	6
	GATWICK	EXCEL AIRWAYS LTD		C D	11	0	0	91	9	0	0	0	0	4	88	6	8
	MANCHESTER	EXCEL AIRWAYS LTD		C A	2	0	0	50	0	0	50	0	0	42	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD		C D	2	0	0	100	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	100	0	0	0	0	0	3	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	20	0	0	45	40	10	5	0	0	18	63	14	8

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2002					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
ARRECIFE																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	20	0	0	90	5	5	0	0	0	6	75	9	8	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	11	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	C	A	20	0	0	65	20	5	10	0	0	21	33	16	9	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	18	2	0	94	6	0	0	0	0	1	100	1	10	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	25	50	25	0	0	0	17	0	0	0	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	A	12	0	0	50	8	25	8	8	0	44	63	11	8	
	GATWICK	GB AIRWAYS LTD	S	D	12	0	0	58	25	17	0	0	0	16	100	3	1	
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	6	25	24	4	
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	0	25	19	4	
	GATWICK	MONARCH AIRLINES	C	A	17	0	0	82	6	6	0	6	0	19	80	21	15	
	GATWICK	MONARCH AIRLINES	C	D	17	0	0	88	12	0	0	0	0	4	69	25	16	
	LUTON	MONARCH AIRLINES	C	A	4	0	0	50	0	0	0	25	25	189	50	15	4	
	LUTON	MONARCH AIRLINES	C	D	4	0	0	75	0	0	0	25	0	74	100	7	4	
	MANCHESTER	MONARCH AIRLINES	C	A	6	0	0	50	0	50	0	0	0	23	75	9	4	
	MANCHESTER	MONARCH AIRLINES	C	D	6	0	0	83	0	0	17	0	0	14	100	4	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	8	0	0	75	25	0	0	0	0	5	50	10	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	8	0	0	100	0	0	0	0	0	3	75	7	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	63	25	0	13	0	0	29	88	4	8	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	88	0	0	13	0	0	23	88	10	8	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	25	0	25	0	74	100	6	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	11	100	8	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	78	0	11	11	0	0	15	75	16	12	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	78	22	0	0	0	0	11	75	21	12	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	25	0	0	0	17	75	12	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	9	75	6	4	
	NEWCASTLE	SPANAIR	C	A	4	0	0	100	0	0	0	0	0	4	25	32	4	
	NEWCASTLE	SPANAIR	C	D	4	0	0	100	0	0	0	0	0	3	50	24	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	3	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	14	2	0	86	0	0	14	0	0	18	90	6	21	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	17	0	0	76	6	0	12	6	0	29	91	6	23	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2002				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m 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)													
ARRECIFE																			
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	6	0	0	100	0	0	0	0	0	1	75	5	4		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	6	0	0	100	0	0	0	0	0	2	100	3	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	16	2	0	81	6	0	13	0	0	14	67	26	18		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	18	0	0	94	0	0	6	0	0	6	94	15	18		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	0	4		
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	0	0	0	0		
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	6	0	0	0		
<b>TOTAL ARRECIFE</b>					<b>497</b>	<b>7</b>	<b>2</b>	<b>80</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>75</b>	<b>12</b>	<b>12</b>		
ARUBA																			
ASCENSION ISLAND																			
ASHKHABAD																			
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	A	16	0	0	88	0	0	6	6	0	25	50	79	10		
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	D	16	0	0	50	38	0	0	13	0	37	18	182	11		
	HEATHROW	TURKMENISTAN AIRLINES	S	A	8	0	0	25	25	25	25	0	0	41	63	111	8		
	HEATHROW	TURKMENISTAN AIRLINES	S	D	8	0	0	38	38	25	0	0	0	19	38	110	8		
<b>TOTAL ASHKHABAD</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>23</b>	<b>8</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>31</b>	<b>36</b>	<b>107</b>	<b>107</b>		
ASTURIAS																			
	GATWICK	AIR NOSTRUM	S	A	12	0	0	58	25	17	0	0	0	14	92	6	12		
	GATWICK	AIR NOSTRUM	S	D	12	0	0	83	8	8	0	0	0	6	92	6	12		
<b>TOTAL ASTURIAS</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>17</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>92</b>	<b>6</b>	<b>6</b>		
ASWAN																			
	GATWICK	ASTRAEUS LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0		
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	75	25	0	0	0	0	9	0	0	0		
<b>TOTAL ASWAN</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>5</b>	<b>0</b>	<b>0</b>	<b>0</b>		
ATHENS																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	83	0	0	88	8	2	1	0	0	5	57	20	51		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	83	0	0	83	16	1	0	0	0	7	71	13	51		
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	5	0	0	60	40	0	0	0	0	12	0	0	0		
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	5	0	0	80	0	20	0	0	0	12	0	0	0		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	28	0	0	71	0	7	21	0	0	25	0	0	0		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	28	0	0	54	14	11	21	0	0	30	0	0	0		



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m 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																		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	56	1	1	86	2	4	7	0	2	24	66	13	56	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	56	0	0	61	25	2	13	0	0	22	80	12	56	
	HEATHROW	OLYMPIC AIRWAYS	S	A	59	1	4	71	17	7	5	0	0	14	45	27	67	
	HEATHROW	OLYMPIC AIRWAYS	S	D	59	0	4	71	14	10	5	0	0	15	54	20	67	
	MANCHESTER	OLYMPIC AIRWAYS	S	A	8	0	0	50	50	0	0	0	0	15	17	58	12	
	MANCHESTER	OLYMPIC AIRWAYS	S	D	8	0	0	75	13	13	0	0	0	15	17	57	12	
<b>TOTAL ATHENS</b>					<b>478</b>	<b>2</b>	<b>9</b>	<b>75</b>	<b>13</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>61</b>	<b>19</b>	<b>19</b>	
ATLANTA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	28	0	0	89	0	7	4	0	0	8	100	0	28	
	GATWICK	BRITISH AIRWAYS PLC	S	D	28	0	0	82	11	0	7	0	0	12	82	10	28	
	GATWICK	DELTA AIRLINES	S	A	28	1	0	64	14	11	11	0	0	22	89	4	56	
	GATWICK	DELTA AIRLINES	S	D	28	1	0	71	14	4	11	0	0	17	82	10	56	
	MANCHESTER	DELTA AIRLINES	S	A	28	0	0	75	21	4	0	0	0	6	100	0	28	
	MANCHESTER	DELTA AIRLINES	S	D	28	0	0	100	0	0	0	0	0	0	93	3	28	
<b>TOTAL ATLANTA</b>					<b>168</b>	<b>3</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>90</b>	<b>5</b>	<b>5</b>	
AUCKLAND INTERNATIONAL																		
	HEATHROW	AIR NEW ZEALAND LTD	S	A	26	2	2	81	15	4	0	0	0	8	79	10	28	
	HEATHROW	AIR NEW ZEALAND LTD	S	D	28	0	0	64	29	4	4	0	0	15	61	17	28	
<b>TOTAL AUCKLAND INTERNATIONAL</b>					<b>54</b>	<b>2</b>	<b>2</b>	<b>72</b>	<b>22</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>14</b>	<b>14</b>	
AZORES SANTA MARIA																		
<b>TOTAL AZORES SANTA MARIA</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>199</b>	<b>0</b>	<b>0</b>	<b>0</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m 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	36	0	0	75	11	8	6	0	0	15	53	22	19	
	HEATHROW	GULF AIR	S	D	36	0	0	92	6	0	3	0	0	5	80	8	20	
<b>TOTAL BAHRAIN</b>					<b>73</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>67</b>	<b>15</b>	<b>15</b>	
BAKU																		
	GATWICK	AZERBAIJAN AIRLINES ( AZAL )	S	A	8	0	0	75	25	0	0	0	0	9	75	5	8	
	GATWICK	AZERBAIJAN AIRLINES ( AZAL )	S	D	8	0	0	100	0	0	0	0	0	4	88	11	8	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	4	0	0	75	0	25	0	0	0	10	0	0	0	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	8	0	0	13	38	0	25	25	0	95	0	0	0	
<b>TOTAL BAKU</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>18</b>	<b>4</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>32</b>	<b>81</b>	<b>8</b>	<b>8</b>	
BALI INTERNATIONAL																		
BALTIMORE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	23	0	0	70	4	17	9	0	0	17	93	2	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	25	0	0	64	24	12	0	0	0	14	61	15	28	
<b>TOTAL BALTIMORE</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>9</b>	<b>9</b>	
BANDAR SERI BEGAWAN																		
	HEATHROW	ROYAL BRUNEI AIRLINES	S	A	28	0	0	50	14	21	14	0	0	27	36	29	28	
	HEATHROW	ROYAL BRUNEI AIRLINES	S	D	28	0	0	79	18	0	4	0	0	11	71	14	28	
<b>TOTAL BANDAR SERI BEGAWAN</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>16</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>54</b>	<b>22</b>	<b>22</b>	
BANGKOK																		
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	A	44	0	0	39	43	18	0	0	0	20	8	44	40	
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	D	44	0	0	64	18	11	2	0	5	44	63	24	40	
<b>TOTAL BANGKOK</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>31</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>32</b>	<b>33</b>	<b>35</b>	<b>35</b>	
BANJUL																		
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	0	50	25	0	25	0	103	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	50	25	0	0	25	0	78	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	25	25	25	25	0	0	44	50	57	2	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	10	50	10	4	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	0	25	50	25	0	0	49	0	0	0	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	10	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	0	25	50	25	0	0	53	50	22	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	100	1	4	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2002					
					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
BANJUL																		
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	50	0	50	0	0	56	13	49	8	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	3	63	20	8	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	0	75	25	0	118	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	12	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	0	25	0	25	223	100	7	3	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	50	0	50	0	0	61	100	1	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	1	0	0	25	25	50	0	0	98	75	14	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	15	75	6	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	0	25	50	0	0	87	50	23	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	100	0	0	4	
<b>TOTAL BANJUL</b>					<b>72</b>	<b>1</b>	<b>0</b>	<b>42</b>	<b>21</b>	<b>11</b>	<b>21</b>	<b>4</b>	<b>1</b>	<b>57</b>	<b>64</b>	<b>19</b>	<b>19</b>	
BARCELONA																		
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	10	0	0	50	10	30	10	0	0	30	0	0	0	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	10	0	0	90	0	0	10	0	0	12	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	16	0	0	50	6	38	6	0	0	30	88	3	16	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	17	0	0	65	12	18	6	0	0	18	94	4	16	
	GATWICK	BRITISH AIRWAYS PLC	S	A	84	1	0	76	12	7	4	1	0	14	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	84	0	0	77	11	7	4	1	0	14	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	111	0	0	69	16	13	2	0	0	13	56	23	108	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	111	0	0	70	16	10	4	0	0	14	71	14	108	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	84	0	0	67	10	13	10	1	0	22	73	12	37	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	84	0	0	61	18	10	11	1	0	24	69	14	39	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	87	1	1	70	9	6	13	2	0	23	75	12	88	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	87	0	1	62	20	7	10	1	0	26	63	17	88	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	56	0	0	55	13	16	13	4	0	35	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	56	0	0	27	39	11	20	2	2	45	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	25	25	50	0	0	0	28	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	9	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	25	25	0	50	0	0	39	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0	
	HEATHROW	IBERIA	S	A	112	0	0	63	20	14	4	0	0	16	52	25	112	
	HEATHROW	IBERIA	S	D	112	0	0	74	15	7	4	0	0	12	73	14	112	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BARCELONA		MANCHESTER	IBERIA	S	A	28	0	0	61	21	7	11	0	0	21	29	34	28
		MANCHESTER	IBERIA	S	D	28	0	0	71	4	18	7	0	0	18	46	28	28
<b>TOTAL BARCELONA</b>						<b>1194</b>	<b>6</b>	<b>3</b>	<b>66</b>	<b>15</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>67</b>	<b>17</b>	<b>17</b>
BARRA		GLASGOW	LOGANAIR	S	A	24	0	0	79	8	13	0	0	0	9	79	13	14
		GLASGOW	LOGANAIR	S	D	24	0	0	83	13	4	0	0	0	5	88	7	16
<b>TOTAL BARRA</b>						<b>48</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>10</b>	<b>10</b>
BASLE MULHOUSE		BIRMINGHAM	SWISS AIRLINES	S	A	44	0	3	80	18	2	0	0	0	9	66	13	47
		BIRMINGHAM	SWISS AIRLINES	S	D	43	0	4	72	21	7	0	0	0	9	57	18	47
		HEATHROW	SWISS AIRLINES	S	A	84	0	0	88	7	5	0	0	0	6	46	21	83
		HEATHROW	SWISS AIRLINES	S	D	84	0	0	81	12	6	1	0	0	9	74	12	82
		LONDON CITY	SWISS AIRLINES	S	A	68	0	4	91	9	0	0	0	0	3	54	17	69
		LONDON CITY	SWISS AIRLINES	S	D	68	0	4	93	4	3	0	0	0	6	43	24	69
		MANCHESTER	SWISS AIRLINES	S	A	70	0	1	84	10	3	3	0	0	8	62	13	71
		MANCHESTER	SWISS AIRLINES	S	D	70	0	1	90	6	1	3	0	0	6	85	8	71
<b>TOTAL BASLE MULHOUSE</b>						<b>531</b>	<b>1</b>	<b>17</b>	<b>86</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>61</b>	<b>16</b>	<b>16</b>
BEAUVAIS		BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	37	1	0	97	3	0	0	0	0	1	0	0	0
		BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	37	0	0	92	8	0	0	0	0	3	0	0	0
<b>TOTAL BEAUVAIS</b>						<b>74</b>	<b>2</b>	<b>0</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>
BEIJING		HEATHROW	AIR CHINA	S	A	16	0	0	38	13	38	13	0	0	26	17	41	12
		HEATHROW	AIR CHINA	S	D	16	0	0	81	13	0	6	0	0	11	50	21	12
		HEATHROW	BRITISH AIRWAYS PLC	S	A	11	0	0	64	18	0	18	0	0	24	50	20	12
		HEATHROW	BRITISH AIRWAYS PLC	S	D	11	0	0	64	9	9	18	0	0	31	50	23	12
<b>TOTAL BEIJING</b>						<b>54</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>42</b>	<b>26</b>	<b>26</b>
BEIRUT		HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	5	0	0	20	20	40	0	20	0	85	63	31	8
		HEATHROW	MEA	S	A	20	0	0	90	10	0	0	0	0	5	35	24	20
		HEATHROW	MEA	S	D	20	0	0	55	20	15	10	0	0	22	45	24	20

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					FEB 2002					
					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)												
BEIRUT																		
<b>TOTAL BEIRUT</b>					<b>45</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>16</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>48</b>	<b>24</b>	<b>24</b>	
BELFAST CITY																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	216	0	1	78	11	10	1	0	0	9	68	15	190	
	HEATHROW	BMI BRITISH MIDLAND	S	D	217	0	0	81	12	7	0	0	0	8	77	11	190	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	63	0	0	73	13	6	8	0	0	17	0	0	0	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	68	0	0	78	9	6	7	0	0	16	0	0	0	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	69	0	0	64	3	10	23	0	0	29	0	0	0	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	70	0	0	70	3	7	19	1	0	28	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	133	0	0	77	12	7	2	2	0	15	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	132	0	0	86	5	4	5	2	0	12	0	0	0	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	130	0	1	82	6	3	8	1	0	16	87	9	127	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	130	0	0	77	12	3	6	2	0	18	87	9	127	
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	152	0	7	88	3	3	5	1	0	13	88	8	129	
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	153	0	7	88	4	3	5	1	0	12	87	11	127	
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	A	85	0	3	81	9	5	4	1	0	13	90	8	113	
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	D	82	0	6	88	7	2	2	0	0	7	65	18	117	
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	S	A	118	1	2	82	7	4	7	0	0	13	91	9	109	
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	S	D	117	1	2	90	3	3	3	0	1	11	93	7	109	
<b>TOTAL BELFAST CITY</b>					<b>1937</b>	<b>2</b>	<b>32</b>	<b>81</b>	<b>8</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>83</b>	<b>11</b>	<b>11</b>	
BELFAST INTERNATIONAL																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	83	0	0	75	13	11	1	0	0	11	72	13	111	
	HEATHROW	BMI BRITISH MIDLAND	S	D	84	0	0	81	7	8	4	0	0	9	86	8	111	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	97	0	0	65	16	11	7	0	0	18	85	9	120	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	97	0	0	78	7	6	7	1	0	16	72	15	120	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	83	0	1	78	6	7	7	1	0	15	83	10	84	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	83	0	1	69	17	6	7	1	0	18	65	16	84	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	37	1	5	70	14	5	11	0	0	21	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	37	0	5	65	14	16	5	0	0	18	0	0	0	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	111	0	1	77	5	8	7	2	0	16	80	15	84	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BELFAST INTERNATIONAL																		
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	111	0	1	75	6	9	8	2	0	19	76	20	84	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	144	1	3	73	10	9	7	1	0	16	88	6	128	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	144	2	2	59	12	17	11	1	0	24	64	17	128	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	147	0	0	65	12	7	14	1	1	30	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	148	0	0	39	27	13	19	1	1	40	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	56	0	0	93	5	2	0	0	0	3	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	56	0	0	84	9	5	2	0	0	7	0	0	0	
<b>TOTAL BELFAST INTERNATIONAL</b>					<b>1518</b>	<b>10</b>	<b>20</b>	<b>69</b>	<b>12</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>77</b>	<b>12</b>	<b>12</b>	
BELGRADE																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	12	0	0	92	8	0	0	0	0	2	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	12	0	0	92	8	0	0	0	0	4	0	0	0	
	HEATHROW	JATAIRWAYS	S	A	24	0	0	50	25	8	13	4	0	40	35	27	20	
	HEATHROW	JATAIRWAYS	S	D	24	0	0	46	17	17	17	4	0	43	45	31	20	
<b>TOTAL BELGRADE</b>					<b>72</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>17</b>	<b>8</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>58</b>	<b>21</b>	<b>21</b>	
BENBECULA																		
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	22	1	0	73	0	18	9	0	0	21	0	0	0	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	23	0	0	57	4	13	22	4	0	40	0	0	0	
<b>TOTAL BENBECULA</b>					<b>45</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>2</b>	<b>16</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>87</b>	<b>6</b>	<b>6</b>	
BENHAZI																		
	HEATHROW	LIBYAN ARAB AIRLINES	S	A	4	0	0	25	0	50	25	0	0	33	50	12	2	
	HEATHROW	LIBYAN ARAB AIRLINES	S	D	4	0	0	100	0	0	0	0	0	0	100	3	2	
<b>TOTAL BENHAZI</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>75</b>	<b>7</b>	<b>7</b>	
BERGAMO																		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	0	0	50	50	0	0	65	0	31	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	6	50	15	4	
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	A	3	0	0	33	0	67	0	0	0	35	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	D	4	0	0	75	0	25	0	0	0	19	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	50	25	0	25	0	73	38	18	8	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	0	0	0	25	0	47	50	21	8	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	10	25	20	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	6	75	12	4	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BERGAMO																		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	50	25	25	0	0	49	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	10	0	0	0	
	LUTON	RYANAIR	S	A	46	0	0	87	4	2	7	0	0	10	0	0	0	
	LUTON	RYANAIR	S	D	46	0	0	76	11	7	7	0	0	17	0	0	0	
	STANSTED	RYANAIR	S	A	106	0	1	78	7	8	5	2	0	17	0	0	0	
	STANSTED	RYANAIR	S	D	106	0	1	62	19	11	7	1	0	22	0	0	0	
<b>TOTAL BERGAMO</b>					<b>343</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>12</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>39</b>	<b>29</b>	<b>29</b>	
BERGEN																		
	GATWICK	BRAATHENS ASA	S	A	28	0	0	96	4	0	0	0	0	6	46	14	28	
	GATWICK	BRAATHENS ASA	S	D	28	0	0	89	11	0	0	0	0	4	54	17	28	
<b>TOTAL BERGEN</b>					<b>56</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>5</b>	<b>53</b>	<b>14</b>	<b>14</b>	
BERGERAC																		
	STANSTED	KLM UK LTD	S	A	20	0	0	65	15	10	10	0	0	18	0	0	0	
	STANSTED	KLM UK LTD	S	D	20	0	0	70	10	10	10	0	0	22	0	0	0	
<b>TOTAL BERGERAC</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>13</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	
BERLIN (SCHONEFELD)																		
	STANSTED	KLM UK LTD	S	A	70	1	1	91	1	3	3	1	0	8	54	19	79	
	STANSTED	KLM UK LTD	S	D	71	0	0	82	10	3	4	1	0	15	69	14	80	
<b>TOTAL BERLIN (SCHONEFELD)</b>					<b>141</b>	<b>1</b>	<b>1</b>	<b>87</b>	<b>6</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>59</b>	<b>19</b>	<b>19</b>	
BERLIN (TEGEL)																		
	STANSTED	AIR BERLIN	S	A	55	0	1	84	7	9	0	0	0	7	0	0	0	
	STANSTED	AIR BERLIN	S	D	55	0	1	69	15	15	2	0	0	16	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	27	0	0	81	7	11	0	0	0	9	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	28	0	0	86	0	11	4	0	0	7	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	139	0	0	81	9	7	2	0	0	11	53	26	165	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	139	0	0	84	12	1	3	0	0	8	65	17	165	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	43	0	0	84	5	7	5	0	0	10	53	22	47	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	43	0	0	72	16	7	5	0	0	14	69	16	48	
<b>TOTAL BERLIN (TEGEL)</b>					<b>529</b>	<b>0</b>	<b>3</b>	<b>81</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>62</b>	<b>20</b>	<b>20</b>	
BERLIN (TEMPLEHOF)																		
	LONDON CITY	EUROWINGS LUFTVERKEHRS	S	A	66	0	3	98	2	0	0	0	0	2	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
BERLIN (TEMPLEHOF)	LONDON CITY	EUROWINGS LUFTVERKEHRS		S D	66	0	3	92	6	2	0	0	0	6	0	0	0
<b>TOTAL BERLIN (TEMPLEHOF)</b>					<b>132</b>	<b>5</b>	<b>6</b>	<b>95</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
BERMUDA	GATWICK	BRITISH AIRWAYS PLC		S A	12	0	0	100	0	0	0	0	0	0	100	0	12
	GATWICK	BRITISH AIRWAYS PLC		S D	12	0	0	100	0	0	0	0	0	3	75	8	12
<b>TOTAL BERMUDA</b>					<b>24</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>2</b>	<b>75</b>	<b>8</b>	<b>8</b>
BERNE	BIRMINGHAM	FLYBE.BRITISH EUROPEAN		C A	4	0	0	75	25	0	0	0	0	5	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN		C D	4	0	0	50	25	25	0	0	0	14	0	0	0
	GATWICK	FLYBE.BRITISH EUROPEAN		C A	4	0	0	100	0	0	0	0	0	0	100	2	4
	GATWICK	FLYBE.BRITISH EUROPEAN		C D	4	0	0	100	0	0	0	0	0	6	0	36	4
	MANCHESTER	RHEINTALFLUG-ROLF SEEWALD		C A	4	0	0	75	25	0	0	0	0	9	0	0	0
	MANCHESTER	RHEINTALFLUG-ROLF SEEWALD		C D	4	0	0	100	0	0	0	0	0	6	0	0	0
<b>TOTAL BERNE</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>7</b>	<b>48</b>	<b>21</b>	<b>21</b>
BIARRITZ	STANSTED	RYANAIR		S A	28	0	0	82	11	0	7	0	0	9	89	8	28
	STANSTED	RYANAIR		S D	28	0	0	89	7	0	4	0	0	7	61	15	28
<b>TOTAL BIARRITZ</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>12</b>	<b>12</b>
BILBAO	GATWICK	BRITISH AIRWAYS PLC		S A	27	0	0	93	0	4	4	0	0	7	0	0	0
	GATWICK	BRITISH AIRWAYS PLC		S D	27	0	0	81	7	7	4	0	0	11	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	52	0	0	63	19	8	8	2	0	23	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	52	0	0	25	46	17	10	2	0	34	0	0	0
	HEATHROW	IBERIA		S A	28	0	0	79	7	4	11	0	0	18	71	14	28
	HEATHROW	IBERIA		S D	28	0	0	86	7	4	4	0	0	7	79	10	28
<b>TOTAL BILBAO</b>					<b>215</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>19</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>73</b>	<b>13</b>	<b>13</b>
BILLUND	GATWICK	MAERSK AIR		S A	68	0	4	72	15	4	9	0	0	15	48	22	80
	GATWICK	MAERSK AIR		S D	68	0	4	82	6	3	9	0	0	11	59	20	80
	MANCHESTER	SUN AIR OF SCANDINAVIA		S A	44	0	0	89	7	2	2	0	0	6	84	9	44
	MANCHESTER	SUN AIR OF SCANDINAVIA		S D	44	0	0	95	2	2	0	0	0	2	91	3	44
<b>TOTAL BILLUND</b>					<b>224</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>8</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>65</b>	<b>16</b>	<b>16</b>



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002			
					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)											
BIRMINGHAM	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	146	0	0	65	16	8	10	0	0	19	0	0	0
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	97	0	0	61	18	9	12	0	0	23	0	0	0
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	40	0	0	65	10	10	15	0	0	25	0	0	0
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	50	0	0	82	8	2	8	0	0	15	0	0	0
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	80	0	0	79	8	9	5	0	0	12	0	0	0
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	81	0	0	85	6	4	5	0	0	11	0	0	0
	GLASGOW	BRITISH AIRWAYS PLC	S	A	31	0	1	87	6	6	0	0	0	8	88	7	58
	GLASGOW	BRITISH AIRWAYS PLC	S	D	52	0	4	83	2	8	6	2	0	16	91	6	95
	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	A	132	2	1	86	2	5	8	0	0	11	67	18	96
	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	D	134	0	0	79	7	7	7	0	1	17	65	18	98
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	A	138	0	0	75	10	9	4	1	0	15	72	17	79
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	D	138	0	0	83	8	7	2	0	0	8	95	5	75
<b>TOTAL BIRMINGHAM</b>					<b>1119</b>	<b>4</b>	<b>6</b>	<b>77</b>	<b>9</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>80</b>	<b>12</b>	<b>12</b>
BISHKEK (FRUNZE)	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	12	0	0	50	8	8	25	8	0	49	86	4	7
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	8	0	0	50	13	13	25	0	0	31	75	16	8
<b>TOTAL BISHKEK (FRUNZE)</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>10</b>	<b>10</b>	<b>25</b>	<b>5</b>	<b>0</b>	<b>42</b>	<b>80</b>	<b>10</b>	<b>10</b>
BOGOTA	GATWICK	BRITISH AIRWAYS PLC	S	A	11	1	1	55	9	9	27	0	0	35	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	11	0	0	45	36	18	0	0	0	17	67	15	12
<b>TOTAL BOGOTA</b>					<b>22</b>	<b>1</b>	<b>1</b>	<b>50</b>	<b>23</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>67</b>	<b>15</b>	<b>15</b>
BOLOGNA	GATWICK	BRITISH AIRWAYS PLC	S	A	79	0	0	82	8	6	3	1	0	11	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	79	0	0	70	16	9	4	1	0	15	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	28	0	0	61	18	4	14	4	0	26	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	28	0	0	29	36	25	7	4	0	36	0	0	0
<b>TOTAL BOLOGNA</b>					<b>214</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>58</b>	<b>18</b>	<b>18</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m 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)												
BORDEAUX																		
	GATWICK	CITY FLYER EXPRESS	S	A	52	0	0	88	10	2	0	0	4	96	2	51		
	GATWICK	CITY FLYER EXPRESS	S	D	52	0	0	77	15	6	2	0	9	75	10	51		
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	11	1	0	73	9	9	9	0	13	0	0	0		
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	12	0	0	50	17	25	8	0	25	0	0	0		
	STANSTED	KLM UK LTD	S	A	28	0	0	100	0	0	0	0	1	75	14	28		
	STANSTED	KLM UK LTD	S	D	28	0	0	64	25	7	0	4	0	20	64	22	28	
<b>TOTAL BORDEAUX</b>					<b>183</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>10</b>	<b>10</b>	
BOSTON																		
	HEATHROW	AMERICAN AIRLINES	S	A	50	0	0	82	2	8	6	2	0	16	85	11	53	
	HEATHROW	AMERICAN AIRLINES	S	D	50	0	0	92	6	2	0	0	4	68	16	53		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	76	0	1	87	3	1	1	7	1	38	89	11	56	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	78	0	1	64	21	4	10	1	0	21	68	15	56	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	27	0	0	81	4	4	7	4	0	16	93	4	28	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	27	0	0	56	22	19	4	0	0	18	57	17	28	
<b>TOTAL BOSTON</b>					<b>308</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>9</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>77</b>	<b>12</b>	<b>12</b>	
BOURNEMOUTH																		
BREMEN																		
	GATWICK	CITY FLYER EXPRESS	S	A	69	0	0	84	9	3	3	1	0	13	62	17	78	
	GATWICK	CITY FLYER EXPRESS	S	D	70	0	0	83	10	6	1	0	0	12	67	16	79	
<b>TOTAL BREMEN</b>					<b>139</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>64</b>	<b>16</b>	<b>16</b>	
BRESCIA/MONTICHIARI																		
	STANSTED	RYANAIR	S	A	28	0	0	75	18	4	4	0	0	14	19	43	54	
	STANSTED	RYANAIR	S	D	28	0	0	54	25	14	7	0	0	24	41	22	56	
<b>TOTAL BRESCIA/MONTICHIARI</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>21</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>36</b>	<b>29</b>	<b>29</b>	
BREST																		
	STANSTED	KLM UK LTD	S	A	16	0	0	81	19	0	0	0	0	4	0	0	0	
	STANSTED	KLM UK LTD	S	D	16	0	0	75	13	13	0	0	0	9	0	0	0	
<b>TOTAL BREST</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>9</b>	<b>9</b>	
BRIDGETOWN																		
	GATWICK	BRITANNIA AIRWAYS	C	A	6	0	0	17	17	17	50	0	0	54	88	8	8	
	GATWICK	BRITANNIA AIRWAYS	C	D	3	0	0	67	0	0	33	0	0	28	88	4	8	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	3	0	0	67	0	0	33	0	0	43	63	19	8	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2002					
					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)												
BRIDGETOWN																		
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	7	83	10	6	
	GATWICK	BRITISH AIRWAYS PLC	S	A	32	0	0	78	6	9	0	3	3	48	97	1	32	
	GATWICK	BRITISH AIRWAYS PLC	S	D	33	0	0	82	12	3	0	3	0	15	81	8	32	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	4	0	0	75	0	0	0	25	0	62	75	18	4	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	4	0	0	75	0	0	25	0	0	39	75	15	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	75	25	0	0	0	0	7	50	40	8	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	75	25	0	0	0	0	8	63	21	8	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	38	13	25	13	13	0	51	50	196	8	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	75	13	0	13	0	0	11	50	27	8	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	20	0	0	95	5	0	0	0	0	3	81	9	16	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	20	0	0	55	40	0	0	5	0	27	38	25	16	
<b>TOTAL BRIDGETOWN</b>					<b>161</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>4</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>27</b>	<b>73</b>	<b>22</b>	<b>22</b>	
BRISTOL																		
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	96	0	0	82	7	3	6	1	0	11	82	11	97	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	97	1	0	77	11	6	5	0	0	14	75	13	95	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	64	0	0	66	22	8	5	0	0	13	63	20	73	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	98	0	0	83	8	7	2	0	0	8	74	16	100	
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	70	0	0	90	1	3	4	1	0	11	67	18	72	
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	70	0	0	91	3	3	3	0	0	5	81	9	70	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	100	1	0	66	19	8	7	0	0	17	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	100	0	0	52	23	15	9	1	0	25	0	0	0	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	75	0	0	67	19	11	4	0	0	13	0	0	0	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	76	0	0	57	16	20	7	1	0	22	0	0	0	
<b>TOTAL BRISTOL</b>					<b>846</b>	<b>5</b>	<b>1</b>	<b>73</b>	<b>13</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>14</b>	<b>14</b>	
BRIZE NORTON																		
BRUSSELS																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	165	0	1	85	8	7	0	0	0	6	55	20	134	
	HEATHROW	BMI BRITISH MIDLAND	S	D	165	0	0	78	11	10	2	0	0	10	74	11	134	
	EDINBURGH	BMI REGIONAL	S	A	71	0	0	94	3	0	3	0	0	5	68	12	72	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2002				
					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	EDINBURGH	BMI REGIONAL	S	D	72	0	0	88	10	0	3	0	0	6	61	15	71
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	18	0	0	67	11	6	17	0	0	29	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	238	0	0	85	8	6	1	0	0	7	47	25	168
	HEATHROW	BRITISH AIRWAYS PLC	S	D	239	0	0	83	10	6	1	0	0	9	68	15	168
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	90	0	2	88	6	4	2	0	0	7	37	27	90
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	91	0	0	92	3	0	4	0	0	6	75	14	91
	GATWICK	CITY FLYER EXPRESS	S	A	63	0	0	87	8	2	3	0	0	7	38	24	42
	GATWICK	CITY FLYER EXPRESS	S	D	63	0	0	84	6	5	5	0	0	10	64	19	42
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	88	0	0	93	2	5	0	0	0	4	79	10	67
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	88	0	0	86	7	3	3	0	0	7	69	15	67
	BIRMINGHAM	SN BRUSSELS AIRLINES	S	A	133	0	11	82	14	4	0	0	0	7	73	13	99
	BIRMINGHAM	SN BRUSSELS AIRLINES	S	D	134	0	10	93	5	1	0	0	0	4	83	8	98
	MANCHESTER	SN BRUSSELS AIRLINES	S	A	93	0	7	91	8	0	1	0	0	5	53	18	96
	MANCHESTER	SN BRUSSELS AIRLINES	S	D	93	0	7	92	4	2	1	0	0	4	73	9	96
	NEWCASTLE	SN BRUSSELS AIRLINES	S	A	72	1	0	90	7	3	0	0	0	4	66	13	99
	NEWCASTLE	SN BRUSSELS AIRLINES	S	D	72	1	0	93	4	3	0	0	0	4	75	9	99
	HEATHROW	UNITED AIRLINES	S	A	26	0	0	54	27	8	8	4	0	30	0	0	0
	HEATHROW	UNITED AIRLINES	S	D	27	0	0	93	4	4	0	0	0	3	0	0	0
	LONDON CITY	VLM (BELGIUM)	S	A	103	0	1	83	16	0	1	0	0	8	13	35	83
	LONDON CITY	VLM (BELGIUM)	S	D	103	0	1	94	6	0	0	0	0	4	30	31	83
<b>TOTAL BRUSSELS</b>					<b>2308</b>	<b>4</b>	<b>40</b>	<b>87</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>64</b>	<b>17</b>	<b>17</b>
BUCHAREST (OTOPENI)	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	96	0	4	0	0	0	2	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	75	11	11	4	0	0	13	0	0	0
	HEATHROW	TAROM	S	A	28	0	0	93	4	4	0	0	0	3	50	21	28
	HEATHROW	TAROM	S	D	28	0	0	89	11	0	0	0	0	4	75	15	28
<b>TOTAL BUCHAREST (OTOPENI)</b>					<b>112</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>73</b>	<b>15</b>	<b>15</b>
BUDAPEST	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	0	77	9	9	2	2	2	21	56	24	55
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	0	86	4	5	5	0	0	12	61	22	56
	GATWICK	MALEV (HUNGARIAN AIRLINES)	S	A	16	0	0	94	0	0	6	0	0	4	100	2	12
	GATWICK	MALEV (HUNGARIAN AIRLINES)	S	D	16	0	0	88	0	6	0	6	0	22	100	4	12

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2002				
					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
BUDAPEST	HEATHROW	MALEV (HUNGARIAN AIRLINES)	S	A	56	0	0	82	9	4	5	0	0	11	64	19	55
	HEATHROW	MALEV (HUNGARIAN AIRLINES)	S	D	56	0	0	79	14	2	5	0	0	10	76	11	55
<b>TOTAL BUDAPEST</b>					<b>256</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>18</b>	<b>18</b>
BUENOS AIRES	HEATHROW	BRITISH AIRWAYS PLC	S	A	11	0	0	45	36	9	0	0	9	52	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	12	0	0	75	17	0	0	0	8	97	0	0	0
<b>TOTAL BUENOS AIRES</b>					<b>23</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>26</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>97</b>	<b>1</b>	<b>1</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
CAEN																		
	STANSTED	KLM UK LTD		S A	12	0	0	83	8	8	0	0	0	6	0	0	0	0
	STANSTED	KLM UK LTD		S D	12	0	0	92	0	8	0	0	0	5	0	0	0	0
<b>TOTAL CAEN</b>					<b>24</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>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
CAIRO																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	28	0	0	93	0	0	0	7	0	19	82	6	28	28
	HEATHROW	BRITISH AIRWAYS PLC		S D	29	0	0	41	28	17	10	3	0	34	68	14	28	28
	HEATHROW	EGYPT AIR		S A	29	0	0	14	24	45	17	0	0	38	7	81	28	28
	HEATHROW	EGYPT AIR		S D	29	0	0	24	17	34	21	3	0	46	14	85	28	28
	MANCHESTER	EGYPT AIR		S A	4	0	0	25	0	0	75	0	0	64	33	196	6	6
	MANCHESTER	EGYPT AIR		S D	3	0	1	0	0	33	67	0	0	89	0	213	6	6
<b>TOTAL CAIRO</b>					<b>122</b>	<b>0</b>	<b>1</b>	<b>41</b>	<b>16</b>	<b>24</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>37</b>	<b>41</b>	<b>61</b>	<b>61</b>	<b>61</b>
CALCUTTA																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	8	0	0	13	25	25	25	13	0	70	0	121	8	8
	HEATHROW	BRITISH AIRWAYS PLC		S D	8	0	0	13	13	50	13	13	0	72	38	37	8	8
<b>TOTAL CALCUTTA</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>19</b>	<b>38</b>	<b>19</b>	<b>13</b>	<b>0</b>	<b>71</b>	<b>19</b>	<b>79</b>	<b>79</b>	<b>79</b>
CALGARY																		
	HEATHROW	AIR CANADA		S A	28	0	0	25	18	29	25	0	4	56	69	27	32	32
	HEATHROW	AIR CANADA		S D	28	0	0	54	29	7	7	0	4	34	59	28	32	32
	GATWICK	MONARCH AIRLINES		C A	8	0	0	25	0	38	38	0	0	64	63	46	8	8
	GATWICK	MONARCH AIRLINES		C D	8	0	0	63	13	13	13	0	0	33	25	57	8	8
	MANCHESTER	MY TRAVEL AIRWAYS UK		C A	8	0	0	38	0	13	0	25	25	357	25	56	4	4
	MANCHESTER	MY TRAVEL AIRWAYS UK		C D	8	0	0	50	25	13	0	0	13	194	75	7	4	4
<b>TOTAL CALGARY</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>18</b>	<b>18</b>	<b>15</b>	<b>2</b>	<b>6</b>	<b>88</b>	<b>57</b>	<b>36</b>	<b>36</b>	<b>36</b>
CAMPBELTOWN																		
	GLASGOW	LOGANAIR		S A	37	0	0	86	0	5	8	0	0	11	86	8	35	35
	GLASGOW	LOGANAIR		S D	37	0	0	78	8	0	14	0	0	16	88	9	34	34
<b>TOTAL CAMPBELTOWN</b>					<b>74</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>4</b>	<b>3</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>87</b>	<b>8</b>	<b>8</b>	<b>8</b>
CANCUN																		
	GATWICK	BRITANNIA AIRWAYS		C A	4	0	0	25	0	25	50	0	0	64	0	0	0	0
	GATWICK	BRITANNIA AIRWAYS		C D	4	0	0	50	25	0	25	0	0	25	0	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	75	0	25	0	0	0	10	100	0	4	4
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	4	100	2	4	4

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
CANCUN																		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	50	0	0	0	0	12	100	5	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	6	75	9	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	50	0	0	0	33	25	64	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	25	0	0	39	25	30	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	10	43	55	7	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	9	88	16	8	
<b>TOTAL CANCUN</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>18</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>75</b>	<b>19</b>	<b>19</b>	
CAPE TOWN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	39	0	0	72	8	13	5	3	0	24	64	15	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	40	0	0	48	20	20	8	5	0	37	54	20	28	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	28	0	0	79	11	0	0	4	7	70	82	38	28	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	28	1	0	82	11	4	4	0	0	10	75	18	28	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	8	0	0	63	0	25	13	0	0	36	38	24	8	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	8	0	0	88	13	0	0	0	0	7	63	22	8	
<b>TOTAL CAPE TOWN</b>					<b>151</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>12</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>33</b>	<b>66</b>	<b>23</b>	<b>23</b>	
CARACAS																		
CARCASSONNE																		
	STANSTED	RYANAIR	S	A	27	0	1	85	11	0	4	0	0	9	70	12	27	
	STANSTED	RYANAIR	S	D	27	0	1	81	15	0	4	0	0	10	52	22	27	
<b>TOTAL CARCASSONNE</b>					<b>54</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>13</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>61</b>	<b>17</b>	<b>17</b>	
CARDIFF WALES																		
	EDINBURGH	BMI BRITISH MIDLAND	S	A	47	1	1	77	17	4	2	0	0	10	0	0	0	
	EDINBURGH	BMI BRITISH MIDLAND	S	D	47	1	1	51	34	9	6	0	0	21	0	0	0	
	GLASGOW	BMI BRITISH MIDLAND	S	A	46	0	2	78	13	4	4	0	0	11	0	0	0	
	GLASGOW	BMI BRITISH MIDLAND	S	D	46	0	2	57	26	15	2	0	0	15	0	0	0	
<b>TOTAL CARDIFF WALES</b>					<b>186</b>	<b>2</b>	<b>6</b>	<b>66</b>	<b>23</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>58</b>	<b>19</b>	<b>19</b>	
CASABLANCA MOHAMED V																		
	HEATHROW	ROYAL AIR MAROC	S	A	28	1	0	57	29	11	4	0	0	18	43	31	28	
	HEATHROW	ROYAL AIR MAROC	S	D	28	0	0	75	4	14	7	0	0	18	38	26	8	
<b>TOTAL CASABLANCA MOHAMED V</b>					<b>56</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>16</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>43</b>	<b>30</b>	<b>30</b>	
CATANIA (FONTANAROSSA)																		
CHAMBERY																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2002				
					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
CHAMBERY	MANCHESTER	AIR JET	C	A	4	0	0	25	25	50	0	0	0	23	0	0	0
	MANCHESTER	AIR JET	C	D	4	0	0	50	25	25	0	0	0	16	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	C	A	20	0	0	80	5	15	0	0	0	9	43	38	28
	GATWICK	BRITISH AIRWAYS PLC	C	D	20	0	0	50	15	25	10	0	0	28	46	35	28
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	15	0	0	0
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	D	4	0	0	50	25	0	25	0	0	28	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	8	0	0	38	25	13	25	0	0	46	75	71	4
	GATWICK	EXCEL AIRWAYS LTD	C	D	8	0	0	100	0	0	0	0	0	3	50	13	4
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	50	25	0	25	0	0	25	75	9	4
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	75	16	4
	EDINBURGH	FLYBE.BRITISH EUROPEAN	C	A	8	0	0	75	25	0	0	0	0	8	25	101	4
	EDINBURGH	FLYBE.BRITISH EUROPEAN	C	D	8	0	0	75	0	13	13	0	0	23	25	83	4
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	C	A	4	0	0	25	0	50	25	0	0	41	0	85	4
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	C	D	4	0	0	25	50	0	25	0	0	29	25	72	4
	STANSTED	KLM UK LTD	S	A	8	0	0	38	0	0	38	25	0	117	50	51	8
	STANSTED	KLM UK LTD	S	D	8	0	0	13	25	0	38	25	0	115	38	24	8
	LUTON	TITAN AIRWAYS LTD	C	A	4	0	0	0	25	25	50	0	0	63	0	45	3
	LUTON	TITAN AIRWAYS LTD	C	D	4	0	0	25	0	50	25	0	0	46	0	27	2
	MANCHESTER	TITAN AIRWAYS LTD	C	A	4	0	0	50	25	0	25	0	0	30	0	0	0
	MANCHESTER	TITAN AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	15	0	0	0
	STANSTED	TITAN AIRWAYS LTD	C	A	8	0	0	38	38	13	13	0	0	25	0	44	4
	STANSTED	TITAN AIRWAYS LTD	C	D	8	0	0	38	25	25	13	0	0	36	100	3	4
<b>TOTAL CHAMBERY</b>					<b>152</b>	<b>4</b>	<b>0</b>	<b>53</b>	<b>15</b>	<b>15</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>33</b>	<b>41</b>	<b>49</b>	<b>49</b>
CHARLEROI	STANSTED	RYANAIR	S	A	102	0	2	95	2	1	1	1	0	5	89	12	102
	STANSTED	RYANAIR	S	D	102	0	2	75	18	5	1	1	0	13	62	16	103
<b>TOTAL CHARLEROI</b>					<b>204</b>	<b>1</b>	<b>4</b>	<b>85</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>14</b>	<b>14</b>
CHARLOTTE	GATWICK	US AIRWAYS	S	A	27	0	1	78	7	0	7	7	0	28	75	18	28
	GATWICK	US AIRWAYS	S	D	27	0	1	81	7	0	4	7	0	27	75	12	28
<b>TOTAL CHARLOTTE</b>					<b>54</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>7</b>	<b>0</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>28</b>	<b>75</b>	<b>15</b>	<b>15</b>
CHICAGO (O'HARE)	HEATHROW	AIR INDIA	S	A	12	0	0	67	25	8	0	0	0	10	42	36	12



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2002					
					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)												
CHICAGO (O'HARE)																		
	HEATHROW	AIR INDIA	S	D	12	0	0	42	42	8	8	0	0	22	8	116	12	
	HEATHROW	AMERICAN AIRLINES	S	A	84	0	0	89	6	5	0	0	0	5	88	7	80	
	HEATHROW	AMERICAN AIRLINES	S	D	84	0	0	92	8	0	0	0	0	5	83	11	80	
	MANCHESTER	AMERICAN AIRLINES	S	A	28	0	0	71	14	4	4	7	0	24	79	12	28	
	MANCHESTER	AMERICAN AIRLINES	S	D	28	0	0	89	4	0	7	0	0	7	93	5	28	
	MANCHESTER	BMI BRITISH MIDLAND	S	A	27	0	1	96	4	0	0	0	0	1	96	9	28	
	MANCHESTER	BMI BRITISH MIDLAND	S	D	27	0	1	100	0	0	0	0	0	1	93	3	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	54	0	0	98	0	0	2	0	0	3	100	0	55	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	55	0	0	60	22	9	9	0	0	21	69	13	55	
	HEATHROW	UNITED AIRLINES	S	A	82	0	0	91	6	1	1	0	0	4	90	6	84	
	HEATHROW	UNITED AIRLINES	S	D	80	0	0	89	8	3	0	0	1	11	85	8	82	
<b>TOTAL CHICAGO (O'HARE)</b>					<b>573</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>10</b>	<b>10</b>	
CIEGO DE AVILA																		
CINCINNATI																		
	GATWICK	DELTA AIRLINES	S	A	27	0	1	78	4	11	7	0	0	14	100	0	28	
	GATWICK	DELTA AIRLINES	S	D	28	0	0	89	4	0	7	0	0	8	75	8	28	
<b>TOTAL CINCINNATI</b>					<b>55</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>4</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>4</b>	<b>4</b>	
CITY OF DERRY (EGLINTON)																		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	21	0	0	90	0	0	5	5	0	15	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	20	0	0	90	0	0	5	5	0	14	0	0	0	
	GLASGOW	LOGANAIR	S	A	23	5	0	78	0	4	17	0	0	19	93	3	44	
	GLASGOW	LOGANAIR	S	D	28	0	0	68	14	11	7	0	0	17	89	10	44	
	STANSTED	RYANAIR	S	A	48	0	4	90	4	0	4	2	0	13	87	5	52	
	STANSTED	RYANAIR	S	D	52	0	0	75	17	2	4	2	0	20	56	17	52	
<b>TOTAL CITY OF DERRY (EGLINTON)</b>					<b>192</b>	<b>5</b>	<b>9</b>	<b>81</b>	<b>8</b>	<b>3</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>83</b>	<b>8</b>	<b>8</b>	
CLERMONT FERRAND																		
	GATWICK	REGIONAL COMPAGNIE AERIENNE EUROPEENNE	S	A	45	0	0	89	7	2	2	0	0	7	0	0	0	
	GATWICK	REGIONAL COMPAGNIE AERIENNE EUROPEENNE	S	D	45	0	0	96	2	2	0	0	0	3	0	0	0	
<b>TOTAL CLERMONT FERRAND</b>					<b>90</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>24</b>	<b>32</b>	<b>32</b>	
CLEVELAND																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m 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 A	20	0	0	90	0	5	0	5	0	13	0	0	0	
	GATWICK	CONTINENTAL AIRLINES		S D	20	0	0	100	0	0	0	0	0	3	0	0	0	
<b>TOTAL CLEVELAND</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	
COCHIN																		
COLOGNE (BONN)																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	84	0	0	81	11	5	2	1	0	11	52	23	97	
	HEATHROW	BRITISH AIRWAYS PLC		S D	84	0	0	87	6	5	2	0	0	9	61	20	97	
	STANSTED	EUROWINGS LUFTVERKEHRS		S A	83	0	1	93	2	4	1	0	0	4	0	0	0	
	STANSTED	EUROWINGS LUFTVERKEHRS		S D	83	0	1	76	23	0	1	0	0	10	0	0	0	
	LUTON	GERMANIA FLUGGESELLSCHAFT		S A	82	0	2	95	1	1	2	0	0	3	0	0	0	
	LUTON	GERMANIA FLUGGESELLSCHAFT		S D	82	0	2	96	0	4	0	0	0	3	0	0	0	
	HEATHROW	LUFTHANSA CITY LINE		S A	81	0	0	86	9	4	1	0	0	6	0	0	0	
	HEATHROW	LUFTHANSA CITY LINE		S D	81	0	0	86	6	6	1	0	0	7	0	0	0	
<b>TOTAL COLOGNE (BONN)</b>					<b>668</b>	<b>1</b>	<b>6</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>48</b>	<b>24</b>	<b>24</b>	
COLOMBO																		
	HEATHROW	SRILANKAN AIRLINES		S A	32	1	3	88	6	3	3	0	0	9	71	13	28	
	HEATHROW	SRILANKAN AIRLINES		S D	33	0	2	42	33	15	9	0	0	24	43	45	28	
<b>TOTAL COLOMBO</b>					<b>66</b>	<b>1</b>	<b>5</b>	<b>64</b>	<b>21</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>57</b>	<b>29</b>	<b>29</b>	
CONNAUGHT																		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	16	0	0	75	0	19	6	0	0	14	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S D	16	0	0	75	0	19	6	0	0	16	0	0	0	
	STANSTED	RYANAIR		S A	27	0	1	74	11	7	7	0	0	14	67	21	27	
	STANSTED	RYANAIR		S D	27	0	1	56	33	4	7	0	0	20	43	25	28	
<b>TOTAL CONNAUGHT</b>					<b>86</b>	<b>0</b>	<b>2</b>	<b>69</b>	<b>14</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>62</b>	<b>19</b>	<b>19</b>	
COPENHAGEN																		
	EDINBURGH	BMI BRITISH MIDLAND		S A	48	0	0	90	2	4	4	0	0	9	77	11	26	
	EDINBURGH	BMI BRITISH MIDLAND		S D	48	0	0	94	2	4	0	0	0	5	86	7	28	
	GLASGOW	BMI BRITISH MIDLAND		S A	25	1	3	64	24	4	8	0	0	17	70	11	27	
	GLASGOW	BMI BRITISH MIDLAND		S D	27	0	1	93	4	4	0	0	0	5	81	10	27	
	HEATHROW	BRITISH AIRWAYS PLC		S A	135	0	0	73	13	13	1	0	0	11	54	29	135	
	HEATHROW	BRITISH AIRWAYS PLC		S D	135	0	0	82	11	7	0	0	0	8	69	15	135	

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Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					FEB 2002					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m 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	DUO AIRWAYS LTD	S	A	64	0	0	80	8	8	3	2	0	13	40	27	84	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	64	0	0	84	8	6	2	0	0	8	70	18	86	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	75	0	0	43	23	19	13	3	0	37	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	75	0	0	15	31	33	20	0	1	46	0	0	0	
	GATWICK	MAERSK AIR	S	A	80	0	0	95	1	3	0	1	0	6	63	17	76	
	GATWICK	MAERSK AIR	S	D	80	0	0	94	4	1	0	1	0	6	71	12	76	
	BIRMINGHAM	SAS	S	A	68	0	0	90	7	3	0	0	0	4	59	20	78	
	BIRMINGHAM	SAS	S	D	68	0	0	90	3	7	0	0	0	7	65	16	78	
	HEATHROW	SAS	S	A	188	0	0	85	8	6	1	0	0	6	66	19	175	
	HEATHROW	SAS	S	D	186	0	1	88	4	6	1	1	0	7	74	14	179	
	MANCHESTER	SAS	S	A	77	0	0	84	9	3	4	0	0	7	54	20	101	
	MANCHESTER	SAS	S	D	76	0	0	92	1	5	1	0	0	6	82	11	99	
	HEATHROW	VARIG	S	A	12	0	0	83	8	8	0	0	0	8	42	36	12	
	HEATHROW	VARIG	S	D	12	0	0	33	8	33	25	0	0	42	42	33	12	
<b>TOTAL COPENHAGEN</b>					<b>1543</b>	<b>3</b>	<b>7</b>	<b>80</b>	<b>9</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>65</b>	<b>18</b>	<b>18</b>	
CORK																		
	BIRMINGHAM	AER ARRAN	S	A	48	0	1	92	4	4	0	0	0	4	0	0	0	
	BIRMINGHAM	AER ARRAN	S	D	47	0	1	87	6	6	0	0	0	8	0	0	0	
	EDINBURGH	AER ARRAN	S	A	20	0	0	95	5	0	0	0	0	3	0	0	0	
	EDINBURGH	AER ARRAN	S	D	20	0	0	95	0	5	0	0	0	5	0	0	0	
	HEATHROW	AER LINGUS	S	A	84	0	0	87	8	4	1	0	0	5	77	14	84	
	HEATHROW	AER LINGUS	S	D	84	0	0	76	18	5	1	0	0	10	68	17	84	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	63	0	0	78	10	6	5	2	0	16	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	65	0	0	83	5	8	3	2	0	13	0	0	0	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	16	0	0	94	0	0	6	0	0	4	100	0	7	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	16	0	0	88	6	0	6	0	0	14	100	2	7	
	GLASGOW	LOGANAIR	S	A	20	3	0	85	5	0	5	5	0	15	0	0	0	
	GLASGOW	LOGANAIR	S	D	20	3	0	75	15	0	5	5	0	19	0	0	0	
	STANSTED	RYANAIR	S	A	83	0	1	58	25	12	4	1	0	20	54	23	80	
	STANSTED	RYANAIR	S	D	84	0	0	56	30	12	1	1	0	19	51	22	80	
<b>TOTAL CORK</b>					<b>672</b>	<b>6</b>	<b>5</b>	<b>78</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>15</b>	<b>15</b>	
CUNAGUA																		

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2002		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m 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)											
CUNAGUA	GATWICK	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL CUNAGUA</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>1</b>	<b>0</b>	<b>0</b>	<b>0</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2002					
					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
DACCA																		
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	A	20	0	0	50	20	10	15	5	0	42	29	54	24	
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	D	21	0	0	24	19	19	33	0	5	60	23	41	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	12	0	0	8	17	33	33	0	8	179	0	103	12	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	12	0	0	17	25	17	42	0	0	44	50	23	12	
<b>TOTAL DACCA</b>					<b>65</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>20</b>	<b>18</b>	<b>29</b>	<b>2</b>	<b>3</b>	<b>73</b>	<b>26</b>	<b>55</b>	<b>55</b>	
DALLAS/FORT WORTH																		
	GATWICK	AMERICAN AIRLINES	S	A	43	0	0	88	5	7	0	0	0	4	89	14	28	
	GATWICK	AMERICAN AIRLINES	S	D	43	0	0	93	5	2	0	0	0	4	75	13	28	
	GATWICK	BRITISH AIRWAYS PLC	S	A	25	0	2	92	4	0	4	0	0	5	89	8	28	
	GATWICK	BRITISH AIRWAYS PLC	S	D	25	0	2	72	16	12	0	0	0	9	89	4	28	
<b>TOTAL DALLAS/FORT WORTH</b>					<b>136</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>10</b>	<b>10</b>	
DAMASCUS																		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	16	0	0	88	13	0	0	0	0	3	88	10	8	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	12	0	0	17	8	33	42	0	0	61	75	10	8	
	HEATHROW	SYRIANAIR	S	A	18	0	2	44	22	0	33	0	0	40	31	113	16	
	HEATHROW	SYRIANAIR	S	D	15	0	0	60	13	0	27	0	0	32	36	108	14	
<b>TOTAL DAMASCUS</b>					<b>62</b>	<b>0</b>	<b>2</b>	<b>53</b>	<b>16</b>	<b>6</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>47</b>	<b>89</b>	<b>89</b>	
DAMMAM																		
DAR-ES-SALAAM																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	12	0	0	42	33	17	8	0	0	29	100	1	12	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	12	0	0	58	33	0	8	0	0	25	50	17	12	
<b>TOTAL DAR-ES-SALAAM</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>33</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>75</b>	<b>9</b>	<b>9</b>	
DELHI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	27	1	1	78	15	4	4	0	0	10	14	58	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	18	54	18	11	0	0	28	14	30	28	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	10	0	0	0	0	80	20	0	0	52	0	65	8	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	10	0	0	60	20	20	0	0	0	17	50	20	8	
<b>TOTAL DELHI</b>					<b>75</b>	<b>1</b>	<b>1</b>	<b>43</b>	<b>28</b>	<b>21</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>17</b>	<b>44</b>	<b>44</b>	
DENVER INTERNATIONAL																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	27	0	0	44	19	15	19	4	0	42	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	27	0	0	44	33	11	11	0	0	28	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2002				
					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
<b>TOTAL DENVER INTERNATIONAL</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>26</b>	<b>13</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>35</b>	<b>88</b>	<b>7</b>	<b>7</b>
DETROIT																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	26	0	0	88	12	0	0	0	0	3	89	7	28
	HEATHROW	BRITISH AIRWAYS PLC	S	D	27	0	0	70	11	11	7	0	0	14	57	17	28
	GATWICK	NORTHWEST AIRLINES	S	A	27	1	0	74	4	11	11	0	0	19	89	4	28
	GATWICK	NORTHWEST AIRLINES	S	D	27	0	0	89	7	0	0	4	0	10	82	11	28
<b>TOTAL DETROIT</b>					<b>107</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>8</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>10</b>	<b>10</b>
DIJON																	
	STANSTED	KLM UK LTD	S	A	11	0	1	100	0	0	0	0	0	1	0	0	0
	STANSTED	KLM UK LTD	S	D	11	0	1	91	9	0	0	0	0	7	0	0	0
<b>TOTAL DIJON</b>					<b>22</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>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
DINARD																	
	STANSTED	RYANAIR	S	A	28	0	0	89	4	7	0	0	0	4	71	26	28
	STANSTED	RYANAIR	S	D	28	0	0	82	11	7	0	0	0	8	43	40	28
<b>TOTAL DINARD</b>					<b>56</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>57</b>	<b>33</b>	<b>33</b>
DJIBOUTI																	
	GATWICK	DAALLO AIRLINES	S	A	8	0	0	75	13	0	13	0	0	11	0	0	0
	GATWICK	DAALLO AIRLINES	S	D	8	0	0	75	25	0	0	0	0	10	0	0	0
<b>TOTAL DJIBOUTI</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>19</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
DOHA																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	27	1	0	100	0	0	0	0	0	1	96	3	28
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	61	21	14	4	0	0	17	71	14	28
	HEATHROW	QATAR AIRWAYS	S	A	43	1	1	95	0	2	0	0	2	10	47	22	36
	HEATHROW	QATAR AIRWAYS	S	D	44	0	0	70	20	5	2	0	2	26	50	24	36
<b>TOTAL DOHA</b>					<b>142</b>	<b>2</b>	<b>1</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>15</b>	<b>64</b>	<b>17</b>	<b>17</b>
DORTMUND																	
	STANSTED	AIR BERLIN	S	A	46	0	2	93	4	2	0	0	0	4	0	0	0
	STANSTED	AIR BERLIN	S	D	46	0	2	72	22	7	0	0	0	11	0	0	0
<b>TOTAL DORTMUND</b>					<b>92</b>	<b>3</b>	<b>4</b>	<b>83</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>11</b>	<b>11</b>
DUBAI																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	50	0	0	94	0	4	2	0	0	4	90	6	48
	HEATHROW	BRITISH AIRWAYS PLC	S	D	50	0	1	54	20	18	6	2	0	23	73	15	48

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
DUBAI																		
	BIRMINGHAM	EMIRATES	S	A	28	0	0	82	11	7	0	0	0	8	61	20	28	
	BIRMINGHAM	EMIRATES	S	D	28	0	0	82	0	11	7	0	0	15	59	20	27	
	GATWICK	EMIRATES	S	A	56	0	0	79	18	4	0	0	0	8	71	12	28	
	GATWICK	EMIRATES	S	D	56	0	0	79	11	9	2	0	0	11	89	10	28	
	HEATHROW	EMIRATES	S	A	84	0	0	65	23	12	0	0	0	11	46	21	84	
	HEATHROW	EMIRATES	S	D	84	0	0	55	25	14	6	0	0	20	32	28	84	
	MANCHESTER	EMIRATES	S	A	28	0	0	79	14	7	0	0	0	7	54	20	28	
	MANCHESTER	EMIRATES	S	D	28	0	0	75	14	11	0	0	0	13	56	20	27	
<b>TOTAL DUBAI</b>					<b>492</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>16</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>59</b>	<b>18</b>	<b>18</b>	
DUBLIN																		
	MANCHESTER	AER ARRAN	C	A	2	0	0	50	50	0	0	0	0	12	0	0	0	
	MANCHESTER	AER ARRAN	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	AER LINGUS	S	A	129	0	1	60	22	13	4	0	0	17	82	19	146	
	BIRMINGHAM	AER LINGUS	S	D	127	2	3	44	23	26	6	2	0	28	79	21	131	
	EDINBURGH	AER LINGUS	C	A	2	0	0	50	50	0	0	0	0	10	0	0	0	
	EDINBURGH	AER LINGUS	S	A	82	0	1	61	22	13	4	0	0	17	71	24	102	
	EDINBURGH	AER LINGUS	C	D	2	0	0	100	0	0	0	0	0	5	0	0	0	
	EDINBURGH	AER LINGUS	S	D	81	0	1	57	19	17	7	0	0	22	72	24	103	
	GATWICK	AER LINGUS	S	A	83	1	1	76	13	8	2	0	0	10	81	19	84	
	GATWICK	AER LINGUS	S	D	83	1	1	75	11	12	2	0	0	12	83	20	84	
	GLASGOW	AER LINGUS	S	A	80	1	0	80	11	6	3	0	0	9	81	19	77	
	GLASGOW	AER LINGUS	S	D	80	1	0	74	11	9	5	1	0	18	79	20	76	
	HEATHROW	AER LINGUS	S	A	350	1	1	63	25	9	3	0	0	14	53	32	347	
	HEATHROW	AER LINGUS	S	D	350	1	2	75	17	6	3	0	0	11	68	24	344	
	LONDON CITY	AER LINGUS	S	A	89	0	3	71	20	6	3	0	0	13	81	10	108	
	LONDON CITY	AER LINGUS	S	D	89	0	3	37	42	16	6	0	0	24	61	21	107	
	MANCHESTER	AER LINGUS	S	A	144	0	0	81	10	5	4	0	0	11	77	20	148	
	MANCHESTER	AER LINGUS	S	D	145	0	0	77	11	6	3	2	0	16	80	19	145	
	HEATHROW	BMI BRITISH MIDLAND	S	A	219	0	0	79	11	8	3	0	0	10	74	16	246	
	HEATHROW	BMI BRITISH MIDLAND	S	D	219	0	0	74	18	5	2	0	0	11	83	9	245	
	GATWICK	CITY FLYER EXPRESS	S	A	79	0	0	67	15	10	8	0	0	16	81	17	84	
	GATWICK	CITY FLYER EXPRESS	S	D	79	0	0	76	11	9	4	0	0	13	82	11	84	
	EDINBURGH	FLIGHTLINE LTD	C	A	2	0	0	0	100	0	0	0	0	22	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2002				
					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
DUBLIN	EDINBURGH	FLIGHTLINE LTD	C	D	2	0	0	0	50	50	0	0	0	33	0	0	0
	MANCHESTER	LUXAIR	S	A	28	0	0	96	4	0	0	0	0	2	86	5	28
	MANCHESTER	LUXAIR	S	D	28	0	0	93	7	0	0	0	0	2	96	3	28
	BIRMINGHAM	RYANAIR	S	A	85	0	1	94	4	2	0	0	0	3	89	8	104
	BIRMINGHAM	RYANAIR	S	D	85	0	1	92	5	4	0	0	0	5	80	11	104
	EDINBURGH	RYANAIR	S	A	106	0	0	87	8	3	2	0	0	7	81	10	114
	EDINBURGH	RYANAIR	S	D	106	0	0	82	8	6	4	0	0	9	75	12	114
	GATWICK	RYANAIR	S	A	112	0	0	78	13	8	1	0	0	10	82	12	109
	GATWICK	RYANAIR	S	D	112	0	0	75	16	7	1	1	0	11	85	11	109
	LUTON	RYANAIR	S	A	137	2	1	87	7	3	4	0	0	6	80	9	130
	LUTON	RYANAIR	S	D	137	1	1	89	5	4	1	0	0	6	83	10	130
	MANCHESTER	RYANAIR	S	A	84	1	0	85	10	4	2	0	0	6	86	7	130
	MANCHESTER	RYANAIR	S	D	84	0	0	89	5	6	0	0	0	4	90	5	130
	NEWCASTLE	RYANAIR	S	A	28	1	0	89	0	7	4	0	0	7	0	0	0
	NEWCASTLE	RYANAIR	S	D	28	0	0	89	4	7	0	0	0	6	0	0	0
	STANSTED	RYANAIR	S	A	319	0	10	79	8	8	3	1	0	14	74	15	278
	STANSTED	RYANAIR	S	D	319	0	11	76	10	9	3	1	0	15	64	18	281
<b>TOTAL DUBLIN</b>					<b>4322</b>	<b>18</b>	<b>42</b>	<b>75</b>	<b>14</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>16</b>	<b>16</b>
DUNDEE	MANCHESTER	EASTERN AIRWAYS	S	A	58	0	2	88	5	3	3	0	0	10	0	0	0
	MANCHESTER	EASTERN AIRWAYS	S	D	58	0	2	88	3	3	5	0	0	8	0	0	0
	LONDON CITY	SCOT AIRWAYS	S	A	101	0	11	67	18	7	7	1	0	20	82	8	105
	LONDON CITY	SCOT AIRWAYS	S	D	85	0	7	78	9	8	5	0	0	13	76	11	105
<b>TOTAL DUNDEE</b>					<b>302</b>	<b>10</b>	<b>22</b>	<b>78</b>	<b>10</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>79</b>	<b>10</b>	<b>10</b>
DUSSELDORF	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	2	0	0	0	0	100	0	0	0	48	0	0	0
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	20	0	0	90	5	5	0	0	0	6	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	94	0	2	60	14	11	16	0	0	24	86	8	96
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	96	0	0	67	10	14	9	0	0	18	89	8	96
	HEATHROW	BRITISH AIRWAYS PLC	S	A	135	0	0	77	12	7	3	0	1	17	60	21	132
	HEATHROW	BRITISH AIRWAYS PLC	S	D	135	0	0	76	13	5	5	0	0	13	70	15	132
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	93	0	3	77	11	6	3	2	0	15	60	16	93



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							FEB 2002				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
DUSSELDORF	MANCHESTER	BRITISH AIRWAYS PLC	S	D	95	0	1	81	7	3	6	2	0	14	71	12	93	
	GATWICK	CITY FLYER EXPRESS	S	A	71	0	0	79	10	8	1	1	0	14	66	16	71	
	GATWICK	CITY FLYER EXPRESS	S	D	71	0	0	79	8	6	6	1	0	16	54	23	71	
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	48	0	0	77	15	0	8	0	0	12	82	7	68	
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	48	0	0	77	13	2	8	0	0	16	65	13	68	
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	A	24	0	0	83	4	13	0	0	0	7	100	0	24	
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	D	24	0	0	88	8	4	0	0	0	7	96	2	24	
	STANSTED	KLM UK LTD	S	A	64	0	0	92	3	3	2	0	0	6	90	7	72	
	STANSTED	KLM UK LTD	S	D	64	0	0	88	6	5	0	2	0	9	78	11	72	
	HEATHROW	LUFTHANSA	S	A	112	0	0	87	5	5	3	0	0	8	80	10	138	
	HEATHROW	LUFTHANSA	S	D	112	0	0	87	4	6	3	0	0	7	83	9	138	
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	20	0	0	95	5	0	0	0	0	2	0	0	0	
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	20	0	0	95	5	0	0	0	0	4	0	0	0	
	MANCHESTER	LUFTHANSA CITY LINE	S	A	72	0	0	93	1	4	1	0	0	4	0	0	0	
	MANCHESTER	LUFTHANSA CITY LINE	S	D	72	0	0	92	6	1	1	0	0	3	0	0	0	
<b>TOTAL DUSSELDORF</b>					<b>1492</b>	<b>1</b>	<b>6</b>	<b>80</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>12</b>	<b>12</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2002				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
EDINBURGH	HEATHROW	BMI BRITISH MIDLAND	S	A	236	0	2	73	12	11	3	0	0	14	73	16	262
	HEATHROW	BMI BRITISH MIDLAND	S	D	238	0	0	83	9	6	3	0	0	9	87	7	263
	MANCHESTER	BMI REGIONAL	S	A	114	0	0	82	10	4	4	0	0	11	82	8	108
	MANCHESTER	BMI REGIONAL	S	D	115	0	0	95	2	1	3	0	0	4	94	3	108
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	160	6	0	59	21	13	8	0	0	21	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	164	0	0	70	10	13	7	0	0	19	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	22	0	0	64	27	9	0	0	0	15	71	16	49
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	20	0	0	90	10	0	0	0	0	2	71	13	48
	GATWICK	BRITISH AIRWAYS PLC	S	A	145	0	0	75	12	9	3	0	1	14	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	144	0	1	79	12	6	3	0	0	11	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	308	0	1	73	16	7	4	0	0	12	65	21	291
	HEATHROW	BRITISH AIRWAYS PLC	S	D	311	0	0	79	14	5	3	0	0	10	73	14	292
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	109	0	5	75	12	4	7	2	0	18	61	21	83
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	112	0	4	84	6	5	4	0	0	10	86	7	84
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	128	0	0	70	11	9	9	1	0	19	64	23	58
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	128	0	12	64	16	9	9	1	0	21	68	21	59
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	172	0	3	66	10	7	14	3	0	28	61	18	171
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	174	0	2	59	14	9	16	2	0	31	61	20	170
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	174	0	0	74	6	7	10	1	1	24	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	174	0	0	58	17	10	12	1	1	31	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	131	0	3	79	4	11	5	0	1	17	57	19	96
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	132	2	1	84	3	5	7	1	0	14	70	18	100
	LONDON CITY	SCOT AIRWAYS	S	A	243	0	21	57	25	12	5	1	0	21	73	10	267
	LONDON CITY	SCOT AIRWAYS	S	D	254	0	30	76	12	9	3	0	0	12	83	9	269
<b>TOTAL EDINBURGH</b>					<b>3908</b>	<b>17</b>	<b>93</b>	<b>73</b>	<b>12</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>76</b>	<b>12</b>	<b>12</b>
EINDHOVEN	HEATHROW	HOLLANDEXEL	S	A	40	0	0	88	5	5	3	0	0	9	30	33	40
	HEATHROW	HOLLANDEXEL	S	D	40	0	0	70	20	8	3	0	0	12	33	36	40
	STANSTED	HOLLANDEXEL	S	A	63	0	0	94	3	3	0	0	0	3	46	23	63
	STANSTED	HOLLANDEXEL	S	D	64	0	0	78	17	3	2	0	0	8	54	19	63
	STANSTED	RYANAIR	S	A	28	0	0	86	14	0	0	0	0	5	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							FEB 2002				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
EINDHOVEN	STANSTED	RYANAIR		S D	28	0	0	96	4	0	0	0	0	4	0	0	0	
<b>TOTAL EINDHOVEN</b>					<b>263</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>39</b>	<b>26</b>	<b>26</b>	
ENTEBBE	HEATHROW	BRITISH AIRWAYS PLC		S A	12	0	0	75	17	8	0	0	0	8	75	8	12	
	HEATHROW	BRITISH AIRWAYS PLC		S D	12	0	0	83	17	0	0	0	0	7	75	10	12	
<b>TOTAL ENTEBBE</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>9</b>	<b>9</b>	
ESBJERG	STANSTED	RYANAIR		S A	28	0	0	89	4	4	4	0	0	8	61	16	28	
	STANSTED	RYANAIR		S D	28	0	0	82	4	7	7	0	0	14	21	36	28	
<b>TOTAL ESBJERG</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>4</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>41</b>	<b>26</b>	<b>26</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2002					
					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																		
	HEATHROW	AIR PORTUGAL	S	A	28	0	0	61	21	18	0	0	0	15	25	33	28	
	HEATHROW	AIR PORTUGAL	S	D	28	0	0	86	11	0	4	0	0	6	78	9	27	
	BIRMINGHAM	AZZURRA AIR	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	AZZURRA AIR	C	D	3	0	0	100	0	0	0	0	0	4	0	0	0	
	MANCHESTER	AZZURRA AIR	C	A	3	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	AZZURRA AIR	C	D	3	0	0	100	0	0	0	0	0	3	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	3	25	26	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	9	50	12	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	50	50	0	0	0	0	14	86	9	7	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	3	57	10	7	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	16	57	21	7	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	9	71	9	7	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	55	1	0	47	25	13	11	4	0	34	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	56	0	0	30	30	23	13	4	0	41	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	3	0	0	67	33	0	0	0	0	6	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	0	0	0	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	12	0	0	67	33	0	0	0	0	9	75	49	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	12	0	0	67	17	17	0	0	0	11	50	12	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	12	0	0	67	33	0	0	0	0	9	25	22	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	12	0	0	83	17	0	0	0	0	3	100	3	4	
	GATWICK	GB AIRWAYS LTD	S	A	38	0	0	76	16	8	0	0	0	9	50	22	18	
	GATWICK	GB AIRWAYS LTD	S	D	36	0	0	53	25	22	0	0	0	18	76	14	17	
	BIRMINGHAM	MONARCH AIRLINES	C	A	2	0	0	50	50	0	0	0	0	12	75	16	4	
	BIRMINGHAM	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	2	50	15	4	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	40	20	20	20	0	0	52	43	68	7	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	20	40	20	0	20	0	56	71	38	7	
	GLASGOW	MONARCH AIRLINES	C	A	3	0	0	100	0	0	0	0	0	4	0	0	0	
	GLASGOW	MONARCH AIRLINES	C	D	3	0	0	100	0	0	0	0	0	0	0	0	0	
	LUTON	MONARCH AIRLINES	S	A	8	0	0	100	0	0	0	0	0	2	0	0	0	
	LUTON	MONARCH AIRLINES	S	D	8	0	0	100	0	0	0	0	0	4	0	0	0	
	MANCHESTER	MONARCH AIRLINES	S	A	12	0	0	58	25	0	17	0	0	20	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
FARO	MANCHESTER	MONARCH AIRLINES	C	A	2	0	0	0	50	50	0	0	0	29	60	20	5
	MANCHESTER	MONARCH AIRLINES	S	D	12	0	0	92	0	8	0	0	0	6	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	2	0	0	0	100	0	0	0	0	27	80	7	5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	5	0	42	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	12	25	22	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	6	0	0	33	67	0	0	0	0	14	50	17	8
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	4	75	6	8
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	3	0	0	67	33	0	0	0	0	9	0	31	3
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	33	0	0	0	0	12	0	27	3
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	11	0	0	45	18	27	0	9	0	41	27	43	11
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	11	0	0	91	0	0	0	9	0	21	64	28	11
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	3	0	0	33	0	67	0	0	0	33	67	19	3
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	0	33	0	0	0	19	100	1	3
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	3	0	0	67	33	0	0	0	0	10	0	48	3
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	6	75	9	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	5	50	16	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	6	0	0	100	0	0	0	0	0	4	50	15	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	7	0	0	86	0	0	14	0	0	19	89	7	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	7	0	0	71	0	14	14	0	0	24	90	4	10
<b>TOTAL FARO</b>					<b>486</b>	<b>1</b>	<b>1</b>	<b>65</b>	<b>19</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>59</b>	<b>21</b>	<b>21</b>
FLORENCE	GATWICK	MERIDIANA AIR	S	A	54	0	2	80	11	4	6	0	0	10	62	19	52
	GATWICK	MERIDIANA AIR	S	D	54	0	2	91	2	4	4	0	0	6	73	16	52
<b>TOTAL FLORENCE</b>					<b>108</b>	<b>1</b>	<b>4</b>	<b>85</b>	<b>6</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>67</b>	<b>17</b>	<b>17</b>
FORLI	STANSTED	RYANAIR	S	A	28	0	0	64	18	14	4	0	0	16	39	37	28
	STANSTED	RYANAIR	S	D	28	0	0	61	25	11	4	0	0	17	18	46	28
<b>TOTAL FORLI</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>21</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>29</b>	<b>41</b>	<b>41</b>
FORT LAUDERDALE	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	0	0	0	50	0	50	0	127	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	7	0	0	0
<b>TOTAL FORT LAUDERDALE</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>54</b>	<b>0</b>	<b>0</b>	<b>0</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2002					
					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
FRANKFURT MAIN																		
	LONDON CITY	AUGSBURG AIRWAYS GMBH	S	A	20	0	0	80	10	5	5	0	0	11	80	7	20	
	LONDON CITY	AUGSBURG AIRWAYS GMBH	S	D	20	0	0	55	35	10	0	0	0	17	35	18	20	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	14	0	0	71	14	7	7	0	0	11	0	0	0	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	14	0	0	100	0	0	0	0	0	5	0	0	0	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	40	0	0	78	13	5	3	3	0	15	71	16	24	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	113	0	3	72	15	5	7	1	0	16	80	11	92	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	112	0	4	74	11	8	6	1	0	17	77	15	94	
	GATWICK	BRITISH AIRWAYS PLC	S	A	75	0	0	84	8	7	1	0	0	9	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	75	0	0	76	16	7	1	0	0	9	0	0	0	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	14	0	1	71	0	14	14	0	0	20	50	18	18	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	249	0	0	82	12	4	2	0	0	10	56	22	162	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	249	0	0	74	17	7	2	0	0	11	67	16	162	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	119	0	5	71	9	12	8	1	0	19	42	21	98	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	122	0	2	80	6	7	7	0	0	11	71	14	98	
	STANSTED	KLM UK LTD	S	A	64	0	0	81	13	2	3	0	2	15	74	10	72	
	STANSTED	KLM UK LTD	S	D	64	0	0	66	22	6	5	0	2	24	76	11	72	
	BIRMINGHAM	LUFTHANSA	S	A	84	0	0	93	6	0	1	0	0	4	85	8	84	
	BIRMINGHAM	LUFTHANSA	S	D	84	0	0	80	18	2	0	0	0	9	78	9	83	
	EDINBURGH	LUFTHANSA	S	A	83	0	1	73	19	6	1	0	0	9	73	8	56	
	EDINBURGH	LUFTHANSA	S	D	83	0	1	60	29	8	1	1	0	18	64	13	56	
	HEATHROW	LUFTHANSA	S	A	279	0	0	84	11	4	1	0	0	7	61	18	277	
	HEATHROW	LUFTHANSA	S	D	278	0	1	78	14	4	4	0	0	12	64	14	278	
	MANCHESTER	LUFTHANSA	S	A	84	1	0	75	15	8	1	0	0	11	58	15	84	
	MANCHESTER	LUFTHANSA	S	D	84	0	0	79	17	4	1	0	0	9	79	9	84	
	LONDON CITY	LUFTHANSA CITY LINE	S	A	63	0	0	78	17	5	0	0	0	8	30	25	43	
	LONDON CITY	LUFTHANSA CITY LINE	S	D	63	0	0	37	52	11	0	0	0	20	5	41	43	
<b>TOTAL FRANKFURT MAIN</b>					<b>2551</b>	<b>4</b>	<b>18</b>	<b>76</b>	<b>15</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>64</b>	<b>16</b>	<b>16</b>	
FREETOWN																		
	GATWICK	SIERRA NATIONAL AIRLINES	S	A	8	0	4	63	13	0	25	0	0	24	29	39	7	
	GATWICK	SIERRA NATIONAL AIRLINES	S	D	8	0	0	88	13	0	0	0	0	5	88	8	8	
<b>TOTAL FREETOWN</b>					<b>16</b>	<b>0</b>	<b>4</b>	<b>75</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>60</b>	<b>22</b>	<b>22</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m 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)												
FRIEDRICHSHAFEN																		
	GATWICK	FLYBE.BRITISH EUROPEAN	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	0
	GATWICK	FLYBE.BRITISH EUROPEAN	C	D	4	0	0	100	0	0	0	0	0	5	0	0	0	0
	STANSTED	RYANAIR	S	A	27	0	1	89	7	0	4	0	0	5	0	0	0	0
	STANSTED	RYANAIR	S	D	27	0	1	78	11	7	4	0	0	12	0	0	0	0
<b>TOTAL FRIEDRICHSHAFEN</b>					<b>62</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
FUERTEVENTURA																		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	1	75	7	4	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	100	4	4	4
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	75	0	0	25	0	0	33	50	18	4	4
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	88	0	0	13	0	0	16	100	2	4	4
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	6	75	10	4	4
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	100	0	4	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	63	0	38	0	0	0	17	25	26	4	4
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	63	38	0	0	0	0	12	75	13	4	4
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	50	50	0	0	0	0	10	75	11	4	4
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	75	6	4	4
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	0	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	38	63	0	0	0	0	17	63	20	8	8
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	88	13	0	0	0	0	7	75	8	8	8
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	67	33	0	0	0	0	8	0	0	0	0
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0	0
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	25	25	25	25	0	0	31	50	39	4	4
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	5	100	3	4	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	63	25	13	0	0	0	13	38	28	8	8
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	88	13	0	0	0	0	3	88	7	8	8
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	10	50	25	4	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	3	75	8	4	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	12	0	0	83	0	8	8	0	0	16	88	4	8	8
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	12	0	0	83	8	0	8	0	0	11	88	6	8	8
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	13	25	23	4	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	8	75	7	4	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	12	0	0	83	0	17	0	0	0	9	58	64	12	12

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2002						
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records			
																	MATCHED	UNMATCHED	
FUERTEVENTURA																			
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	12	0	0	83	0	17	0	0	0	10	67	22	12		
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	13	75	15	4		
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	2	100	1	4			
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	1	75	17	4			
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	2	100	8	4			
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	0	0	13	0	9	75	5	4			
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	8	0	0	75	13	0	13	0	22	100	1	4			
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	0	0	0	0	13	52	75	9	8		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	13	0	0	0	4	50	12	8			
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	1	0	0	0	0		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	0	13	0	0	5	91	4	11			
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	0	0	13	0	10	92	5	12			
	GATWICK	VOLAR AIRLINES	C	A	2	0	0	100	0	0	0	0	8	0	0	0	0		
	GATWICK	VOLAR AIRLINES	C	D	2	0	0	50	50	0	0	0	11	0	0	0	0		
<b>TOTAL FUERTEVENTURA</b>					<b>248</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>14</b>	<b>14</b>		
FUNCHAL																			
	LUTON	AIR LUXOR	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0		
	LUTON	AIR LUXOR	C	D	4	0	0	50	25	25	0	0	18	0	0	0	0		
	HEATHROW	AIR PORTUGAL	S	A	8	0	0	13	13	75	0	0	33	50	22	8			
	HEATHROW	AIR PORTUGAL	S	D	8	0	0	13	0	75	13	0	48	25	32	8			
	GATWICK	ASTRAEUS LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0		
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0		
	GATWICK	BRITANNIA AIRWAYS	C	A	3	0	0	67	0	33	0	0	11	100	4	2			
	GATWICK	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	100	2	2			
	MANCHESTER	BRITANNIA AIRWAYS	C	A	3	0	0	100	0	0	0	0	0	100	6	3			
	MANCHESTER	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	67	8	3			
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	0	60	40	0	0	29	100	0	8			
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	100	2	8			
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	10	100	1	4			
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	75	8	4			
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	2	100	4	4			
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	100	3	4			



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							FEB 2002			
					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
FUNCHAL	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	67	33	0	0	0	0	11	100	2	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	67	33	0	0	0	0	9	100	1	4
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	0	23	75	9	4
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	12	75	5	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	7	67	14	3
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	5	100	0	3
	GATWICK	GB AIRWAYS LTD	S	A	24	0	0	71	17	13	0	0	0	10	75	14	20
	GATWICK	GB AIRWAYS LTD	S	D	24	0	0	83	8	8	0	0	0	8	75	11	20
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	13	50	21	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	100	3	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	1	75	12	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	3	100	1	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	9	50	14	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	1	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	1	75	6	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	0	4
<b>TOTAL FUNCHAL</b>					<b>170</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>10</b>	<b>10</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m 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	28	0	0	100	0	0	0	0	0	1	0	0	0	
	LUTON	AER ARRAN		S D	28	0	0	100	0	0	0	0	0	1	0	0	0	
<b>TOTAL GALWAY</b>					<b>56</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>0</b>	<b>0</b>	<b>0</b>	
GANDER																		
GATWICK																		
	EDINBURGH	BRITISH AIRWAYS PLC		S A	144	0	1	83	9	6	1	0	0	7	0	0	0	
	EDINBURGH	BRITISH AIRWAYS PLC		S D	145	0	0	77	10	11	2	0	1	14	0	0	0	
	GLASGOW	BRITISH AIRWAYS PLC		S A	146	0	1	88	9	3	1	0	0	4	0	0	0	
	GLASGOW	BRITISH AIRWAYS PLC		S D	147	0	0	89	7	2	2	0	0	6	0	0	0	
	MANCHESTER	BRITISH AIRWAYS PLC		S A	178	0	1	83	10	2	5	0	0	10	0	0	0	
	MANCHESTER	BRITISH AIRWAYS PLC		S D	179	0	0	89	5	2	3	0	0	6	0	0	0	
	NEWCASTLE	CITY FLYER EXPRESS		S A	111	0	0	81	11	5	4	0	0	9	78	9	129	
	NEWCASTLE	CITY FLYER EXPRESS		S D	109	0	0	77	9	5	7	2	0	18	82	8	128	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S A	128	0	0	80	5	7	7	1	0	14	68	19	59	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S D	128	0	0	66	12	11	10	1	0	22	62	24	58	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	4	2	0	100	0	0	0	0	0	1	100	4	4	
<b>TOTAL GATWICK</b>					<b>1419</b>	<b>23</b>	<b>3</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>85</b>	<b>8</b>	<b>8</b>	
GEILO (DAGALI)																		
	GATWICK	FLYBE.BRITISH EUROPEAN		C A	8	0	0	75	0	25	0	0	0	10	75	13	4	
	GATWICK	FLYBE.BRITISH EUROPEAN		C D	8	0	0	88	0	0	13	0	0	13	100	7	4	
<b>TOTAL GEILO (DAGALI)</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>0</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>11</b>	<b>11</b>	
GENEVA																		
	GATWICK	ASTRAEUS LTD		C A	4	0	0	50	0	50	0	0	0	21	0	0	0	
	GATWICK	ASTRAEUS LTD		C D	4	0	0	100	0	0	0	0	0	7	0	0	0	
	MANCHESTER	ASTRAEUS LTD		C A	5	0	0	0	20	60	0	20	0	64	0	0	0	
	MANCHESTER	ASTRAEUS LTD		C D	4	0	0	75	0	25	0	0	0	9	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND		C A	12	0	0	8	17	67	8	0	0	40	8	53	12	
	HEATHROW	BMI BRITISH MIDLAND		C D	12	0	0	58	33	0	8	0	0	19	58	14	12	
	BIRMINGHAM	BRITANNIA AIRWAYS		C A	4	0	0	25	75	0	0	0	0	20	0	63	4	
	BIRMINGHAM	BRITANNIA AIRWAYS		C D	4	0	0	100	0	0	0	0	0	8	50	22	4	
	GATWICK	BRITANNIA AIRWAYS		C A	24	0	0	29	4	38	25	4	0	60	21	43	24	
	GATWICK	BRITANNIA AIRWAYS		C D	24	0	0	58	8	13	17	4	0	43	42	27	24	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2002					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
GENEVA																		
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	0	0	25	50	25	0	125	0	54	4	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	25	0	0	75	0	0	61	25	34	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	13	13	25	50	0	0	62	0	100	8	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	63	0	0	38	0	0	46	13	78	8	
	EDINBURGH	BRITISH AIRWAYS PLC	C	A	8	0	0	0	0	63	38	0	0	56	0	60	4	
	EDINBURGH	BRITISH AIRWAYS PLC	C	D	8	0	0	0	13	50	38	0	0	51	0	49	4	
	GATWICK	BRITISH AIRWAYS PLC	S	A	80	0	0	73	16	9	3	0	0	11	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	C	A	12	0	0	33	58	8	0	0	0	21	8	22	12	
	GATWICK	BRITISH AIRWAYS PLC	S	D	80	0	0	76	11	9	3	1	0	13	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	C	D	12	0	0	58	42	0	0	0	0	13	67	14	12	
	GLASGOW	BRITISH AIRWAYS PLC	C	A	4	0	0	0	0	75	25	0	0	50	25	60	8	
	GLASGOW	BRITISH AIRWAYS PLC	C	D	4	0	0	0	75	25	0	0	0	29	0	72	8	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	165	0	1	64	16	15	5	0	0	18	35	32	165	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	165	0	1	71	18	10	2	0	0	12	63	19	166	
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	8	0	0	13	13	63	13	0	0	48	50	18	8	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	28	0	0	75	4	11	7	4	0	22	28	35	29	
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	8	0	0	75	25	0	0	0	0	7	88	6	8	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	28	0	0	86	0	4	11	0	0	18	63	12	27	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	39	3	1	64	10	10	10	5	0	30	0	0	0	
	BIRMINGHAM	DUO AIRWAYS LTD	C	A	3	0	0	67	33	0	0	0	0	9	0	0	0	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	38	4	2	58	13	16	13	0	0	22	0	0	0	
	BIRMINGHAM	DUO AIRWAYS LTD	C	D	2	0	0	50	50	0	0	0	0	22	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	36	0	0	64	11	8	17	0	0	25	73	10	15	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	36	0	0	61	19	11	8	0	0	20	87	8	15	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	38	0	2	37	13	24	24	3	0	51	80	18	44	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	37	0	3	32	22	24	16	5	0	46	61	19	44	
	GATWICK	EASYJET SWITZERLAND	S	A	84	1	0	61	14	8	17	0	0	24	67	13	84	
	GATWICK	EASYJET SWITZERLAND	S	D	84	0	0	58	12	13	17	0	0	27	62	17	84	
	LUTON	EASYJET SWITZERLAND	S	A	110	0	2	76	8	9	6	0	0	16	80	8	83	
	LUTON	EASYJET SWITZERLAND	S	D	112	0	0	54	16	14	13	2	0	31	59	20	83	
	GATWICK	EUROPEAN AIR CHARTER	C	A	4	0	0	25	50	0	25	0	0	28	0	74	4	
	GATWICK	EUROPEAN AIR CHARTER	C	D	4	0	0	75	0	0	25	0	0	28	75	38	4	
	STANSTED	EUROPEAN AIR CHARTER	C	A	8	0	0	13	13	38	13	25	0	95	13	38	8	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2002				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
GENEVA	STANSTED	EUROPEAN AIR CHARTER	C	D	8	0	0	38	25	13	13	13	0	71	63	26	8
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	13	38	38	13	0	0	40	19	35	16
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	88	0	0	13	0	0	12	56	15	16
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	50	0	0	0	0	16	0	0	0
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	2	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	0	0	75	25	0	0	63	0	68	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	17	75	8	4
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	0	50	50	0	0	0	27	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	C	A	4	0	0	75	0	25	0	0	0	11	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	C	D	4	0	0	50	50	0	0	0	0	15	0	0	0
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	C	A	4	0	0	75	0	0	25	0	0	23	75	15	4
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	C	D	4	0	0	25	50	0	25	0	0	39	25	21	4
	STANSTED	KLM UK LTD	S	A	8	0	0	13	0	13	50	25	0	129	50	19	10
	STANSTED	KLM UK LTD	S	D	8	0	0	25	0	13	38	25	0	116	40	18	10
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	25	0	50	25	0	0	38	0	53	4
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	13	25	23	4
	GATWICK	MONARCH AIRLINES	C	A	14	0	0	21	14	36	29	0	0	52	0	31	8
	GATWICK	MONARCH AIRLINES	C	D	14	0	0	64	7	14	14	0	0	23	33	21	9
	STANSTED	MONARCH AIRLINES	C	A	4	0	0	0	50	50	0	0	0	39	25	44	4
	STANSTED	MONARCH AIRLINES	C	D	3	0	0	0	67	33	0	0	0	28	0	44	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	32	0	0	81	13	3	3	0	0	11	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	32	0	0	94	3	0	3	0	0	7	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	25	0	25	0	64	67	13	9
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	17	67	17	9
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	50	0	25	0	0	44	0	53	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	0	8	75	7	4
	HEATHROW	SWISS AIRLINES	S	A	114	0	0	76	11	6	6	0	0	11	63	18	111
	HEATHROW	SWISS AIRLINES	S	D	113	0	0	81	10	6	4	0	0	9	67	17	111
	LONDON CITY	SWISS AIRLINES	S	A	89	0	3	83	13	3	0	0	0	6	67	12	90
	LONDON CITY	SWISS AIRLINES	S	D	91	0	1	68	15	12	4	0	0	18	27	27	90
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	0	50	50	0	0	0	33	13	51	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	10	38	28	8
<b>TOTAL GENEVA</b>					<b>1977</b>	<b>17</b>	<b>16</b>	<b>63</b>	<b>14</b>	<b>13</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>54</b>	<b>22</b>	<b>22</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2002					
					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
GENOA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	28	0	0	82	11	0	7	0	0	11	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	28	0	0	96	4	0	0	0	0	4	0	0	0	
	STANSTED	RYANAIR	S	A	56	0	0	75	11	7	5	2	0	16	67	16	52	
	STANSTED	RYANAIR	S	D	56	0	0	77	13	4	5	2	0	16	49	20	51	
<b>TOTAL GENOA</b>					<b>168</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>66</b>	<b>15</b>	<b>15</b>	
GERONA																		
	STANSTED	RYANAIR	S	A	18	0	0	67	22	6	6	0	0	18	0	0	0	
	STANSTED	RYANAIR	S	D	18	0	0	56	28	11	6	0	0	21	0	0	0	
<b>TOTAL GERONA</b>					<b>38</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>26</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>100</b>	<b>8</b>	<b>8</b>	
GIBRALTAR																		
	GATWICK	GB AIRWAYS LTD	S	A	44	0	1	66	18	5	9	2	0	25	81	67	16	
	GATWICK	GB AIRWAYS LTD	S	D	44	0	1	70	11	5	9	5	0	28	63	17	16	
	BIRMINGHAM	MAERSK AIR	C	D	2	0	0	50	50	0	0	0	0	13	0	0	0	
	STANSTED	MAERSK AIR	C	A	2	0	0	100	0	0	0	0	0	9	0	0	0	
	LUTON	MONARCH AIRLINES	S	A	20	0	0	40	35	20	5	0	0	20	80	9	15	
	LUTON	MONARCH AIRLINES	S	D	20	0	0	85	10	5	0	0	0	7	88	6	16	
<b>TOTAL GIBRALTAR</b>					<b>133</b>	<b>0</b>	<b>2</b>	<b>66</b>	<b>18</b>	<b>7</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>81</b>	<b>19</b>	<b>19</b>	
GLASGOW																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	210	0	0	81	8	8	3	0	0	10	70	14	194	
	HEATHROW	BMI BRITISH MIDLAND	S	D	209	1	1	84	10	3	3	0	0	9	77	10	194	
	MANCHESTER	BMI REGIONAL	S	A	102	1	0	78	13	8	1	0	0	9	91	5	82	
	MANCHESTER	BMI REGIONAL	S	D	102	1	0	93	4	3	0	0	0	3	94	2	83	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	149	5	0	82	7	2	7	1	0	15	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	153	0	0	71	14	6	8	1	0	19	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	147	0	0	88	7	3	2	0	0	7	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	146	0	1	86	6	7	1	0	0	7	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	301	0	0	77	13	8	2	0	0	10	66	19	291	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	303	0	0	80	10	8	3	0	0	11	74	15	291	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	107	0	5	64	14	6	16	1	0	25	67	17	64	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	111	0	1	73	6	6	14	0	0	19	75	13	64	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	168	0	0	80	6	9	5	0	0	12	76	12	168	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
GLASGOW	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	168	0	0	65	14	10	10	1	0	21	61	18	168
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	122	0	0	74	12	9	4	1	0	14	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	123	0	0	40	28	20	12	1	0	33	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	136	0	2	83	7	7	2	0	0	8	92	5	75
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	138	0	0	71	11	12	4	1	0	18	68	19	79
<b>TOTAL GLASGOW</b>					<b>2895</b>	<b>17</b>	<b>31</b>	<b>77</b>	<b>11</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>11</b>	<b>11</b>
GOA	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	25	25	25	13	13	0	64	13	53	8
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	88	0	0	0	13	0	36	63	22	8
	GATWICK	MONARCH AIRLINES	C	A	12	0	0	17	0	42	17	8	17	252	0	81	16
	GATWICK	MONARCH AIRLINES	C	D	11	0	0	55	0	18	9	18	0	60	38	53	16
	MANCHESTER	MONARCH AIRLINES	C	A	8	0	0	38	13	25	13	0	13	76	25	71	8
	MANCHESTER	MONARCH AIRLINES	C	D	7	0	0	71	0	14	14	0	0	24	63	41	8
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	75	0	0	25	136	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	50	0	0	0	21	0	0	0
<b>TOTAL GOA</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>5</b>	<b>27</b>	<b>10</b>	<b>8</b>	<b>6</b>	<b>95</b>	<b>30</b>	<b>57</b>	<b>57</b>
GOTEBORG	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	22	0	0	95	5	0	0	0	0	2	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	22	0	0	91	9	0	0	0	0	4	0	0	0
	GATWICK	CITY AIRLINE	S	A	6	0	2	33	33	17	17	0	0	27	0	0	0
	GATWICK	CITY AIRLINE	S	D	6	0	2	67	17	0	17	0	0	17	0	0	0
	MANCHESTER	CITY AIRLINE	S	A	20	0	0	60	20	10	5	0	5	36	0	0	0
	MANCHESTER	CITY AIRLINE	S	D	23	0	1	96	0	0	4	0	0	7	0	0	0
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	41	0	0	73	10	12	2	2	0	18	63	16	40
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	42	0	0	81	10	7	2	0	0	12	73	14	41
	HEATHROW	SAS	S	A	55	0	0	87	4	7	0	2	0	9	54	24	82
	HEATHROW	SAS	S	D	55	0	0	91	7	0	2	0	0	6	68	18	81
<b>TOTAL GOTEBORG</b>					<b>294</b>	<b>1</b>	<b>9</b>	<b>83</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>67</b>	<b>17</b>	<b>17</b>
GOTEBORG (SAVE)	STANSTED	RYANAIR	S	A	47	0	1	79	9	9	2	2	0	16	35	26	48
	STANSTED	RYANAIR	S	D	48	0	0	65	21	10	2	2	0	21	46	20	48

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					FEB 2002				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m 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)											
GOTEBORG (SAVE)																	
<b>TOTAL GOTEBORG (SAVE)</b>					<b>95</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>15</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>41</b>	<b>23</b>	<b>23</b>
GRAND CAYMAN																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	16	0	0	88	0	6	6	0	0	10	75	13	12
	HEATHROW	BRITISH AIRWAYS PLC	S	D	16	0	0	31	38	19	13	0	0	40	75	11	12
<b>TOTAL GRAND CAYMAN</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>19</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>75</b>	<b>12</b>	<b>12</b>
GRAZ																	
	STANSTED	RYANAIR	S	A	27	0	1	52	7	26	15	0	0	25	0	0	0
	STANSTED	RYANAIR	S	D	27	0	1	15	33	37	15	0	0	40	0	0	0
<b>TOTAL GRAZ</b>					<b>54</b>	<b>0</b>	<b>2</b>	<b>33</b>	<b>20</b>	<b>31</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>
GRENADA																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	88	13	0	0	0	0	5	83	7	12
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	75	25	0	0	0	0	8	83	9	12
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	38	25	13	25	0	0	36	50	40	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	50	0	0	0	0	13	0	0	0
<b>TOTAL GRENADA</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>25</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>79</b>	<b>13</b>	<b>13</b>
GRENOBLE																	
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	A	4	0	0	75	25	0	0	0	0	8	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	D	4	0	0	100	0	0	0	0	0	6	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	C	A	4	0	0	50	25	25	0	0	0	17	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	C	D	4	0	0	50	0	50	0	0	0	22	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	75	0	25	0	0	0	13	88	12	8
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	63	13	13	13	0	0	25	88	13	8
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	13	25	37	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	6	50	17	4
	STANSTED	KLM UK LTD	S	A	28	0	0	82	4	4	7	4	0	20	0	0	0
	STANSTED	KLM UK LTD	S	D	28	0	0	43	36	11	7	4	0	31	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	80	0	0	20	0	0	19	60	21	5
	GATWICK	MONARCH AIRLINES	C	D	6	0	0	67	0	17	17	0	0	27	100	1	5
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	40	40	0	20	0	0	28	50	32	4
	MANCHESTER	MONARCH AIRLINES	C	D	6	0	0	83	0	17	0	0	0	11	50	22	4
<b>TOTAL GRENOBLE</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>15</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>60</b>	<b>21</b>	<b>21</b>
GUERNSEY																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							FEB 2002			
					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)											
GUERNSEY	MANCHESTER	AURIGNY AIR SERVICES	S	A	50	0	0	88	6	4	0	0	2	15	45	29	56
	MANCHESTER	AURIGNY AIR SERVICES	S	D	50	0	0	90	6	2	0	0	2	11	69	21	55
	STANSTED	AURIGNY AIR SERVICES	S	A	49	0	4	88	2	2	8	0	0	11	82	10	62
	STANSTED	AURIGNY AIR SERVICES	S	D	49	0	4	76	12	2	10	0	0	17	73	15	62
	GATWICK	CITY FLYER EXPRESS	S	A	76	0	0	75	11	8	5	1	0	14	82	13	68
	GATWICK	CITY FLYER EXPRESS	S	D	76	0	0	57	24	13	5	1	0	23	77	13	69
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	22	0	1	91	0	5	5	0	0	9	41	24	22
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	26	0	0	58	8	19	15	0	0	25	40	24	25
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	95	0	0	92	4	0	1	3	0	12	85	10	84
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	100	0	0	91	2	3	1	3	0	11	82	14	85
<b>TOTAL GUERNSEY</b>					<b>593</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>16</b>	<b>16</b>
GURYEV	GATWICK	EUROPEAN AIR CHARTER	C	A	4	0	0	50	25	25	0	0	0	15	0	0	0
	GATWICK	EUROPEAN AIR CHARTER	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL GURYEV</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>0</b>	<b>0</b>	<b>0</b>



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
HAHN																		
	STANSTED	RYANAIR	S	A	155	0	5	78	13	5	4	1	0	12	69	16	88	
	STANSTED	RYANAIR	S	D	157	0	3	65	20	11	3	0	0	15	35	29	89	
<b>TOTAL HAHN</b>					<b>312</b>	<b>1</b>	<b>8</b>	<b>71</b>	<b>17</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>52</b>	<b>22</b>	<b>22</b>	
HALIFAX INT																		
	HEATHROW	AIR CANADA	S	A	25	0	0	32	12	20	28	4	4	84	60	26	25	
	HEATHROW	AIR CANADA	S	D	25	0	0	80	12	4	4	0	0	14	72	13	25	
<b>TOTAL HALIFAX INT</b>					<b>50</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>12</b>	<b>12</b>	<b>16</b>	<b>2</b>	<b>2</b>	<b>49</b>	<b>66</b>	<b>19</b>	<b>19</b>	
HAMBURG																		
	STANSTED	AIR BERLIN	S	A	51	0	1	84	8	6	2	0	0	8	0	0	0	
	STANSTED	AIR BERLIN	S	D	51	0	1	80	12	6	2	0	0	11	0	0	0	
	LONDON CITY	AUGSBURG AIRWAYS GMBH	S	A	67	0	0	99	0	0	1	0	0	2	29	33	63	
	LONDON CITY	AUGSBURG AIRWAYS GMBH	S	D	67	0	0	96	3	1	0	0	0	3	33	34	63	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	42	0	2	76	5	17	2	0	0	11	55	18	38	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	44	0	0	80	9	7	5	0	0	13	73	16	41	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	111	0	0	77	14	7	2	0	0	10	51	29	105	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	112	0	0	81	12	4	4	0	0	11	69	16	105	
	HEATHROW	LUFTHANSA	S	A	91	0	1	90	5	4	0	0	0	5	78	12	108	
	HEATHROW	LUFTHANSA	S	D	91	0	1	89	7	4	0	0	0	4	88	8	107	
	HEATHROW	LUFTHANSA CITY LINE	S	A	20	0	0	95	0	5	0	0	0	3	0	0	0	
	HEATHROW	LUFTHANSA CITY LINE	S	D	20	0	0	75	10	15	0	0	0	8	0	0	0	
	MANCHESTER	LUFTHANSA CITY LINE	S	A	47	0	0	91	2	4	2	0	0	6	63	14	46	
	MANCHESTER	LUFTHANSA CITY LINE	S	D	47	0	0	89	6	4	0	0	0	4	59	15	46	
<b>TOTAL HAMBURG</b>					<b>861</b>	<b>1</b>	<b>6</b>	<b>86</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>62</b>	<b>19</b>	<b>19</b>	
HANOVER																		
	STANSTED	AIR BERLIN	S	A	26	0	2	92	0	8	0	0	0	3	0	0	0	
	STANSTED	AIR BERLIN	S	D	26	0	2	65	31	4	0	0	0	13	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	A	76	0	1	84	4	5	7	0	0	11	55	22	84	
	HEATHROW	BMI BRITISH MIDLAND	S	D	76	0	1	86	4	3	8	0	0	11	80	10	84	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	27	0	0	52	15	22	7	4	0	28	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	28	0	0	50	29	4	18	0	0	27	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	23	0	1	91	4	0	4	0	0	7	87	9	23	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m 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																		
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	24	0	0	75	8	13	4	0	0	14	83	11	23	
	GATWICK	CITY FLYER EXPRESS	S	A	70	0	0	83	11	3	1	1	0	11	85	7	72	
	GATWICK	CITY FLYER EXPRESS	S	D	70	0	0	79	16	6	0	0	0	11	73	11	71	
<b>TOTAL HANOVER</b>					<b>446</b>	<b>5</b>	<b>8</b>	<b>78</b>	<b>11</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>12</b>	<b>12</b>	
HARARE																		
	GATWICK	AIR ZIMBABWE	S	A	12	0	1	75	17	0	0	8	0	32	14	32	14	
	GATWICK	AIR ZIMBABWE	S	D	11	0	2	82	0	0	18	0	0	23	100	4	14	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	8	1	0	50	0	50	0	0	0	28	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	8	0	0	88	13	0	0	0	0	11	0	0	0	
<b>TOTAL HARARE</b>					<b>39</b>	<b>4</b>	<b>3</b>	<b>74</b>	<b>8</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>55</b>	<b>19</b>	<b>19</b>	
HASSI MESSAOUD																		
	GATWICK	ANTINEA AIRLINES	C	A	7	0	0	29	29	29	14	0	0	30	63	20	8	
	GATWICK	ANTINEA AIRLINES	C	D	7	0	0	86	0	0	0	14	0	28	71	15	7	
	GATWICK	EXCEL AIRWAYS LTD	C	A	3	0	0	67	0	0	33	0	0	48	75	15	4	
	GATWICK	EXCEL AIRWAYS LTD	C	D	3	0	0	67	0	0	33	0	0	43	75	17	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	38	38	25	0	0	0	22	50	24	8	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	75	25	0	0	0	0	5	100	4	8	
<b>TOTAL HASSI MESSAOUD</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>19</b>	<b>11</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>72</b>	<b>16</b>	<b>16</b>	
HAVANA																		
	GATWICK	CUBANA	S	A	4	0	0	0	0	25	75	0	0	109	0	0	0	
	GATWICK	CUBANA	S	D	4	0	0	25	25	0	50	0	0	52	0	0	0	
<b>TOTAL HAVANA</b>					<b>8</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>62</b>	<b>23</b>	<b>23</b>	
HEATHROW																		
	EDINBURGH	BMI BRITISH MIDLAND	S	A	238	0	6	84	8	7	2	0	0	8	83	9	263	
	EDINBURGH	BMI BRITISH MIDLAND	S	D	238	0	8	74	10	13	3	0	0	14	75	14	261	
	GLASGOW	BMI BRITISH MIDLAND	S	A	210	0	6	87	6	4	3	0	0	8	71	12	194	
	GLASGOW	BMI BRITISH MIDLAND	S	D	210	0	6	82	7	7	3	0	0	10	76	14	194	
	MANCHESTER	BMI BRITISH MIDLAND	S	A	217	3	3	84	10	5	1	0	0	8	83	9	163	
	MANCHESTER	BMI BRITISH MIDLAND	S	D	216	2	4	92	6	3	0	0	0	4	88	10	164	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	311	0	0	76	14	7	3	0	0	12	58	19	293	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	308	1	0	78	12	6	4	0	0	11	75	16	291	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	303	0	0	77	11	9	3	0	0	11	67	18	291	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							FEB 2002				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m 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)										
HEATHROW																		
	GLASGOW	BRITISH AIRWAYS PLC	S	D	301	0	0	83	7	9	1	0	0	9	76	14	288	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	275	0	0	71	19	8	2	0	0	13	68	15	287	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	273	0	0	90	4	4	2	0	0	7	83	10	285	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	A	163	0	0	86	10	2	1	0	0	8	77	15	161	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	D	162	0	0	83	10	6	1	0	0	8	84	11	160	
<b>TOTAL HEATHROW</b>					<b>3425</b>	<b>9</b>	<b>33</b>	<b>81</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>14</b>	<b>14</b>	
HELSINKI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	0	79	11	9	2	0	0	10	43	37	54	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	0	88	9	4	0	0	0	6	67	15	54	
	MANCHESTER	CITY AIRLINE	S	A	23	0	1	70	22	4	0	4	0	19	0	0	0	
	MANCHESTER	CITY AIRLINE	S	D	20	0	0	85	0	5	5	0	5	28	0	0	0	
	HEATHROW	FINNAIR	S	A	104	0	0	87	8	3	3	0	0	7	50	23	100	
	HEATHROW	FINNAIR	S	D	104	0	0	84	12	3	2	0	0	8	58	27	100	
	MANCHESTER	FINNAIR	S	A	48	0	0	90	4	4	0	2	0	10	40	32	48	
	MANCHESTER	FINNAIR	S	D	28	0	0	89	7	0	4	0	0	8	66	21	47	
<b>TOTAL HELSINKI</b>					<b>439</b>	<b>2</b>	<b>1</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>56</b>	<b>24</b>	<b>24</b>	
HOLGUIN (FRANK PAIS)																		
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	13	50	16	2	
<b>TOTAL HOLGUIN (FRANK PAIS)</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>13</b>	<b>50</b>	<b>16</b>	<b>16</b>	
HONG KONG (CHEP LAP KOK)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	53	0	0	96	2	0	2	0	0	2	96	2	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	55	1	0	69	16	11	2	2	0	17	71	18	28	
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	A	65	7	7	97	3	0	0	0	0	1	84	6	56	
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	D	72	0	0	81	11	4	4	0	0	11	70	16	56	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	28	0	0	96	4	0	0	0	0	1	82	11	28	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	28	0	0	82	7	4	7	0	0	9	61	16	28	
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>					<b>301</b>	<b>8</b>	<b>7</b>	<b>86</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>77</b>	<b>11</b>	<b>11</b>	
HOUSTON																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	28	0	0	79	7	7	7	0	0	15	86	6	43	
	GATWICK	BRITISH AIRWAYS PLC	S	D	28	0	0	79	14	7	0	0	0	8	79	8	43	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	26	0	0	88	4	0	8	0	0	10	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	27	0	0	52	33	4	11	0	0	21	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2002				
					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
HOUSTON	GATWICK	CONTINENTAL AIRLINES	S	A	56	0	0	93	2	2	4	0	0	7	92	4	48
	GATWICK	CONTINENTAL AIRLINES	S	D	56	0	0	88	7	2	4	0	0	8	85	7	48
<b>TOTAL HOUSTON</b>					<b>221</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>6</b>	<b>6</b>
HURGHADA	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	0	26	100	0	3
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	0	3
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	25	25	0	0	0	23	50	79	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	11	50	90	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	25	50	0	0	0	31	100	4	3
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	3	1	0	100	0	0	0	0	0	4	100	0	2
<b>TOTAL HURGHADA</b>					<b>25</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>12</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>80</b>	<b>29</b>	<b>29</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002				
					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
INNSBRUCK																		
	GATWICK	ASTRAEUS LTD	C	A	4	0	0	50	50	0	0	0	0	9	0	0	0	0
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	50	50	0	0	0	0	12	0	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	C	A	8	0	0	25	38	13	13	0	13	184	13	60	8	8
	GATWICK	BRITISH AIRWAYS PLC	C	D	8	0	0	63	25	0	13	0	0	23	63	44	8	8
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	4	0	0	0	25	50	25	0	0	48	0	0	0	0
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	4	0	0	50	25	0	25	0	0	20	0	0	0	0
	NEWCASTLE	BRITISH AIRWAYS PLC	C	A	4	0	0	50	25	0	0	0	25	289	50	21	4	4
	NEWCASTLE	BRITISH AIRWAYS PLC	C	D	4	0	0	75	25	0	0	0	9	25	28	4	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	0	0	50	25	25	0	102	0	49	4	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	46	25	37	4	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	12	0	0	25	17	25	17	8	8	84	25	31	16	16
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	12	0	0	58	25	8	8	0	0	24	63	27	16	16
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	0	0	75	25	0	0	57	50	35	4	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	100	8	4	4	4
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	0	0	50	0	0	69	100	4	4	4
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	25	0	0	25	0	75	75	11	4	4
	EDINBURGH	FLYBE.BRITISH EUROPEAN	C	A	3	0	0	33	0	33	0	33	0	79	25	69	4	4
	EDINBURGH	FLYBE.BRITISH EUROPEAN	C	D	4	0	0	50	25	0	0	25	0	65	50	62	4	4
	GATWICK	LAUDA-AIR	C	A	4	0	0	75	0	0	25	0	0	29	75	12	4	4
	GATWICK	LAUDA-AIR	C	D	4	0	0	75	0	0	25	0	0	32	75	13	4	4
	GLASGOW	LAUDA-AIR	C	A	4	0	0	75	0	0	25	0	0	23	0	0	0	0
	GLASGOW	LAUDA-AIR	C	D	4	0	0	50	0	25	25	0	0	26	0	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	63	13	0	13	13	0	62	0	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	75	13	0	13	0	0	21	0	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	50	13	25	13	0	0	30	63	14	8	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	63	13	25	0	0	0	15	100	6	8	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	0	50	25	0	0	45	50	9	4	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	2	4	4
	LUTON	TYROLEAN AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	20	0	391	3	3
	LUTON	TYROLEAN AIRWAYS	C	D	4	0	0	50	0	25	25	0	0	34	0	392	1	1
	STANSTED	TYROLEAN AIRWAYS	C	A	4	0	0	50	25	0	25	0	0	26	60	16	5	5
	STANSTED	TYROLEAN AIRWAYS	C	D	4	0	0	50	25	0	25	0	0	28	40	25	5	5
<b>TOTAL INNSBRUCK</b>					<b>167</b>	<b>1</b>	<b>0</b>	<b>52</b>	<b>16</b>	<b>13</b>	<b>14</b>	<b>4</b>	<b>2</b>	<b>51</b>	<b>51</b>	<b>38</b>	<b>38</b>	<b>38</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
INVERNESS																		
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	72	0	0	71	13	8	8	0	0	16	0	0	0	
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	72	0	0	83	1	7	8	0	0	13	0	0	0	
	MANCHESTER	EASTERN AIRWAYS	S	A	56	0	8	71	20	4	5	0	0	15	0	0	0	
	MANCHESTER	EASTERN AIRWAYS	S	D	56	0	8	93	2	2	4	0	0	5	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	25	0	1	68	12	4	16	0	0	25	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	25	0	1	60	20	8	12	0	0	26	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	26	0	2	85	4	4	8	0	0	12	68	11	28	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	27	0	1	48	37	7	7	0	0	23	61	18	28	
	EDINBURGH	LOGANAIR	S	A	44	0	0	77	7	2	11	2	0	22	83	16	47	
	GLASGOW	LOGANAIR	S	A	43	0	0	79	7	0	9	5	0	20	90	7	41	
	GLASGOW	LOGANAIR	S	D	43	0	0	81	2	9	7	0	0	11	64	21	42	
<b>TOTAL INVERNESS</b>					<b>490</b>	<b>1</b>	<b>29</b>	<b>76</b>	<b>10</b>	<b>5</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>79</b>	<b>12</b>	<b>12</b>	
ISLAMABAD																		
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	A	13	0	0	85	0	8	0	8	0	21	0	0	0	
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	D	13	0	0	69	15	8	8	0	0	16	0	0	0	
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	9	0	0	89	0	11	0	0	0	6	31	87	13	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	9	0	0	11	11	56	22	0	0	43	7	72	14	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	12	0	0	58	8	25	0	8	0	36	10	103	10	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	12	0	0	42	25	33	0	0	0	21	0	150	6	
<b>TOTAL ISLAMABAD</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>10</b>	<b>22</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>14</b>	<b>94</b>	<b>94</b>	
ISLAY																		
	GLASGOW	LOGANAIR	S	A	44	0	0	82	5	5	9	0	0	11	66	26	38	
	GLASGOW	LOGANAIR	S	D	44	0	0	75	9	5	11	0	0	17	82	18	39	
<b>TOTAL ISLAY</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>7</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>22</b>	<b>22</b>	
ISLE OF MAN																		
	BIRMINGHAM	BA CITIEXPRESS (IOM) LTD	S	A	90	0	0	88	7	3	2	0	0	6	92	7	48	
	BIRMINGHAM	BA CITIEXPRESS (IOM) LTD	S	D	89	0	0	92	4	1	2	0	0	5	87	14	47	
	GATWICK	BA CITIEXPRESS (IOM) LTD	S	A	74	0	0	77	18	5	0	0	0	8	0	0	0	
	GATWICK	BA CITIEXPRESS (IOM) LTD	S	D	74	0	0	72	15	7	5	1	0	16	0	0	0	
	GLASGOW	BA CITIEXPRESS (IOM) LTD	S	A	36	0	0	83	3	6	6	3	0	19	79	24	28	
	GLASGOW	BA CITIEXPRESS (IOM) LTD	S	D	35	0	0	80	9	6	6	0	0	13	66	24	32	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							FEB 2002				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m 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)												
ISLE OF MAN	LUTON	BA CITIEXPRESS (IOM) LTD	S	A	27	1	1	78	15	7	0	0	0	9	89	12	28	
	LUTON	BA CITIEXPRESS (IOM) LTD	S	D	27	1	1	78	11	7	4	0	0	9	86	12	28	
	MANCHESTER	BA CITIEXPRESS (IOM) LTD	S	A	83	0	0	84	8	4	2	1	0	11	90	9	86	
	MANCHESTER	BA CITIEXPRESS (IOM) LTD	S	D	86	1	0	91	5	3	0	1	0	6	91	7	87	
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	A	43	0	1	93	2	2	2	0	0	8	73	8	48	
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	D	43	0	1	86	7	5	2	0	0	8	43	22	44	
	EDINBURGH	TTA - TRANS TRAVEL AIRLINES BV	S	A	48	0	0	75	17	6	2	0	0	12	0	0	0	
	EDINBURGH	TTA - TRANS TRAVEL AIRLINES BV	S	D	48	0	0	90	2	4	4	0	0	8	0	0	0	
<b>TOTAL ISLE OF MAN</b>					<b>804</b>	<b>4</b>	<b>4</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>14</b>	<b>14</b>	
ISTANBUL	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	0	91	5	0	4	0	0	6	84	9	56	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	0	73	21	4	2	0	0	10	75	12	56	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	82	0	0	49	27	13	10	1	0	25	15	39	75	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	79	2	1	67	10	15	5	3	0	23	41	25	75	
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	A	16	0	0	56	38	0	6	0	0	19	13	43	16	
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	D	16	0	0	50	25	19	6	0	0	27	13	43	16	
<b>TOTAL ISTANBUL</b>					<b>305</b>	<b>2</b>	<b>1</b>	<b>66</b>	<b>18</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>46</b>	<b>25</b>	<b>25</b>	
IZMIR (ADNAM MENDERES)	HEATHROW	KIBRIS TURKISH AIRLINES - KTHY	S	A	8	0	0	25	25	25	13	13	0	67	0	0	0	
	HEATHROW	KIBRIS TURKISH AIRLINES - KTHY	S	D	8	0	0	0	13	50	25	13	0	92	0	0	0	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	4	0	0	75	25	0	0	0	0	5	25	22	4	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	4	0	0	50	50	0	0	0	0	19	25	20	4	
<b>TOTAL IZMIR (ADNAM MENDERES)</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>25</b>	<b>25</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>57</b>	<b>21</b>	<b>33</b>	<b>33</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2002					
					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
JAKARTA (SOEKARNO-HATT JEDDAH																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	39	22	17	22	0	0	37	88	43	17	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	33	22	33	11	0	0	30	41	36	17	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	19	0	0	47	26	16	11	0	0	25	70	13	20	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	19	0	0	84	16	0	0	0	0	8	85	9	20	
<b>TOTAL JEDDAH</b>					<b>75</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>21</b>	<b>16</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>72</b>	<b>24</b>	<b>24</b>	
JERBA JEREZ																		
	STANSTED	KLM UK LTD	S	A	4	0	0	75	0	0	25	0	0	22	50	46	8	
	STANSTED	KLM UK LTD	S	D	4	0	0	50	0	25	25	0	0	40	63	34	8	
<b>TOTAL JEREZ</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>56</b>	<b>40</b>	<b>40</b>	
JERSEY																		
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	19	0	0	95	0	5	0	0	0	2	0	0	0	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	18	0	0	50	22	17	11	0	0	25	100	6	3	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	47	0	0	81	6	6	4	2	0	13	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	48	0	0	81	4	6	6	2	0	14	0	0	0	
	GATWICK	CITY FLYER EXPRESS	S	A	176	0	0	85	5	5	6	0	0	11	79	9	171	
	GATWICK	CITY FLYER EXPRESS	S	D	176	0	0	74	13	6	6	0	0	14	70	13	171	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	37	0	0	65	5	8	19	3	0	33	16	52	25	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	34	0	0	71	9	6	12	3	0	26	26	29	23	
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	105	0	3	88	8	1	4	0	0	9	87	8	107	
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	100	0	4	82	11	1	6	0	0	11	81	10	106	
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	A	81	0	7	81	11	5	2	0	0	8	66	14	79	
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	D	82	0	6	80	5	11	2	1	0	13	49	23	79	
<b>TOTAL JERSEY</b>					<b>923</b>	<b>1</b>	<b>21</b>	<b>80</b>	<b>8</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>70</b>	<b>14</b>	<b>14</b>	
JOHANNESBURG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	53	0	0	96	4	0	0	0	0	3	77	9	56	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	0	66	18	4	11	2	0	25	63	22	56	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	56	0	1	63	21	11	4	0	2	29	54	32	52	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	56	0	1	82	9	4	5	0	0	12	76	19	50	



ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2002		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
JOHANNESBURG	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	28	0	0	39	39	11	4	4	4	45	25	30	28
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	27	1	1	70	19	7	4	0	0	15	75	12	28
<b>TOTAL JOHANNESBURG</b>					<b>276</b>	<b>1</b>	<b>3</b>	<b>72</b>	<b>16</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>20</b>	<b>64</b>	<b>20</b>	<b>20</b>
JONKOPING																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
KARACHI																		
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	A	8	0	0	88	0	0	0	13	0	38	0	0	0	
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	D	8	0	0	38	0	25	13	25	0	80	0	0	0	
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	12	0	0	83	8	8	0	0	5	31	30	16		
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	12	0	0	50	25	17	8	0	24	17	34	12		
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	18	0	0	33	33	11	6	11	6	69	8	47	12	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	18	0	0	44	28	11	6	11	0	46	33	46	21	
<b>TOTAL KARACHI</b>					<b>76</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>20</b>	<b>12</b>	<b>5</b>	<b>9</b>	<b>1</b>	<b>44</b>	<b>25</b>	<b>40</b>	<b>40</b>	
KEFLAVIK																		
	STANSTED	ASTRAEUS LTD	C	A	2	0	0	0	0	0	100	0	0	73	0	0	0	
	STANSTED	ASTRAEUS LTD	C	D	2	0	0	0	0	0	100	0	0	70	0	0	0	
	GLASGOW	ICELANDAIR	S	A	16	0	0	50	25	19	6	0	0	20	81	9	16	
	GLASGOW	ICELANDAIR	S	D	16	1	0	81	13	0	6	0	0	10	100	0	16	
	HEATHROW	ICELANDAIR	S	A	40	0	0	65	20	10	5	0	0	16	78	14	40	
	HEATHROW	ICELANDAIR	S	D	40	0	0	63	18	15	5	0	0	19	68	19	40	
<b>TOTAL KEFLAVIK</b>					<b>120</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>18</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>78</b>	<b>13</b>	<b>13</b>	
KERRY COUNTY																		
	STANSTED	RYANAIR	S	A	27	0	1	85	7	7	0	0	0	5	68	21	28	
	STANSTED	RYANAIR	S	D	27	0	1	78	15	4	4	0	0	13	61	16	28	
<b>TOTAL KERRY COUNTY</b>					<b>54</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>64</b>	<b>19</b>	<b>19</b>	
KHARTOUM																		
	HEATHROW	SUDAN AIRWAYS	S	A	8	0	0	13	0	13	13	25	38	376	38	65	8	
	HEATHROW	SUDAN AIRWAYS	S	D	6	1	1	17	0	0	33	17	33	357	14	95	7	
	MANCHESTER	SUDAN AIRWAYS	S	A	3	0	0	0	33	0	0	0	67	342	0	135	2	
	MANCHESTER	SUDAN AIRWAYS	S	D	3	0	0	0	0	33	0	0	67	505	0	0	0	
<b>TOTAL KHARTOUM</b>					<b>20</b>	<b>1</b>	<b>1</b>	<b>10</b>	<b>5</b>	<b>10</b>	<b>15</b>	<b>15</b>	<b>45</b>	<b>385</b>	<b>24</b>	<b>86</b>	<b>86</b>	
KIEV (BORISPOL)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	20	0	0	60	30	5	5	0	0	15	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	20	0	0	55	35	5	5	0	0	16	0	0	0	
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	A	20	0	0	95	5	0	0	0	0	2	45	29	20	
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	D	20	0	0	95	5	0	0	0	0	2	80	19	20	
<b>TOTAL KIEV (BORISPOL)</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>19</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>66</b>	<b>22</b>	<b>22</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
KINGSTON																		
	HEATHROW	AIR JAMAICA	S	A	20	0	0	45	20	30	5	0	0	22	75	29	20	
	HEATHROW	AIR JAMAICA	S	D	20	0	0	20	25	40	15	0	0	43	50	41	20	
	MANCHESTER	AIR JAMAICA	S	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	AIR JAMAICA	S	D	8	0	0	75	25	0	0	0	0	10	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	12	0	0	8	50	17	25	0	0	47	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	12	0	0	67	25	0	8	0	0	20	0	0	0	
<b>TOTAL KINGSTON</b>					<b>76</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>26</b>	<b>21</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>63</b>	<b>35</b>	<b>35</b>	
KIRKWALL																		
	EDINBURGH	LOGANAIR	S	A	25	0	0	88	4	4	4	0	0	11	95	6	20	
	EDINBURGH	LOGANAIR	S	D	50	1	0	74	12	6	8	0	0	18	64	24	42	
<b>TOTAL KIRKWALL</b>					<b>75</b>	<b>2</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>74</b>	<b>18</b>	<b>18</b>	
KIRUNA																		
<b>TOTAL KIRUNA</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>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	
KITTLA																		
	MANCHESTER	AZZURRA AIR	C	A	4	0	0	75	0	0	0	25	0	53	75	15	4	
	MANCHESTER	AZZURRA AIR	C	D	4	0	0	75	0	0	25	0	0	31	100	2	4	
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	A	4	0	0	50	0	25	25	0	0	36	0	0	0	
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	D	4	0	0	75	0	0	25	0	0	33	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	0	25	25	25	0	119	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	50	0	0	25	0	92	0	0	0	
<b>TOTAL KITTLA</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>8</b>	<b>8</b>	<b>17</b>	<b>13</b>	<b>0</b>	<b>61</b>	<b>83</b>	<b>17</b>	<b>17</b>	
KLAGENFURT																		
	STANSTED	RYANAIR	S	A	27	0	1	96	4	0	0	0	0	2	0	0	0	
	STANSTED	RYANAIR	S	D	27	0	1	78	15	7	0	0	0	9	0	0	0	
<b>TOTAL KLAGENFURT</b>					<b>54</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>10</b>	<b>10</b>	
KRAKOW																		
	GATWICK	LOT-POLISH AIRLINES	S	A	27	0	1	93	4	0	4	0	0	4	96	3	28	
	GATWICK	LOT-POLISH AIRLINES	S	D	27	0	1	85	7	4	4	0	0	7	96	4	28	
<b>TOTAL KRAKOW</b>					<b>54</b>	<b>1</b>	<b>2</b>	<b>89</b>	<b>6</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>96</b>	<b>4</b>	<b>4</b>	
KUALA LUMPUR (SEPANG)																		
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	A	72	0	0	61	13	24	1	1	0	18	49	21	72	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							FEB 2002				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m 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)												
KUALA LUMPUR (SEPANG)																		
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	D	72	0	0	81	14	4	1	0	0	8	68	12	72	
	MANCHESTER	MALAYSIAN AIRLINES SYSTEM-MAS	S	A	12	0	0	92	8	0	0	0	0	4	0	0	0	
	MANCHESTER	MALAYSIAN AIRLINES SYSTEM-MAS	S	D	12	0	0	83	8	0	8	0	0	12	0	0	0	
<b>TOTAL KUALA LUMPUR (SEPANG)</b>					<b>168</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>58</b>	<b>17</b>	<b>17</b>	
KUWAIT																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	27	0	0	81	11	4	4	0	0	10	93	4	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	27	0	0	67	22	11	0	0	0	11	86	9	28	
	HEATHROW	KUWAIT AIRWAYS	S	A	27	1	1	59	19	19	4	0	0	19	29	28	28	
	HEATHROW	KUWAIT AIRWAYS	S	D	28	0	0	57	32	7	0	4	0	20	54	17	28	
<b>TOTAL KUWAIT</b>					<b>110</b>	<b>1</b>	<b>1</b>	<b>65</b>	<b>21</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>65</b>	<b>15</b>	<b>15</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)													
LA ROCHELLE																			
	STANSTED	KLM UK LTD		S A	15	0	1	73	0	20	7	0	0	15	67	8	12		
	STANSTED	KLM UK LTD		S D	15	0	1	67	7	27	0	0	0	15	50	13	12		
<b>TOTAL LA ROCHELLE</b>					<b>30</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>3</b>	<b>23</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>58</b>	<b>11</b>	<b>11</b>		
LA ROMANA																			
	GATWICK	BRITANNIA AIRWAYS		C A	3	1	0	100	0	0	0	0	0	75	14	4			
	GATWICK	BRITANNIA AIRWAYS		C D	4	0	0	100	0	0	0	0	3	100	2	4			
<b>TOTAL LA ROMANA</b>					<b>7</b>	<b>1</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>7</b>	<b>7</b>			
LAGOS																			
	HEATHROW	BRITISH AIRWAYS PLC		S A	27	0	0	96	0	0	4	0	4	0	0	0			
	HEATHROW	BRITISH AIRWAYS PLC		S D	28	0	0	29	32	25	11	4	0	39	0	0	0		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	23	0	1	65	13	17	4	0	0	16	13	47	16		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	21	1	2	81	14	5	0	0	0	12	44	21	16		
<b>TOTAL LAGOS</b>					<b>99</b>	<b>1</b>	<b>11</b>	<b>67</b>	<b>15</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>49</b>	<b>26</b>	<b>26</b>		
LAHORE																			
	HEATHROW	PAKISTAN INTL AIRLINES		S A	12	0	0	17	33	17	33	0	0	57	0	106	6		
	HEATHROW	PAKISTAN INTL AIRLINES		S D	13	0	0	15	38	46	0	0	0	29	11	76	9		
	MANCHESTER	PAKISTAN INTL AIRLINES		S A	4	0	0	75	25	0	0	0	0	13	13	47	8		
	MANCHESTER	PAKISTAN INTL AIRLINES		S D	4	0	0	25	50	0	25	0	0	31	0	81	4		
<b>TOTAL LAHORE</b>					<b>33</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>36</b>	<b>24</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>7</b>	<b>75</b>	<b>75</b>		
LARNACA																			
	HEATHROW	BRITISH AIRWAYS PLC		S A	28	0	0	93	4	4	0	0	0	4	32	28	28		
	HEATHROW	BRITISH AIRWAYS PLC		S D	28	0	0	61	39	0	0	0	0	13	50	17	28		
	BIRMINGHAM	CYPRUS AIRWAYS		S A	4	0	0	100	0	0	0	0	0	2	75	6	4		
	BIRMINGHAM	CYPRUS AIRWAYS		S D	4	0	0	50	25	25	0	0	0	18	100	10	1		
	GATWICK	CYPRUS AIRWAYS		S A	4	0	0	100	0	0	0	0	0	0	0	0	0		
	GATWICK	CYPRUS AIRWAYS		S D	4	0	0	50	25	25	0	0	0	19	50	67	4		
	HEATHROW	CYPRUS AIRWAYS		S A	52	0	0	79	13	4	4	0	0	13	30	34	47		
	HEATHROW	CYPRUS AIRWAYS		S D	52	0	0	71	13	13	2	0	0	14	55	21	44		
	MANCHESTER	CYPRUS AIRWAYS		S A	8	0	0	75	13	13	0	0	0	8	22	58	9		
	MANCHESTER	CYPRUS AIRWAYS		S D	8	0	0	38	38	25	0	0	0	20	22	62	9		
	STANSTED	CYPRUS AIRWAYS		S A	8	0	0	100	0	0	0	0	0	1	50	9	4		
	STANSTED	CYPRUS AIRWAYS		S D	8	0	0	50	38	13	0	0	0	17	50	24	4		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2002				
					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	BIRMINGHAM	EUROCYPRIA AIRLINES LTD	C	A	3	0	0	67	0	0	33	0	0	44	0	0	0
	BIRMINGHAM	EUROCYPRIA AIRLINES LTD	C	D	3	0	0	33	33	0	33	0	0	63	0	0	0
	GATWICK	EUROCYPRIA AIRLINES LTD	C	A	3	0	0	67	0	0	33	0	0	51	100	3	3
	GATWICK	EUROCYPRIA AIRLINES LTD	C	D	3	0	0	67	0	0	33	0	0	57	100	3	3
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	A	3	0	0	67	0	0	0	33	0	89	67	19	3
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	D	3	0	0	67	0	0	0	33	0	88	75	9	4
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	16	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	40	20	20	20	0	0	27	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	S	A	3	0	0	100	0	0	0	0	0	1	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	S	D	3	0	0	100	0	0	0	0	0	2	0	0	0
	LUTON	HELIOS AIRWAYS LTD	S	A	19	0	0	89	0	5	5	0	0	8	0	0	0
	LUTON	HELIOS AIRWAYS LTD	S	D	19	0	0	53	26	16	5	0	0	21	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	3	25	32	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	25	28	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	50	25	0	0	56	0	52	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	50	25	0	0	57	0	28	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	50	18	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	1	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	12	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	0	4
<b>TOTAL LARNACA</b>					<b>313</b>	<b>2</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>45</b>	<b>26</b>	<b>26</b>
LAS PALMAS	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	8	0	0	100	0	0	0	0	0	1	67	16	9
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	8	0	0	88	13	0	0	0	0	5	64	15	11
	GATWICK	BRITANNIA AIRWAYS	C	A	12	0	0	92	8	0	0	0	0	6	75	13	8
	GATWICK	BRITANNIA AIRWAYS	C	D	12	0	0	100	0	0	0	0	0	4	88	7	8
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	15	0	0	0
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	50	0	0	0	21	0	0	0
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	5	75	9	4
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	100	4	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	88	0	0	0	13	0	27	75	9	12
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	88	0	0	13	0	0	20	92	5	12
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	20	75	6	4

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2002						
					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																			
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	6	100	5	4		
	STANSTED	BRITANNIA AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	7	50	18	2		
	STANSTED	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	0	50	12	2		
	GATWICK	EXCEL AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	1	25	76	4		
	GATWICK	EXCEL AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	2	50	58	4		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	100	1	4		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	3	4		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	11	0	0	55	18	27	0	0	0	17	82	25	11		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	11	0	0	82	0	18	0	0	0	10	91	19	11		
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	0	25	25	0	0	30	50	14	4		
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	16	100	6	4		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	13	38	38	13	0	0	34	75	8	8		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	38	13	38	13	0	0	30	100	1	8		
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	25	50	0	25	0	0	39	75	20	4		
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	28	75	13	4		
	GATWICK	GB AIRWAYS LTD	S	A	12	0	0	67	17	8	8	0	0	19	13	36	8		
	GATWICK	GB AIRWAYS LTD	S	D	12	0	0	58	25	8	8	0	0	20	75	9	8		
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	7	50	28	4		
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	7	75	10	4		
	LUTON	MONARCH AIRLINES	C	A	4	0	0	0	100	0	0	0	0	23	25	21	4		
	LUTON	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	6	100	5	4		
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	9	75	5	4		
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	0	100	0	4		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	4	75	17	4		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	75	11	4		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	12	0	0	75	17	8	0	0	0	8	56	16	16		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	12	0	0	100	0	0	0	0	0	3	63	15	16		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	29	50	18	4		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	21	100	0	4		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	15	2	0	73	20	7	0	0	0	8	85	6	13		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	15	1	0	80	13	7	0	0	0	8	92	15	13		
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	25	25	0	0	44	25	48	4		
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	10	50	15	4		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2002						
					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																			
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	2	75	8	4		
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	2	100	7	4		
	EDINBURGH	SPANAIR	C	A	4	0	0	50	25	25	0	0	0	19	75	12	4		
	EDINBURGH	SPANAIR	C	D	4	0	0	50	25	25	0	0	0	27	75	15	4		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	3	100	0	2		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	5	100	0	1		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	12	0	0	67	25	8	0	0	0	10	80	6	10		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	12	0	0	92	0	8	0	0	0	4	91	4	11		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	4	75	5	4		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	5	100	0	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	17	0	0	100	0	0	0	0	0	0	92	7	12		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	17	0	0	100	0	0	0	0	0	1	92	3	12		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	8	75	8	4		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	0	50	0	0	0	19	100	1	4		
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0		
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0		
	GATWICK	VOLAR AIRLINES	C	A	2	0	0	0	0	100	0	0	0	41	0	0	0		
	GATWICK	VOLAR AIRLINES	C	D	2	0	0	0	0	100	0	0	0	39	0	0	0		
	GLASGOW	VOLAR AIRLINES	C	A	4	0	0	100	0	0	0	0	0	6	0	0	0		
	GLASGOW	VOLAR AIRLINES	C	D	4	0	0	25	50	25	0	0	0	18	0	0	0		
<b>TOTAL LAS PALMAS</b>					<b>388</b>	<b>3</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>12</b>	<b>12</b>		
LAS VEGAS																			
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	8	0	0	88	13	0	0	0	0	4	100	2	8		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	8	0	0	100	0	0	0	0	0	7	50	18	8		
<b>TOTAL LAS VEGAS</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>75</b>	<b>10</b>	<b>10</b>		
LE HAVRE																			
<b>TOTAL LE HAVRE</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>		
LEEDS BRADFORD																			
	HEATHROW	BMI BRITISH MIDLAND	S	A	99	0	0	86	6	3	5	0	0	10	81	16	97		
	HEATHROW	BMI BRITISH MIDLAND	S	D	100	0	0	85	10	1	4	0	0	9	85	12	98		
	EDINBURGH	BMI REGIONAL	S	A	83	0	0	82	6	8	2	1	0	13	71	19	63		
	EDINBURGH	BMI REGIONAL	S	D	79	2	0	80	10	4	6	0	0	12	63	21	62		
	GLASGOW	BMI REGIONAL	S	A	59	2	0	81	8	5	5	0	0	11	84	11	63		



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m 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)											
LEEDS BRADFORD	GLASGOW	BMI REGIONAL	S	D	63	0	0	83	5	5	5	3	0	16	86	9	63
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	74	0	0	70	16	9	4	0	0	14	0	0	0
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	73	0	0	88	1	7	3	1	0	12	0	0	0
<b>TOTAL LEEDS BRADFORD</b>					<b>630</b>	<b>9</b>	<b>5</b>	<b>82</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>12</b>	<b>12</b>
LEIPZIG	STANSTED	CIRRUS LUFTFAHRT	S	A	43	0	1	95	5	0	0	0	0	3	0	0	0
	STANSTED	CIRRUS LUFTFAHRT	S	D	43	0	1	74	16	9	0	0	0	10	0	0	0
<b>TOTAL LEIPZIG</b>					<b>86</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
LEMWERDER																	
LIBREVILLE	GATWICK	AIR GABON	S	A	2	0	2	0	0	0	50	0	50	272	0	0	0
	GATWICK	AIR GABON	S	D	4	0	0	25	0	0	25	25	25	221	0	0	0
<b>TOTAL LIBREVILLE</b>					<b>6</b>	<b>0</b>	<b>2</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>17</b>	<b>33</b>	<b>238</b>	<b>0</b>	<b>0</b>	<b>0</b>
LILONGWE	HEATHROW	BRITISH AIRWAYS PLC	S	A	4	0	0	75	0	0	25	0	0	35	100	1	4
	HEATHROW	BRITISH AIRWAYS PLC	S	D	4	0	0	50	0	25	0	25	0	78	50	22	4
<b>TOTAL LILONGWE</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>56</b>	<b>75</b>	<b>12</b>	<b>12</b>
LIMA																	
<b>TOTAL LIMA</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>64</b>	<b>0</b>	<b>0</b>	<b>0</b>
LIMOGES	STANSTED	KLM UK LTD	S	A	16	0	0	81	0	6	13	0	0	18	0	0	0
	STANSTED	KLM UK LTD	S	D	16	0	0	75	6	6	13	0	0	22	0	0	0
<b>TOTAL LIMOGES</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>3</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>
LINKOPING	GATWICK	CITY AIRLINE	S	A	2	0	2	0	100	0	0	0	0	17	0	0	0
	GATWICK	CITY AIRLINE	S	D	2	0	2	100	0	0	0	0	0	0	0	0	0
<b>TOTAL LINKOPING</b>					<b>4</b>	<b>0</b>	<b>4</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>58</b>	<b>22</b>	<b>22</b>
LISBON	GATWICK	AIR PORTUGAL	S	A	64	0	1	81	17	2	0	0	0	7	72	11	54
	GATWICK	AIR PORTUGAL	S	D	64	0	1	91	6	3	0	0	0	5	73	13	51

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
LISBON																		
	HEATHROW	AIR PORTUGAL	S	A	71	1	0	49	30	15	6	0	0	22	31	35	71	
	HEATHROW	AIR PORTUGAL	S	D	71	1	0	59	15	14	11	0	0	24	44	26	71	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	111	0	0	66	18	16	0	0	0	13	40	31	111	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	111	0	0	68	28	4	0	0	0	12	69	15	112	
	MANCHESTER	PORTUGALIA	S	A	28	0	0	82	4	14	0	0	0	10	79	9	28	
	MANCHESTER	PORTUGALIA	S	D	28	0	0	89	11	0	0	0	0	4	93	22	28	
<b>TOTAL LISBON</b>					<b>548</b>	<b>2</b>	<b>2</b>	<b>70</b>	<b>19</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>59</b>	<b>21</b>	<b>21</b>	
LIVERPOOL																		
LJUBLJANA																		
	GATWICK	ADRIA AIRWAYS	S	A	24	0	0	75	13	4	4	4	0	21	0	0	0	
	GATWICK	ADRIA AIRWAYS	S	D	24	0	0	75	17	0	4	4	0	19	0	0	0	
<b>TOTAL LJUBLJANA</b>					<b>50</b>	<b>2</b>	<b>0</b>	<b>74</b>	<b>16</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>20</b>	<b>62</b>	<b>24</b>	<b>24</b>	
LONDON CITY																		
	EDINBURGH	SCOT AIRWAYS	S	A	256	0	28	70	18	8	4	0	0	15	66	15	271	
	EDINBURGH	SCOT AIRWAYS	S	D	245	0	19	80	8	7	4	1	0	12	86	7	270	
	MANCHESTER	VLM (BELGIUM)	S	A	105	0	3	94	2	2	2	0	0	3	0	0	0	
	MANCHESTER	VLM (BELGIUM)	S	D	106	0	2	96	1	2	1	0	0	2	0	0	0	
<b>TOTAL LONDON CITY</b>					<b>712</b>	<b>1</b>	<b>52</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>11</b>	<b>11</b>	
LOS ANGELES INTERNATIONAL																		
	HEATHROW	AMERICAN AIRLINES	S	A	28	0	0	93	4	4	0	0	0	4	89	24	28	
	HEATHROW	AMERICAN AIRLINES	S	D	28	0	0	79	14	7	0	0	0	10	54	16	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	0	84	7	5	2	2	0	11	84	30	56	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	0	43	23	25	9	0	0	28	50	23	56	
	HEATHROW	UNITED AIRLINES	S	A	28	0	0	79	14	4	4	0	0	9	82	14	28	
	HEATHROW	UNITED AIRLINES	S	D	28	0	0	86	7	0	7	0	0	8	61	24	28	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	55	0	0	80	7	5	7	0	0	12	85	11	55	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	55	0	0	64	18	7	11	0	0	23	63	19	56	
<b>TOTAL LOS ANGELES INTERNATIONAL</b>					<b>334</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>20</b>	<b>20</b>	
LUANDA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	3	0	0	100	0	0	0	0	0	0	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	4	0	0	50	25	25	0	0	0	23	0	0	0	
<b>TOTAL LUANDA</b>					<b>7</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002			
					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
LUBECK	STANSTED	RYANAIR	S	A	54	0	2	87	6	4	0	4	0	14	47	32	47
	STANSTED	RYANAIR	S	D	56	0	0	84	11	4	0	2	0	12	60	27	48
<b>TOTAL LUBECK</b>					<b>110</b>	<b>1</b>	<b>2</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>54</b>	<b>29</b>	<b>29</b>
LUSAKA	HEATHROW	BRITISH AIRWAYS PLC	S	A	8	0	0	50	13	13	25	0	0	44	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	8	0	0	50	0	25	25	0	0	48	0	0	0
<b>TOTAL LUSAKA</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>6</b>	<b>19</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>83</b>	<b>66</b>	<b>66</b>
LUTON	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	173	1	3	69	9	5	16	1	0	24	65	18	171
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	173	0	3	64	10	9	14	3	1	31	48	26	171
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	168	0	0	73	10	8	9	1	0	18	58	18	168
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	168	0	0	71	11	10	7	1	0	18	57	19	168
	MANCHESTER	FLIGHTLINE LTD	C	A	2	0	0	0	100	0	0	0	0	21	0	0	0
	MANCHESTER	FLIGHTLINE LTD	C	D	2	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL LUTON</b>					<b>688</b>	<b>5</b>	<b>6</b>	<b>69</b>	<b>10</b>	<b>8</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>57</b>	<b>20</b>	<b>20</b>
LUXEMBOURG	GATWICK	CITY FLYER EXPRESS	S	A	42	0	0	79	19	2	0	0	0	8	67	14	67
	GATWICK	CITY FLYER EXPRESS	S	D	42	0	0	76	17	7	0	0	0	9	66	20	67
	HEATHROW	LUXAIR	S	A	56	0	0	61	36	4	0	0	0	13	38	22	56
	HEATHROW	LUXAIR	S	D	56	0	0	84	11	5	0	0	0	6	75	11	56
	MANCHESTER	LUXAIR	S	A	28	0	0	96	4	0	0	0	0	4	79	8	28
	MANCHESTER	LUXAIR	S	D	28	0	0	96	4	0	0	0	0	1	93	3	28
	STANSTED	LUXAIR	S	A	68	0	1	99	1	0	0	0	0	1	93	3	43
	STANSTED	LUXAIR	S	D	68	0	1	94	4	1	0	0	0	3	91	4	43
	LONDON CITY	VLM (BELGIUM)	S	A	67	0	1	85	15	0	0	0	0	6	35	23	68
	LONDON CITY	VLM (BELGIUM)	S	D	67	0	1	82	16	1	0	0	0	6	57	19	68
<b>TOTAL LUXEMBOURG</b>					<b>522</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>65</b>	<b>14</b>	<b>14</b>
LUXOR	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	15	75	8	4
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	11	100	3	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	1	100	0	4
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	100	0	4

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002					
					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	
LUXOR																			
	HEATHROW	EGYPT AIR		S A	3	0	0	0	0	0	67	0	33	200	0	173	4		
	HEATHROW	EGYPT AIR		S D	3	0	0	0	0	0	67	0	33	194	0	179	4		
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	3	1	0	33	67	0	0	0	13	25	26	4			
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	25	50	25	0	0	20	75	11	4			
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	3	1	0	100	0	0	0	0	2	100	5	4			
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	100	0	4			
	GATWICK	MONARCH AIRLINES		C A	4	0	0	50	25	0	25	0	38	50	23	4			
	GATWICK	MONARCH AIRLINES		C D	4	0	0	75	0	0	25	0	29	50	16	4			
<b>TOTAL LUXOR</b>					<b>44</b>	<b>4</b>	<b>0</b>	<b>61</b>	<b>14</b>	<b>7</b>	<b>14</b>	<b>0</b>	<b>5</b>	<b>38</b>	<b>67</b>	<b>33</b>	<b>33</b>		
LYON																			
	GATWICK	ASTRAEUS LTD		C A	7	1	0	86	0	0	14	0	14	0	0	0			
	GATWICK	ASTRAEUS LTD		C D	8	0	0	75	13	0	13	0	15	0	0	0			
	MANCHESTER	ASTRAEUS LTD		C A	8	0	0	25	0	25	50	0	63	0	0	0			
	MANCHESTER	ASTRAEUS LTD		C D	8	0	0	38	13	0	50	0	51	0	0	0			
	GATWICK	BRITANNIA AIRWAYS		C A	13	0	0	77	0	15	0	8	25	88	6	8			
	GATWICK	BRITANNIA AIRWAYS		C D	13	0	0	92	8	0	0	0	8	100	6	8			
	GLASGOW	BRITANNIA AIRWAYS		C A	4	0	0	50	25	25	0	0	22	67	9	3			
	GLASGOW	BRITANNIA AIRWAYS		C D	4	0	0	100	0	0	0	0	5	50	32	4			
	MANCHESTER	BRITANNIA AIRWAYS		C A	4	1	0	50	0	50	0	0	21	60	22	5			
	MANCHESTER	BRITANNIA AIRWAYS		C D	5	0	0	100	0	0	0	0	3	60	13	5			
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	32	0	0	78	6	13	3	0	12	0	0	0			
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S D	32	0	0	69	9	13	9	0	16	0	0	0			
	HEATHROW	BRITISH AIRWAYS PLC		S A	88	0	0	67	23	8	2	0	13	43	27	90			
	HEATHROW	BRITISH AIRWAYS PLC		S D	88	0	0	78	16	3	2	0	10	77	14	90			
	MANCHESTER	BRITISH AIRWAYS PLC		C A	4	0	0	0	50	0	50	0	58	56	15	16			
	MANCHESTER	BRITISH AIRWAYS PLC		C D	4	0	0	50	0	0	50	0	45	69	13	16			
	BIRMINGHAM	DUO AIRWAYS LTD		S A	49	4	0	73	8	8	8	2	19	60	20	48			
	BIRMINGHAM	DUO AIRWAYS LTD		S D	50	4	0	72	10	10	6	2	18	66	17	47			
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	67	0	0	61	10	13	10	4	32	0	0	0			
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	67	0	0	24	31	24	16	4	45	0	0	0			
	BIRMINGHAM	EUROPEAN AIR CHARTER		C A	2	0	0	0	50	0	50	0	97	0	0	0			
	BIRMINGHAM	EUROPEAN AIR CHARTER		C D	2	0	0	50	0	0	50	0	80	0	0	0			

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2002				
					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)											
LYON	STANSTED	EUROPEAN AIR CHARTER	C	A	3	0	0	0	33	0	33	33	0	147	50	16	4
	STANSTED	EUROPEAN AIR CHARTER	C	D	4	0	0	25	25	25	0	25	0	88	100	4	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	8	1	0	63	0	0	38	0	0	31	47	19	15
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	78	11	0	11	0	0	13	64	18	14
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	25	0	25	25	25	0	91	50	18	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	5	100	0	4
	NEWCASTLE	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	25	50	25	0	0	0	18	50	19	4
	NEWCASTLE	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	25	25	25	0	25	0	89	75	16	4
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	C	A	2	0	0	50	50	0	0	0	0	17	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	C	D	2	0	0	50	50	0	0	0	0	18	0	0	0
	EDINBURGH	FLYBE.BRITISH EUROPEAN	C	A	4	0	0	25	50	0	0	25	0	72	0	0	0
	EDINBURGH	FLYBE.BRITISH EUROPEAN	C	D	4	0	0	25	25	25	0	25	0	82	0	0	0
	HEATHROW	FLYBE.BRITISH EUROPEAN	S	A	78	0	0	87	6	5	1	0	0	7	80	9	76
	HEATHROW	FLYBE.BRITISH EUROPEAN	S	D	78	0	0	91	5	4	0	0	0	5	72	11	76
	MANCHESTER	FLYBE.BRITISH EUROPEAN	C	A	8	0	0	38	13	13	25	13	0	70	0	0	0
	MANCHESTER	FLYBE.BRITISH EUROPEAN	C	D	8	0	0	25	38	0	25	13	0	65	0	0	0
	STANSTED	FLYBE.BRITISH EUROPEAN	C	A	4	0	0	50	0	0	50	0	0	52	0	0	0
	STANSTED	FLYBE.BRITISH EUROPEAN	C	D	4	0	0	25	0	25	50	0	0	72	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	44	33	11	0	11	0	36	63	43	8
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	56	11	11	11	11	0	45	25	65	8
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	50	25	25	0	104	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	25	25	0	0	57	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	1	25	24	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	25	30	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	16	0	0	69	0	19	13	0	0	23	75	10	16
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	16	0	0	63	13	13	13	0	0	21	81	11	16
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	14	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	50	11	4
<b>TOTAL LYON</b>					<b>866</b>	<b>11</b>	<b>2</b>	<b>67</b>	<b>13</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>68</b>	<b>16</b>	<b>16</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002				
					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)												
MAASTRICHT																		
	STANSTED	HOLLANDEXEL	S	A	65	0	0	78	17	3	2	0	0	8	37	23	68	
	STANSTED	HOLLANDEXEL	S	D	64	0	0	67	27	3	3	0	0	12	46	20	68	
<b>TOTAL MAASTRICHT</b>					<b>129</b>	<b>3</b>	<b>0</b>	<b>73</b>	<b>22</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>41</b>	<b>22</b>	<b>22</b>	
MADRAS/CHENNAI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	8	0	0	88	0	0	13	0	0	11	100	0	8	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	8	0	0	38	13	25	25	0	0	39	50	23	8	
<b>TOTAL MADRAS/CHENNAI</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>6</b>	<b>13</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>75</b>	<b>11</b>	<b>11</b>	
MADRID																		
	GATWICK	AEROLINEAS ARGENTINAS	S	A	10	0	1	70	10	20	0	0	0	14	0	0	0	
	GATWICK	AEROLINEAS ARGENTINAS	S	D	11	0	1	82	0	0	9	9	0	35	0	0	0	
	GATWICK	AIR EUROPA	S	A	52	0	0	87	10	4	0	0	0	5	64	14	28	
	GATWICK	AIR EUROPA	S	D	52	0	0	94	2	4	0	0	0	5	86	9	28	
	HEATHROW	BMI BRITISH MIDLAND	S	A	56	0	0	89	5	5	0	0	0	5	56	21	80	
	HEATHROW	BMI BRITISH MIDLAND	S	D	56	0	0	88	13	0	0	0	0	6	80	12	80	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	14	0	0	64	7	21	7	0	0	18	0	0	0	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	11	0	0	55	18	9	18	0	0	36	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	20	0	0	10	5	55	20	10	0	66	95	3	20	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	20	0	0	40	20	25	10	5	0	38	90	5	20	
	GATWICK	BRITISH AIRWAYS PLC	S	A	102	0	0	82	8	8	2	0	0	8	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	103	0	0	75	12	8	6	0	0	13	0	0	0	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	9	0	0	67	11	0	22	0	0	37	92	13	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	139	0	0	63	19	12	5	0	0	17	45	26	139	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	139	0	0	68	18	9	4	0	0	14	66	14	138	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	47	0	1	40	21	17	21	0	0	39	55	18	40	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	48	0	0	81	0	4	15	0	0	20	88	8	40	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	28	0	0	50	14	14	21	0	0	33	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	28	0	0	79	4	7	11	0	0	22	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	54	1	2	72	9	9	9	0	0	18	82	8	56	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	55	0	1	64	13	5	18	0	0	27	77	10	56	
	HEATHROW	IBERIA	S	A	166	0	0	59	18	20	3	0	0	17	47	23	167	
	HEATHROW	IBERIA	S	D	166	0	0	74	12	9	5	0	0	13	63	19	167	
<b>TOTAL MADRID</b>					<b>1387</b>	<b>1</b>	<b>6</b>	<b>70</b>	<b>13</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>66</b>	<b>16</b>	<b>16</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002				
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Plan (8)												
MAHON																		
	GATWICK	ASTRAEUS LTD	C	A	4	0	0	50	50	0	0	0	0	12	0	0	0	0
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	25	25	50	0	0	0	22	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	25	25	50	0	0	0	24	0	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	C	A	3	0	0	100	0	0	0	0	0	0	100	3	8	8
	GATWICK	BRITISH AIRWAYS PLC	C	D	3	0	0	100	0	0	0	0	0	14	63	12	8	8
	LUTON	MONARCH AIRLINES	S	A	7	0	0	86	0	14	0	0	0	7	50	13	4	4
	LUTON	MONARCH AIRLINES	S	D	7	0	0	71	29	0	0	0	0	8	50	16	4	4
<b>TOTAL MAHON</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>10</b>	<b>10</b>	<b>10</b>
MALAGA																		
	MANCHESTER	AIR CORDIAL LTD	C	A	2	0	0	100	0	0	0	0	0	5	0	189	3	3
	MANCHESTER	AIR CORDIAL LTD	C	D	2	0	0	50	0	50	0	0	0	23	0	176	3	3
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	7	0	0	86	0	14	0	0	0	7	13	35	8	8
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	7	0	0	86	0	14	0	0	0	6	63	13	8	8
	GATWICK	BRITANNIA AIRWAYS	C	A	10	0	0	60	20	20	0	0	0	14	50	24	8	8
	GATWICK	BRITANNIA AIRWAYS	C	D	10	0	0	80	0	20	0	0	0	11	75	14	8	8
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	0	100	0	0	0	0	19	38	20	8	8
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	100	3	8	8
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	3	100	4	1	1
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	1	100	2	2	2
	MANCHESTER	BRITANNIA AIRWAYS	C	A	12	0	0	58	33	8	0	0	0	12	58	13	12	12
	MANCHESTER	BRITANNIA AIRWAYS	C	D	12	0	0	92	0	8	0	0	0	5	92	2	12	12
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	5	50	16	4	4
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	80	7	5	5
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	0	25	25	0	71	75	18	4	4
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	0	25	25	0	79	100	4	4	4
	GATWICK	BRITISH AIRWAYS PLC	C	A	2	0	0	50	0	50	0	0	0	19	100	4	2	2
	GATWICK	BRITISH AIRWAYS PLC	C	D	2	0	0	100	0	0	0	0	0	10	100	5	2	2
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	56	0	0	54	16	14	16	0	0	25	93	3	14	14
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	56	0	0	64	5	13	18	0	0	26	40	23	15	15
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	55	0	1	64	22	11	2	2	0	18	79	11	56	56
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	56	0	0	61	23	7	9	0	0	20	64	18	56	56
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	83	0	0	67	14	5	8	5	0	28	0	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2002				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
MALAGA	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	83	0	0	45	29	13	8	5	0	36	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	2	80	10	5
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	80	4	5
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	67	0	33	0	0	0	14	100	0	3
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	67	33	0	0	0	0	9	67	8	3
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	14	0	0	57	36	0	7	0	0	18	50	13	6
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	14	0	0	71	21	0	7	0	0	13	100	7	6
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	6	100	0	1
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	9	100	0	1
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	16	0	0	38	25	19	19	0	0	28	40	15	5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	15	0	0	80	13	7	0	0	0	9	83	6	6
	GATWICK	FUTURA AIRLINES	C	A	9	0	0	67	33	0	0	0	0	8	0	0	0
	GATWICK	FUTURA AIRLINES	C	D	9	0	0	56	11	11	22	0	0	36	0	0	0
	MANCHESTER	FUTURA AIRLINES	C	A	3	0	0	33	33	33	0	0	0	27	0	0	0
	MANCHESTER	FUTURA AIRLINES	C	D	3	0	0	67	33	0	0	0	0	7	0	0	0
	GATWICK	GB AIRWAYS LTD	S	A	44	1	1	77	14	9	0	0	0	9	46	38	28
	GATWICK	GB AIRWAYS LTD	S	D	45	0	1	60	22	13	4	0	0	16	61	22	28
	HEATHROW	GB AIRWAYS LTD	S	A	56	0	0	64	16	16	4	0	0	15	52	16	29
	HEATHROW	GB AIRWAYS LTD	S	D	56	0	0	86	5	7	2	0	0	9	25	46	28
	HEATHROW	IBERIA	S	A	28	0	0	57	29	11	4	0	0	17	21	36	28
	HEATHROW	IBERIA	S	D	28	0	0	82	11	4	4	0	0	10	21	36	28
	MANCHESTER	ISLANDSFLUG	C	A	3	0	0	0	33	33	33	0	0	57	0	0	0
	MANCHESTER	ISLANDSFLUG	C	D	3	0	0	0	0	67	33	0	0	55	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	A	2	0	0	100	0	0	0	0	0	7	50	25	2
	BIRMINGHAM	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	1	100	4	2
	GATWICK	MONARCH AIRLINES	C	A	12	0	0	33	8	50	8	0	0	30	50	25	18
	GATWICK	MONARCH AIRLINES	C	D	13	0	0	85	15	0	0	0	0	7	70	13	20
	LUTON	MONARCH AIRLINES	S	A	32	0	0	59	28	13	0	0	0	15	47	17	32
	LUTON	MONARCH AIRLINES	S	D	32	0	0	88	9	0	3	0	0	8	94	5	32
	MANCHESTER	MONARCH AIRLINES	C	A	8	0	0	50	38	13	0	0	0	19	46	21	13
	MANCHESTER	MONARCH AIRLINES	S	A	28	0	0	57	21	11	11	0	0	22	46	19	28
	MANCHESTER	MONARCH AIRLINES	S	D	28	0	0	82	7	11	0	0	0	7	93	2	28
	MANCHESTER	MONARCH AIRLINES	C	D	8	0	0	75	13	13	0	0	0	7	93	5	14



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2002				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
MALAGA	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	3	0	0	33	33	33	0	0	0	21	0	37	3
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	28	0	0	71	18	7	4	0	0	15	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	0	67	16	3	3
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	28	0	0	75	18	4	4	0	0	13	0	0	0
	EDINBURGH	MY TRAVEL AIRWAYS UK	C	A	3	0	0	67	33	0	0	0	6	33	27	3	3
	EDINBURGH	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	33	0	0	0	9	33	16	3	3
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	6	0	0	83	0	17	0	0	8	36	30	11	11
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	6	0	0	83	17	0	0	0	4	73	13	11	11
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	3	0	0	67	0	33	0	0	15	0	35	3	3
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	5	67	20	3	3
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	11	1	0	36	18	18	18	9	0	59	7	47	14
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	11	1	0	45	18	9	18	9	0	48	43	18	14
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	3	0	0	67	33	0	0	0	10	100	4	3	3
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	0	33	0	0	11	67	12	3	3
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	3	0	0	0	0	67	33	0	54	67	10	3	3
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	3	0	0	33	33	0	33	0	38	50	17	2	2
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	67	11	22	0	0	12	50	18	8	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	10	0	0	80	20	0	0	0	11	56	11	9	9
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	75	12	4	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	3	50	12	4	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	10	0	0	80	20	0	0	0	6	64	21	11	11
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	10	0	0	100	0	0	0	0	2	77	13	13	13
<b>TOTAL MALAGA</b>					<b>1187</b>	<b>6</b>	<b>5</b>	<b>66</b>	<b>17</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>60</b>	<b>20</b>	<b>20</b>
MALE INTERNATIONAL	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	25	25	25	25	0	0	66	25	42	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	8	50	17	4	4
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	25	25	25	0	0	35	0	43	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	0	0	25	0	0	24	75	10	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	25	0	0	17	0	89	4	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	7	50	15	4	4
<b>TOTAL MALE INTERNATIONAL</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>38</b>	<b>38</b>	<b>38</b>
MALMO	STANSTED	RYANAIR	S	A	52	0	0	69	13	10	6	0	2	23	59	20	51

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
MALMO	STANSTED	RYANAIR		S D	52	0	0	75	13	6	4	0	2	21	31	28	51
<b>TOTAL MALMO</b>					<b>104</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>22</b>	<b>45</b>	<b>24</b>	<b>24</b>
MALTA	BIRMINGHAM	AIR MALTA		S A	8	0	0	100	0	0	0	0	0	0	100	0	8
	BIRMINGHAM	AIR MALTA		S D	8	0	0	63	25	13	0	0	0	9	100	2	8
	GATWICK	AIR MALTA		S A	29	0	0	97	0	3	0	0	0	2	90	5	30
	GATWICK	AIR MALTA		S D	29	0	0	90	10	0	0	0	0	5	83	14	30
	GLASGOW	AIR MALTA		C A	3	0	0	100	0	0	0	0	0	0	0	0	0
	GLASGOW	AIR MALTA		S A	4	0	0	75	0	0	25	0	0	23	100	4	6
	GLASGOW	AIR MALTA		S D	4	0	0	50	25	0	25	0	0	35	50	16	6
	GLASGOW	AIR MALTA		C D	3	0	0	100	0	0	0	0	0	0	0	0	0
	HEATHROW	AIR MALTA		S A	56	0	0	84	5	7	4	0	0	9	79	10	56
	HEATHROW	AIR MALTA		S D	56	0	0	55	27	13	5	0	0	19	54	20	56
	MANCHESTER	AIR MALTA		S A	26	0	0	100	0	0	0	0	0	1	88	3	16
	MANCHESTER	AIR MALTA		C A	3	0	0	100	0	0	0	0	0	0	75	29	4
	MANCHESTER	AIR MALTA		C D	3	0	0	100	0	0	0	0	0	3	83	19	6
	MANCHESTER	AIR MALTA		S D	26	0	0	92	8	0	0	0	0	3	69	12	16
	STANSTED	AIR MALTA		S A	8	0	0	88	0	13	0	0	0	13	100	4	4
	STANSTED	AIR MALTA		S D	8	0	0	38	25	25	13	0	0	28	25	26	4
	BIRMINGHAM	BRITANNIA AIRWAYS		C A	4	0	0	75	0	0	25	0	0	23	50	21	4
	BIRMINGHAM	BRITANNIA AIRWAYS		C D	4	0	0	75	0	25	0	0	0	17	75	7	4
	GATWICK	BRITANNIA AIRWAYS		C A	6	0	0	83	0	17	0	0	0	11	50	13	4
	GATWICK	BRITANNIA AIRWAYS		C D	6	0	0	100	0	0	0	0	0	1	75	6	4
	MANCHESTER	BRITANNIA AIRWAYS		C A	7	0	0	71	14	14	0	0	0	9	75	4	4
	MANCHESTER	BRITANNIA AIRWAYS		C D	8	0	0	100	0	0	0	0	0	3	100	4	4
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	75	25	0	0	0	0	11	75	10	4
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	2	75	10	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	2	0	0	0	0	100	0	0	0	42	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	2	0	0	0	50	50	0	0	0	27	0	0	0
	GATWICK	GB AIRWAYS LTD		S A	27	0	1	63	15	4	7	11	0	41	88	6	24
	GATWICK	GB AIRWAYS LTD		S D	28	0	0	61	7	14	7	11	0	48	75	15	24
	GATWICK	MONARCH AIRLINES		C A	8	0	0	38	38	25	0	0	0	20	0	0	0
	GATWICK	MONARCH AIRLINES		C D	8	0	0	100	0	0	0	0	0	1	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002				
					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																		
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	50	0	50	0	0	0	24	0	0	0	
	MANCHESTER	MONARCH AIRLINES	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	100	0	0	0	0	0	7	100	5	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	3	100	4	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	3	0	0	100	0	0	0	0	0	3	0	0	0	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	0	33	0	0	0	15	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	75	0	0	0	0	17	75	19	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	4	75	14	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	43	2	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	0	0	76	2	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	100	5	2		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	100	0	2		
<b>TOTAL MALTA</b>					<b>430</b>	<b>0</b>	<b>3</b>	<b>78</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>76</b>	<b>12</b>	<b>12</b>	
MANCHESTER																		
	GATWICK	ASTRAEUS LTD	C	A	4	0	0	25	0	75	0	0	0	33	0	0	0	
	GATWICK	ASTRAEUS LTD	C	D	3	0	0	100	0	0	0	0	0	0	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	A	216	0	1	82	12	5	0	0	0	7	83	12	163	
	HEATHROW	BMI BRITISH MIDLAND	S	D	217	0	0	86	9	4	1	0	0	7	89	9	163	
	EDINBURGH	BMI REGIONAL	S	A	115	1	0	91	4	2	3	0	0	6	88	7	108	
	EDINBURGH	BMI REGIONAL	S	D	115	0	0	89	3	3	4	0	0	8	85	7	107	
	GLASGOW	BMI REGIONAL	S	A	103	0	0	86	5	8	1	0	0	6	90	6	83	
	GLASGOW	BMI REGIONAL	S	D	101	0	0	85	7	7	1	0	0	7	93	3	81	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	66	2	0	89	5	5	2	0	0	6	48	26	48	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	118	1	0	80	8	4	7	1	0	15	84	14	49	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	76	0	0	71	11	9	9	0	0	16	77	14	44	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	50	2	0	70	12	6	10	2	0	19	84	9	37	
	STANSTED	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	51	0	0	75	16	4	4	2	0	18	0	0	0	
	STANSTED	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	51	0	0	67	25	4	4	0	0	17	0	0	0	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	53	0	2	74	6	11	9	0	0	17	69	14	84	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2002					
					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
MANCHESTER																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	179	1	0	82	10	3	5	0	0	11	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	178	0	1	81	11	3	5	0	0	12	0	0	0	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	10	0	1	50	0	0	50	0	0	53	47	21	64	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	30	0	5	77	3	3	17	0	0	19	65	14	55	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	274	0	0	74	17	7	3	0	0	12	66	18	285	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	275	0	0	78	15	5	1	0	0	10	80	10	286	
	LUTON	FLIGHTLINE LTD	C	A	2	0	0	100	0	0	0	0	0	7	0	0	0	
	LUTON	FLIGHTLINE LTD	C	D	2	0	0	0	50	50	0	0	0	27	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	2	2	0	100	0	0	0	0	0	0	50	30	8	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	1	0	75	25	0	0	0	0	9	100	0	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	3	4	0	100	0	0	0	0	0	0	25	72	4	
	LONDON CITY	VLM (BELGIUM)	S	A	107	0	1	90	6	1	4	0	0	7	0	0	0	
	LONDON CITY	VLM (BELGIUM)	S	D	107	0	1	92	3	3	3	0	0	6	0	0	0	
<b>TOTAL MANCHESTER</b>					<b>2517</b>	<b>70</b>	<b>14</b>	<b>81</b>	<b>10</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>11</b>	<b>11</b>	
MANILA																		
MARRAKESH																		
	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	GB AIRWAYS LTD	S	A	12	0	0	42	42	0	17	0	0	25	100	4	4	
	GATWICK	GB AIRWAYS LTD	S	D	8	0	0	88	13	0	0	0	0	9	0	0	0	
	HEATHROW	GB AIRWAYS LTD	S	A	28	0	0	57	25	14	4	0	0	15	52	22	23	
	HEATHROW	GB AIRWAYS LTD	S	D	28	0	0	36	43	14	7	0	0	22	33	40	24	
	GATWICK	ROYAL AIR MAROC	S	A	11	0	0	45	0	27	27	0	0	36	0	0	0	
	GATWICK	ROYAL AIR MAROC	S	D	12	0	0	58	17	8	17	0	0	31	0	0	0	
<b>TOTAL MARRAKESH</b>					<b>107</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>25</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>45</b>	<b>28</b>	<b>28</b>	
MARSEILLE																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	80	0	0	84	9	3	3	0	0	12	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	80	0	0	76	14	1	8	1	0	17	0	0	0	
	STANSTED	KLM UK LTD	S	A	25	0	0	68	16	0	16	0	0	23	86	7	28	
	STANSTED	KLM UK LTD	S	D	25	0	0	72	12	0	12	4	0	25	75	11	28	
<b>TOTAL MARSEILLE</b>					<b>210</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>1</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>82</b>	<b>9</b>	<b>9</b>	
MAURITIUS																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m 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																		
	HEATHROW	AIR MAURITIUS LTD	S	A	16	0	0	6	19	44	25	0	6	99	25	47	12	
	HEATHROW	AIR MAURITIUS LTD	S	D	16	0	0	19	19	38	19	0	6	62	25	49	12	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	11	1	1	36	27	18	0	9	9	106	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	12	0	0	33	17	42	8	0	0	35	0	0	0	
<b>TOTAL MAURITIUS</b>					<b>55</b>	<b>1</b>	<b>1</b>	<b>22</b>	<b>20</b>	<b>36</b>	<b>15</b>	<b>2</b>	<b>5</b>	<b>76</b>	<b>50</b>	<b>29</b>	<b>29</b>	
MELBOURNE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	20	0	0	80	15	5	0	0	0	10	55	26	20	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	20	0	0	45	25	10	5	15	0	47	55	20	20	
	HEATHROW	QANTAS	S	A	26	1	0	62	12	12	15	0	0	29	36	34	28	
	HEATHROW	QANTAS	S	D	39	0	0	31	46	21	0	3	0	29	31	122	13	
<b>TOTAL MELBOURNE</b>					<b>105</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>28</b>	<b>13</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>29</b>	<b>44</b>	<b>43</b>	<b>43</b>	
MEXICO CITY																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	12	0	0	50	33	8	8	0	0	17	58	17	12	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	12	0	0	42	25	25	8	0	0	24	50	27	12	
<b>TOTAL MEXICO CITY</b>					<b>24</b>	<b>1</b>	<b>1</b>	<b>46</b>	<b>29</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>54</b>	<b>22</b>	<b>22</b>	
MIAMI INTERNATIONAL																		
	HEATHROW	AMERICAN AIRLINES	S	A	56	0	0	91	5	0	4	0	0	5	79	8	28	
	HEATHROW	AMERICAN AIRLINES	S	D	56	0	0	86	9	4	2	0	0	8	71	11	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	0	95	4	2	0	0	0	3	95	4	56	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	0	48	32	16	4	0	0	21	61	20	56	
	GATWICK	EUROPEAN AIR CHARTER	C	A	2	0	0	50	0	0	0	0	50	400	0	0	0	
	GATWICK	EUROPEAN AIR CHARTER	C	D	2	0	0	0	100	0	0	0	0	24	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	0	50	0	50	0	0	66	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	0	50	50	0	0	0	29	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	28	0	0	86	11	0	4	0	0	7	96	4	28	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	28	0	0	82	14	0	4	0	0	11	50	17	28	
<b>TOTAL MIAMI INTERNATIONAL</b>					<b>288</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>11</b>	<b>11</b>	
MILAN (Linate)																		
	HEATHROW	ALITALIA	S	A	77	0	0	79	12	8	1	0	0	8	50	20	76	
	HEATHROW	ALITALIA	S	D	79	0	0	77	11	6	5	0	0	10	58	21	72	
	HEATHROW	BMI BRITISH MIDLAND	S	A	79	0	0	92	4	3	1	0	0	4	66	18	79	
	HEATHROW	BMI BRITISH MIDLAND	S	D	79	0	0	82	9	8	1	0	0	9	66	14	79	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
MILAN (LINATE)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	83	0	0	67	17	10	6	0	0	17	32	34	84	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	83	0	0	70	18	8	2	1	0	16	55	29	84	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	28	0	0	61	7	21	7	4	0	31	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	28	0	0	46	18	25	7	4	0	38	0	0	0	
<b>TOTAL MILAN (LINATE)</b>					<b>536</b>	<b>2</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>58</b>	<b>22</b>	<b>22</b>	
MILAN (MALPENSA)																		
	HEATHROW	ALITALIA	S	A	139	0	0	37	27	25	11	0	0	27	23	40	134	
	HEATHROW	ALITALIA	S	D	138	0	0	61	22	13	4	0	0	17	59	21	137	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	84	0	0	64	23	7	6	0	0	15	28	31	82	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	84	0	0	76	15	6	2	0	0	12	61	19	82	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	45	0	3	67	27	7	0	0	0	12	44	30	48	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	46	0	2	87	11	2	0	0	0	5	60	20	48	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	67	0	0	75	9	12	4	0	0	14	54	24	71	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	71	0	0	77	7	7	8	0	0	15	69	19	72	
	STANSTED	EUROPEAN AIR CHARTER	C	A	4	0	0	0	0	25	50	25	0	127	0	0	0	
	STANSTED	EUROPEAN AIR CHARTER	C	D	4	0	0	25	75	0	0	0	0	19	0	0	0	
	MANCHESTER	VOLARE AIRLINES	C	A	2	0	0	100	0	0	0	0	0	7	0	0	0	
	MANCHESTER	VOLARE AIRLINES	C	D	2	0	0	0	0	100	0	0	0	37	0	0	0	
<b>TOTAL MILAN (MALPENSA)</b>					<b>689</b>	<b>1</b>	<b>5</b>	<b>63</b>	<b>19</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>47</b>	<b>28</b>	<b>28</b>	
MINNEAPOLIS-ST PAUL																		
	GATWICK	NORTHWEST AIRLINES	S	A	21	0	0	71	10	5	10	5	0	29	100	0	20	
	GATWICK	NORTHWEST AIRLINES	S	D	22	0	0	86	5	0	9	0	0	12	65	15	20	
<b>TOTAL MINNEAPOLIS-ST PAUL</b>					<b>43</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>7</b>	<b>2</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>83</b>	<b>7</b>	<b>7</b>	
MINSK																		
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	A	4	0	0	100	0	0	0	0	0	3	25	31	8	
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	D	4	0	0	100	0	0	0	0	0	1	75	18	8	
<b>TOTAL MINSK</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>50</b>	<b>25</b>	<b>25</b>	
MOENCHENGLADBACH																		
	LONDON CITY	VLM (BELGIUM)	S	A	43	0	3	98	2	0	0	0	0	2	49	21	76	
	LONDON CITY	VLM (BELGIUM)	S	D	43	0	3	95	2	2	0	0	0	4	46	22	76	
<b>TOTAL MOENCHENGLADBACH</b>					<b>86</b>	<b>0</b>	<b>6</b>	<b>97</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>47</b>	<b>21</b>	<b>21</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records			
																	MATCHED	UNMATCHED	
MOMBASA																			
	GATWICK	AFRICAN SAFARI AIRWAYS-ASA	C	A	4	0	0	50	25	25	0	0	0	22	75	18	4		
	GATWICK	AFRICAN SAFARI AIRWAYS-ASA	C	D	4	0	0	100	0	0	0	0	0	3	100	5	4		
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	9	0	0	0		
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0		
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	0	25	25	0	0	39	33	27	3		
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	25	25	25	0	0	25	344	75	32	4		
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	0	75	6	4		
<b>TOTAL MOMBASA</b>					<b>29</b>	<b>3</b>	<b>0</b>	<b>72</b>	<b>7</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>58</b>	<b>76</b>	<b>15</b>	<b>15</b>		
MONASTIR																			
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	75	9	4		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	75	6	4		
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	50	30	4		
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	5	100	5	4		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	6	100	3	4		
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	100	1	4		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	50	0	0	0	0	16	75	21	4		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	13	100	4	4		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	25	50	0	25	0	0	49	100	4	4		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	35	75	4	4		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	3	0	0	100	0	0	0	0	0	2	67	15	3		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	33	0	0	0	0	11	67	12	3		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	7	38	46	8		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	6	0	0	67	33	0	0	0	0	10	75	37	8		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	1	0	60	20	0	0	0	20	100	0	56	4		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	20	20	0	0	20	109	50	47	4		
	GLASGOW	NOUVELAIR TUNISIE	C	A	2	0	0	50	0	50	0	0	0	27	0	93	1		
	GLASGOW	NOUVELAIR TUNISIE	C	D	3	0	0	67	0	33	0	0	0	14	0	89	1		
	NEWCASTLE	NOUVELAIR TUNISIE	C	D	2	0	0	0	100	0	0	0	0	22	33	43	3		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	10	25	27	4		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	11	75	26	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	8	50	9	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	6	100	3	3		
<b>TOTAL MONASTIR</b>					<b>91</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>22</b>	<b>63</b>	<b>24</b>	<b>24</b>		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2002					
					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		
MONTEGO BAY																		
	HEATHROW	AIR JAMAICA	S	A	12	0	0	50	8	25	17	0	0	34	0	0	0	
	HEATHROW	AIR JAMAICA	S	D	12	0	0	25	17	33	25	0	0	37	0	0	0	
	MANCHESTER	AIR JAMAICA	S	A	4	0	0	50	25	25	0	0	0	15	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	0	16	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	20	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	6	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	10	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	50	13	25	13	0	0	24	50	39	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	63	25	13	0	0	0	17	50	42	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	38	38	0	0	0	25	280	38	342	8	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	75	13	0	0	0	13	74	63	80	8	
<b>TOTAL MONTEGO BAY</b>					<b>76</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>17</b>	<b>18</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>56</b>	<b>45</b>	<b>79</b>	<b>79</b>	
MONTPELLIER																		
	GATWICK	GB AIRWAYS LTD	S	A	17	0	0	47	18	12	12	12	0	54	88	16	16	
	GATWICK	GB AIRWAYS LTD	S	D	18	0	0	61	6	11	11	11	0	48	63	30	16	
	STANSTED	RYANAIR	S	A	28	1	0	89	4	7	0	0	0	6	0	0	0	
	STANSTED	RYANAIR	S	D	28	0	0	71	18	11	0	0	0	13	0	0	0	
<b>TOTAL MONTPELLIER</b>					<b>91</b>	<b>3</b>	<b>0</b>	<b>70</b>	<b>11</b>	<b>10</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>26</b>	<b>75</b>	<b>23</b>	<b>23</b>	
MONTREAL (DORVAL)																		
	HEATHROW	AIR CANADA	S	A	28	0	0	39	32	11	14	4	0	38	58	67	31	
	HEATHROW	AIR CANADA	S	D	28	0	0	82	18	0	0	0	0	8	62	21	29	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	27	0	1	85	4	4	7	0	0	11	86	30	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	46	21	14	14	0	4	69	61	16	28	
<b>TOTAL MONTREAL (DORVAL)</b>					<b>111</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>19</b>	<b>7</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>32</b>	<b>66</b>	<b>34</b>	<b>34</b>	
MONTREAL (MIRABEL)																		
MOSCOW (DOMODEDOVO)																		
	GATWICK	TRANSAERO AIRLINES	S	A	8	0	3	63	13	13	13	0	0	21	0	0	0	
	GATWICK	TRANSAERO AIRLINES	S	D	8	0	3	63	25	13	0	0	0	12	0	0	0	
<b>TOTAL MOSCOW (DOMODEDOVO)</b>					<b>16</b>	<b>0</b>	<b>6</b>	<b>63</b>	<b>19</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>25</b>	<b>33</b>	<b>33</b>	
MOSCOW (SHEREMETYEVO)																		
	HEATHROW	AEROFLOT	S	A	56	0	0	61	36	0	2	2	0	16	21	37	56	
	HEATHROW	AEROFLOT	S	D	56	1	0	84	11	0	4	2	0	13	43	34	56	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m 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)											
MOSCOW (SHEREMETYEVO)	HEATHROW	BRITISH AIRWAYS PLC	S	A	54	0	1	93	6	0	2	0	0	3	78	13	54
	HEATHROW	BRITISH AIRWAYS PLC	S	D	55	0	0	76	16	5	2	0	0	11	70	15	54
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>					<b>221</b>	<b>2</b>	<b>1</b>	<b>78</b>	<b>17</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>53</b>	<b>25</b>	<b>25</b>
MOSCOW (VNUKOVO)																	
MUMBAI	HEATHROW	AIR INDIA	S	A	44	0	0	50	9	23	14	2	2	44	13	76	40
	HEATHROW	AIR INDIA	S	D	44	0	0	16	39	20	16	9	0	55	8	69	40
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	93	4	0	4	0	0	8	46	21	28
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	54	29	11	7	0	0	21	36	26	28
<b>TOTAL MUMBAI</b>					<b>144</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>21</b>	<b>15</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>36</b>	<b>23</b>	<b>52</b>	<b>52</b>
MUNICH	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	3	1	0	100	0	0	0	0	0	5	0	0	0
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	21	0	0	76	14	5	5	0	0	11	0	0	0
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	76	0	0	62	21	7	9	1	0	22	0	0	0
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	75	0	0	60	16	8	12	4	0	29	0	0	0
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	23	0	0	83	0	13	4	0	0	8	86	7	22
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	16	0	0	56	31	13	0	0	0	15	76	19	21
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	46	0	2	78	0	7	13	2	0	23	52	25	46
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	48	0	0	60	15	13	10	2	0	27	55	22	47
	HEATHROW	BRITISH AIRWAYS PLC	S	A	134	1	0	72	13	8	6	0	0	15	49	23	162
	HEATHROW	BRITISH AIRWAYS PLC	S	D	134	0	0	81	11	4	3	0	0	10	69	14	162
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	79	0	0	52	18	10	19	1	0	35	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	79	0	0	24	28	25	19	4	0	47	0	0	0
	HEATHROW	LUFTHANSA	S	A	166	0	2	81	7	8	3	0	0	10	72	13	166
	HEATHROW	LUFTHANSA	S	D	166	0	1	81	8	5	5	0	0	11	82	9	166
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	106	0	0	76	11	6	7	0	0	12	62	21	100
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	105	0	0	88	4	4	5	0	0	10	60	21	100
	MANCHESTER	LUFTHANSA CITY LINE	S	A	108	0	0	58	14	19	9	0	0	21	52	16	23
	MANCHESTER	LUFTHANSA CITY LINE	S	D	107	0	0	84	6	5	6	0	0	10	91	4	23

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
MUNICH																		
<b>TOTAL MUNICH</b>					<b>1493</b>	<b>8</b>	<b>12</b>	<b>71</b>	<b>12</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>62</b>	<b>18</b>	<b>18</b>	
MUNSTER-OSNABRUCK																		
	STANSTED	AIR BERLIN	S	A	26	0	2	92	4	4	0	0	0	3	0	0	0	
	STANSTED	AIR BERLIN	S	D	28	1	0	71	14	11	4	0	0	13	0	0	0	
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	A	3	0	0	67	0	0	0	33	0	61	0	0	0	
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	D	4	0	0	75	0	0	0	25	0	52	0	0	0	
<b>TOTAL MUNSTER-OSNABRUCK</b>					<b>61</b>	<b>2</b>	<b>2</b>	<b>80</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	
MURCIA SAN JAVIER																		
	GATWICK	BRITISH AIRWAYS PLC	C	A	8	0	0	63	0	13	25	0	0	32	63	38	8	
	GATWICK	BRITISH AIRWAYS PLC	C	D	8	0	0	50	25	0	25	0	0	27	50	29	8	
	STANSTED	KLM UK LTD	S	A	28	0	0	82	11	4	0	4	0	14	69	40	16	
	STANSTED	KLM UK LTD	S	D	28	0	0	75	18	0	4	4	0	21	88	8	16	
<b>TOTAL MURCIA SAN JAVIER</b>					<b>72</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>3</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>71</b>	<b>27</b>	<b>27</b>	
MUSCAT																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	24	1	0	92	4	4	0	0	0	2	83	8	24	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	73	14	0	14	0	0	18	71	12	24	
	HEATHROW	GULF AIR	S	A	26	0	0	85	8	4	4	0	0	9	75	12	4	
	HEATHROW	GULF AIR	S	D	26	0	0	73	12	12	4	0	0	14	58	27	12	
<b>TOTAL MUSCAT</b>					<b>98</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>14</b>	<b>14</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m 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)												
NAIROBI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	15	0	0	93	7	0	0	0	0	4	100	2	4	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	16	0	0	81	19	0	0	0	7	75	10	4		
	HEATHROW	KENYA AIRWAYS	S	A	28	0	0	68	14	14	0	0	4	27	89	4	28	
	HEATHROW	KENYA AIRWAYS	S	D	28	0	0	79	14	0	4	4	0	13	89	8	28	
<b>TOTAL NAIROBI</b>					<b>87</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>14</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>15</b>	<b>89</b>	<b>6</b>	<b>6</b>	
NANTES																		
	GATWICK	GB AIRWAYS LTD	S	A	20	0	0	55	25	20	0	0	0	17	63	16	16	
	GATWICK	GB AIRWAYS LTD	S	D	20	0	0	80	0	20	0	0	0	11	75	11	16	
	GATWICK	REGIONAL COMPAGNIE AERIENNE EUROPEENNE	S	A	74	0	0	82	16	0	1	0	0	8	0	0	0	
	GATWICK	REGIONAL COMPAGNIE AERIENNE EUROPEENNE	S	D	73	1	0	90	8	1	0	0	4	0	0	0		
<b>TOTAL NANTES</b>					<b>187</b>	<b>3</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>59</b>	<b>15</b>	<b>15</b>	
NAPLES																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	56	0	0	80	9	9	2	0	0	10	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	56	0	0	82	11	4	2	2	0	13	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	54	0	0	52	20	15	11	2	0	27	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	54	0	0	28	39	22	9	2	0	35	0	0	0	
<b>TOTAL NAPLES</b>					<b>220</b>	<b>0</b>	<b>4</b>	<b>61</b>	<b>20</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>79</b>	<b>12</b>	<b>12</b>	
NEW YORK (JF KENNEDY)																		
	HEATHROW	AIR INDIA	S	A	28	0	0	54	25	4	4	14	0	52	32	45	28	
	HEATHROW	AIR INDIA	S	D	28	0	0	32	25	14	18	7	4	65	7	80	28	
	HEATHROW	AMERICAN AIRLINES	S	A	153	0	0	71	12	7	10	0	0	16	77	21	112	
	HEATHROW	AMERICAN AIRLINES	S	D	154	1	1	90	6	2	1	1	0	7	70	17	112	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	200	0	0	86	6	5	3	1	1	18	91	5	164	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	201	0	0	63	14	12	8	1	0	23	70	15	164	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	26	0	0	92	4	4	0	0	0	5	96	11	27	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	27	0	0	85	11	4	0	0	0	6	85	10	27	
	HEATHROW	KUWAIT AIRWAYS	S	A	12	0	0	100	0	0	0	0	0	1	100	0	12	
	HEATHROW	KUWAIT AIRWAYS	S	D	12	0	0	58	17	17	8	0	0	22	58	24	12	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	18	0	0	72	6	6	6	11	0	37	56	26	16	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	18	0	0	50	17	0	17	11	6	76	13	53	15	
	HEATHROW	UNITED AIRLINES	S	A	55	0	0	91	4	2	4	0	0	5	96	1	56	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002				
					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)												
NEW YORK (JF KENNEDY)																		
	HEATHROW	UNITED AIRLINES	S	D	55	0	0	93	2	2	2	0	2	22	86	7	56	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	80	1	0	73	8	10	5	5	0	27	71	16	56	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	80	1	0	69	21	5	5	0	0	14	64	15	56	
<b>TOTAL NEW YORK (JF KENNEDY)</b>					<b>1147</b>	<b>4</b>	<b>1</b>	<b>76</b>	<b>10</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>74</b>	<b>16</b>	<b>16</b>	
NEW YORK (NEWARK)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	52	0	0	88	8	0	4	0	0	7	86	10	56	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	53	0	0	49	23	21	6	2	0	24	80	12	56	
	BIRMINGHAM	CONTINENTAL AIRLINES	S	A	23	0	1	96	4	0	0	0	0	1	100	1	28	
	BIRMINGHAM	CONTINENTAL AIRLINES	S	D	23	0	1	87	9	4	0	0	0	6	89	19	28	
	GATWICK	CONTINENTAL AIRLINES	S	A	46	0	2	87	7	4	2	0	0	7	89	4	56	
	GATWICK	CONTINENTAL AIRLINES	S	D	45	0	2	91	4	2	2	0	0	6	68	14	56	
	GLASGOW	CONTINENTAL AIRLINES	S	A	23	0	1	74	22	4	0	0	0	7	100	0	24	
	GLASGOW	CONTINENTAL AIRLINES	S	D	23	0	1	96	0	4	0	0	0	3	92	5	24	
	MANCHESTER	CONTINENTAL AIRLINES	S	A	24	0	0	83	0	13	4	0	0	12	92	15	24	
	MANCHESTER	CONTINENTAL AIRLINES	S	D	24	0	0	88	8	0	4	0	0	5	92	12	24	
	HEATHROW	UNITED AIRLINES	S	A	27	0	0	96	4	0	0	0	0	2	82	16	28	
	HEATHROW	UNITED AIRLINES	S	D	27	0	0	89	7	0	4	0	0	6	100	0	28	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	45	0	0	67	11	13	4	4	0	27	71	16	48	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	46	0	0	65	22	2	9	0	2	27	63	23	48	
<b>TOTAL NEW YORK (NEWARK)</b>					<b>482</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>11</b>	<b>11</b>	
NEWCASTLE																		
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	80	1	0	73	16	9	3	0	0	13	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	80	0	0	80	8	8	5	0	0	11	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	162	0	0	70	18	10	2	0	0	14	68	18	160	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	163	0	0	90	7	2	1	0	0	6	81	11	161	
	GATWICK	CITY FLYER EXPRESS	S	A	111	0	0	70	12	7	8	2	1	22	83	11	129	
	GATWICK	CITY FLYER EXPRESS	S	D	110	0	0	81	7	7	5	0	0	11	80	10	129	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	101	1	0	51	13	18	15	2	1	36	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	101	1	0	40	30	15	14	1	1	35	0	0	0	
<b>TOTAL NEWCASTLE</b>					<b>911</b>	<b>9</b>	<b>6</b>	<b>71</b>	<b>14</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>76</b>	<b>14</b>	<b>14</b>	
NEWQUAY																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m 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)												
NEWQUAY																		
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	27	0	0	63	22	11	4	0	0	15	56	21	48	
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	6	0	0	83	0	17	0	0	0	6	80	11	75	
	STANSTED	RYANAIR	S	A	28	0	0	93	0	7	0	0	0	3	0	0	0	
	STANSTED	RYANAIR	S	D	28	0	0	93	0	4	4	0	0	8	0	0	0	
<b>TOTAL NEWQUAY</b>					<b>91</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>71</b>	<b>15</b>	<b>15</b>	
NICE																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	56	0	0	89	7	4	0	0	0	6	38	28	56	
	HEATHROW	BMI BRITISH MIDLAND	S	D	56	0	0	84	14	2	0	0	0	7	79	10	56	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	20	0	0	85	10	0	0	5	0	16	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	20	0	0	70	25	0	0	5	0	17	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	111	1	0	82	10	5	3	0	0	9	52	21	111	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	111	0	0	79	12	5	4	0	0	11	63	14	112	
	GATWICK	CITY FLYER EXPRESS	S	A	24	0	0	92	4	4	0	0	0	3	96	3	23	
	GATWICK	CITY FLYER EXPRESS	S	D	24	0	0	83	13	0	4	0	0	9	70	17	23	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	20	0	0	80	5	5	10	0	0	21	0	0	0	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	18	0	0	72	11	17	0	0	0	11	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	28	0	0	75	4	14	7	0	0	15	83	10	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	28	0	0	75	7	11	7	0	0	15	70	18	30	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	83	1	1	66	11	13	10	0	0	20	80	14	84	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	84	0	0	40	21	25	12	1	0	32	71	14	84	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	27	1	0	81	7	4	7	0	0	9	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	27	0	0	48	26	19	7	0	0	22	0	0	0	
<b>TOTAL NICE</b>					<b>739</b>	<b>4</b>	<b>3</b>	<b>74</b>	<b>12</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>14</b>	<b>14</b>	
NIMES																		
	STANSTED	RYANAIR	S	A	27	0	1	85	7	7	0	0	0	7	79	22	28	
	STANSTED	RYANAIR	S	D	28	0	0	14	46	32	7	0	0	29	46	22	28	
<b>TOTAL NIMES</b>					<b>55</b>	<b>0</b>	<b>1</b>	<b>49</b>	<b>27</b>	<b>20</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>63</b>	<b>22</b>	<b>22</b>	
NORWICH																		
	EDINBURGH	EASTERN AIRWAYS	S	A	64	0	0	89	5	3	2	2	0	9	63	15	64	
	EDINBURGH	EASTERN AIRWAYS	S	D	63	0	1	92	3	0	3	2	0	7	91	5	64	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2002		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m 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)											
NORWICH	MANCHESTER	EASTERN AIRWAYS	S	A	57	0	3	89	7	0	0	4	0	10	92	7	60
	MANCHESTER	EASTERN AIRWAYS	S	D	57	0	3	95	0	4	2	0	0	5	93	2	60
<b>TOTAL NORWICH</b>					<b>241</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>7</b>	<b>7</b>
NOTTINGHAM EAST MIDLAN	EDINBURGH	BMI BRITISH MIDLAND	S	A	75	0	1	79	12	7	3	0	0	11	100	2	64
	EDINBURGH	BMI BRITISH MIDLAND	S	D	75	0	1	76	12	7	5	0	0	13	100	2	64
	GLASGOW	BMI BRITISH MIDLAND	S	A	73	0	3	86	7	3	4	0	0	8	92	5	86
	GLASGOW	BMI BRITISH MIDLAND	S	D	73	0	3	84	7	4	5	0	0	10	90	6	87
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	47	0	0	74	17	6	0	2	0	13	0	0	0
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	48	0	0	60	17	17	4	2	0	22	0	0	0
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	48	1	0	73	15	6	6	0	0	17	0	0	0
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	48	0	0	63	17	13	8	0	0	21	0	0	0
<b>TOTAL NOTTINGHAM EAST MIDLANDS INT'L</b>					<b>487</b>	<b>3</b>	<b>8</b>	<b>76</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>95</b>	<b>4</b>	<b>4</b>
NUREMBERG	STANSTED	AIR BERLIN	S	A	54	1	2	85	13	2	0	0	0	6	0	0	0
	STANSTED	AIR BERLIN	S	D	54	1	2	70	26	4	0	0	0	12	0	0	0
<b>TOTAL NUREMBERG</b>					<b>108</b>	<b>8</b>	<b>4</b>	<b>78</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
OPORTO (PORTUGAL)																		
	GATWICK	AIR PORTUGAL	S	A	11	0	0	73	27	0	0	0	0	11	0	0	0	
	GATWICK	AIR PORTUGAL	S	D	11	0	0	100	0	0	0	0	0	2	0	0	0	
	HEATHROW	AIR PORTUGAL	S	A	44	0	0	43	36	20	0	0	0	21	27	31	44	
	HEATHROW	AIR PORTUGAL	S	D	44	0	0	64	23	9	5	0	0	15	50	23	44	
	GATWICK	GB AIRWAYS LTD	S	A	26	0	0	54	31	12	4	0	0	19	92	5	12	
	GATWICK	GB AIRWAYS LTD	S	D	28	0	1	46	43	7	4	0	0	21	54	16	28	
<b>TOTAL OPORTO (PORTUGAL)</b>					<b>164</b>	<b>0</b>	<b>1</b>	<b>57</b>	<b>30</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>47</b>	<b>23</b>	<b>23</b>	
ORAN ES SENIA																		
	GATWICK	KHALIFA AIRWAYS	S	A	4	0	0	0	25	50	25	0	0	44	0	0	0	
	GATWICK	KHALIFA AIRWAYS	S	D	4	0	0	25	0	75	0	0	0	40	0	0	0	
<b>TOTAL ORAN ES SENIA</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>63</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>25</b>	<b>50</b>	<b>50</b>	
ORLANDO																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	28	0	0	93	4	4	0	0	0	3	89	8	28	
	GATWICK	BRITISH AIRWAYS PLC	S	D	28	0	0	89	0	11	0	0	0	7	50	15	28	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	56	0	0	93	4	2	2	0	0	4	79	13	56	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	56	0	0	84	9	5	2	0	0	9	61	16	56	
<b>TOTAL ORLANDO</b>					<b>168</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>70</b>	<b>13</b>	<b>13</b>	
OSAKA (KANSAI)																		
	HEATHROW	JAPAN AIRLINES	S	A	28	0	0	89	7	4	0	0	0	3	36	33	28	
	HEATHROW	JAPAN AIRLINES	S	D	28	0	0	82	18	0	0	0	0	7	64	25	28	
<b>TOTAL OSAKA (KANSAI)</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>50</b>	<b>29</b>	<b>29</b>	
OSLO (GARDERMOEN)																		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	47	0	0	68	13	15	4	0	0	14	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	48	0	0	83	6	6	4	0	0	10	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	111	0	0	61	27	8	4	0	0	13	45	30	111	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	111	0	0	70	16	13	1	0	0	12	70	15	111	
	HEATHROW	SAS	S	A	136	0	0	73	16	5	6	0	0	13	50	31	131	
	HEATHROW	SAS	S	D	136	0	0	80	6	10	4	0	0	10	62	26	131	
<b>TOTAL OSLO (GARDERMOEN)</b>					<b>589</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>15</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>58</b>	<b>24</b>	<b>24</b>	
OSTERSUND / FROSON																		
	GATWICK	ASTRAEUS LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2002					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m 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)												
OSTERSUND / FROSON	GATWICK	ASTRAEUS LTD	C	D	4	0	0	100	0	0	0	0	0	7	0	0	0	
<b>TOTAL OSTERSUND / FROSON</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>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	
OTTAWA INTERNATIONAL	HEATHROW	AIR CANADA	S	A	24	0	0	71	13	8	8	0	0	18	74	11	19	
	HEATHROW	AIR CANADA	S	D	24	0	0	79	13	8	0	0	0	8	70	17	20	
<b>TOTAL OTTAWA INTERNATIONAL</b>					<b>48</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>13</b>	<b>72</b>	<b>14</b>	<b>14</b>	
OVDA	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	0	0	37	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	3	100	1	4	
	HEATHROW	EL AL	S	A	4	0	0	100	0	0	0	0	0	4	43	21	7	
	HEATHROW	EL AL	S	D	4	0	0	100	0	0	0	0	0	1	50	22	8	
<b>TOTAL OVDA</b>					<b>14</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>48</b>	<b>22</b>	<b>22</b>	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2002					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
PADERBORN																		
	STANSTED	AIR BERLIN	S	A	28	0	0	86	4	7	4	0	0	10	0	0	0	
	STANSTED	AIR BERLIN	S	D	26	0	2	88	0	12	0	0	0	9	0	0	0	
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0	
<b>TOTAL PADERBORN</b>					<b>62</b>	<b>0</b>	<b>2</b>	<b>89</b>	<b>2</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>4</b>	<b>4</b>	
PALERMO																		
PALMA DE MALLORCA																		
	GATWICK	AIR EUROPA	S	A	8	0	0	88	0	13	0	0	0	7	27	19	11	
	GATWICK	AIR EUROPA	S	D	8	0	0	88	0	13	0	0	0	9	64	11	11	
	HEATHROW	BMI BRITISH MIDLAND	S	A	28	0	0	82	18	0	0	0	0	8	32	31	28	
	HEATHROW	BMI BRITISH MIDLAND	S	D	28	0	0	75	7	18	0	0	0	13	68	12	28	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	8	0	0	75	13	0	13	0	0	28	63	13	8	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	8	0	0	88	0	0	13	0	0	19	100	2	8	
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	38	38	25	0	0	0	21	38	24	8	
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	100	0	0	0	0	0	4	75	30	8	
	GLASGOW	BRITANNIA AIRWAYS	C	A	8	0	0	88	13	0	0	0	0	7	25	26	8	
	GLASGOW	BRITANNIA AIRWAYS	C	D	8	0	0	75	25	0	0	0	0	7	88	7	8	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	75	13	13	0	0	0	13	25	64	8	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	100	0	0	0	0	0	1	88	9	8	
	STANSTED	BRITANNIA AIRWAYS	C	A	2	0	0	50	50	0	0	0	0	10	0	19	1	
	STANSTED	BRITANNIA AIRWAYS	C	D	3	0	0	67	0	33	0	0	0	13	100	1	2	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	28	0	0	57	18	7	14	4	0	33	33	34	15	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	28	0	0	54	14	14	14	4	0	33	67	25	15	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	28	0	0	75	11	14	0	0	0	9	68	12	28	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	28	0	0	75	11	7	7	0	0	13	57	15	28	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	28	0	0	32	21	25	14	7	0	51	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	28	0	0	29	36	11	18	7	0	52	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	26	100	0	1	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	25	100	0	1	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	50	0	0	0	0	14	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	5	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	A	11	0	0	45	36	0	9	9	0	37	75	9	4	
	GATWICK	GB AIRWAYS LTD	S	D	11	0	0	45	36	0	9	9	0	35	100	7	4	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2002				
					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	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	4	67	10	3
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	2	67	15	3
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	6	0	0	100	0	0	0	0	0	0	89	6	9
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	6	0	0	83	0	0	17	0	0	19	100	2	10
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	20	0	0	17	0	52	2
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	6	0	0	83	0	17	0	0	0	8	50	13	2
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	12	0	0	92	0	0	8	0	0	8	33	25	15
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	12	0	0	92	8	0	0	0	0	2	73	12	15
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	50	0	0	25	128	0	29	3
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	50	25	0	0	25	119	67	6	3
	GLASGOW	SPANAIR	C	A	2	0	0	100	0	0	0	0	0	0	50	15	2
	GLASGOW	SPANAIR	C	D	2	0	0	100	0	0	0	0	0	0	50	14	2
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	10	50	22	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	0	50	0	0	40	0	33	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	6	0	0	83	0	17	0	0	0	11	75	25	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	7	0	0	86	0	14	0	0	0	10	25	33	4
<b>TOTAL PALMA DE MALLORCA</b>					<b>436</b>	<b>2</b>	<b>0</b>	<b>68</b>	<b>14</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>59</b>	<b>19</b>	<b>19</b>
PAPHOS	MANCHESTER	AIR CORDIAL LTD	C	A	2	0	0	100	0	0	0	0	0	4	0	0	0
	MANCHESTER	AIR CORDIAL LTD	C	D	2	0	0	50	0	50	0	0	0	21	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	29	75	13	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	75	9	4
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	63	0	13	13	13	0	47	38	13	8
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	75	0	0	13	13	0	47	100	5	8
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	24	75	18	4
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	50	21	4
	LUTON	BRITANNIA AIRWAYS	C	A	6	0	0	100	0	0	0	0	0	0	88	10	8
	LUTON	BRITANNIA AIRWAYS	C	D	6	0	0	100	0	0	0	0	0	3	75	10	8
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	88	13	0	0	0	0	3	63	18	8
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	100	0	0	0	0	0	3	75	10	8
	GATWICK	EUROCYPRIA AIRLINES LTD	C	D	2	0	0	50	0	50	0	0	0	22	0	0	0
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	0	50	28	4
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	8	25	25	4

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

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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
PAPHOS	NEWCASTLE	EUROCYPRIA AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	2	100	6	3
	NEWCASTLE	EUROCYPRIA AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	7	100	0	3
	GATWICK	EXCEL AIRWAYS LTD	C	A	6	0	0	83	0	0	17	0	0	16	100	0	2
	GATWICK	EXCEL AIRWAYS LTD	C	D	7	0	0	100	0	0	0	0	0	0	75	8	4
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	14	67	13	3
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	6	100	0	3
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	S	A	4	0	0	75	25	0	0	0	0	5	100	3	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	0	2	100	1	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	S	A	8	0	0	63	25	13	0	0	0	12	50	17	8
	GATWICK	FIRST CHOICE AIRWAYS LTD	S	D	8	0	0	63	25	13	0	0	0	11	75	7	8
	GLASGOW	FIRST CHOICE AIRWAYS LTD	S	A	4	0	0	100	0	0	0	0	0	3	0	38	4
	GLASGOW	FIRST CHOICE AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	0	3	75	23	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	S	A	4	0	0	75	0	0	0	25	0	72	25	19	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	0	0	100	4	4
	STANSTED	FIRST CHOICE AIRWAYS LTD	S	A	3	0	0	100	0	0	0	0	0	6	0	0	0
	STANSTED	FIRST CHOICE AIRWAYS LTD	S	D	3	0	0	67	33	0	0	0	0	15	0	0	0
	GATWICK	HELIOS AIRWAYS LTD	C	D	2	0	0	50	0	0	50	0	0	72	50	20	4
	MANCHESTER	HELIOS AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	0	100	1	4
	STANSTED	HELIOS AIRWAYS LTD	S	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	STANSTED	HELIOS AIRWAYS LTD	S	D	4	0	0	75	25	0	0	0	0	8	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	3	0	0	67	33	0	0	0	0	14	67	12	3
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	0	2	33	15	3
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	3	0	0	100	0	0	0	0	0	0	50	18	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	0	2	100	0	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	2	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	67	10	6
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	2	17	19	6
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	3	1	0	100	0	0	0	0	0	0	100	2	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	0	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	0	0	0	0
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL PAPHOS</b>					<b>203</b>	<b>3</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>67</b>	<b>14</b>	<b>14</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2002					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
PARIS (CHARLES DE GAULLE)																		
	HEATHROW	AIR FRANCE		S A	317	0	0	51	21	20	7	0	0	22	33	34	355	
	HEATHROW	AIR FRANCE		S D	316	0	0	64	12	14	9	0	0	19	51	26	355	
	MANCHESTER	AIR FRANCE		S A	154	0	0	68	18	10	5	0	0	16	45	22	138	
	MANCHESTER	AIR FRANCE		S D	154	0	0	83	7	5	5	0	0	10	63	14	138	
	GLASGOW	AIR JET		C D	2	0	0	100	0	0	0	0	0	7	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND		S A	157	0	0	77	13	6	4	0	0	10	54	24	134	
	HEATHROW	BMI BRITISH MIDLAND		S D	157	0	0	80	8	10	3	0	0	11	66	17	134	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD		S A	74	0	0	69	16	12	3	0	0	13	0	0	0	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD		S D	75	0	0	63	17	16	4	0	0	17	0	0	0	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD		S A	58	0	0	66	17	9	7	2	0	22	0	0	0	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD		S D	41	0	0	78	10	2	10	0	0	14	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS PLC		S A	123	0	5	60	19	11	10	1	0	24	78	12	128	
	BIRMINGHAM	BRITISH AIRWAYS PLC		S D	124	0	4	81	6	3	9	1	0	16	88	8	128	
	GATWICK	BRITISH AIRWAYS PLC		S A	169	1	0	79	7	8	6	0	0	12	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC		S D	170	0	0	76	10	8	6	0	0	14	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC		S A	293	0	0	77	13	7	2	1	0	11	65	19	312	
	HEATHROW	BRITISH AIRWAYS PLC		S D	293	0	0	78	13	7	2	0	0	10	72	14	314	
	MANCHESTER	BRITISH AIRWAYS PLC		S A	121	0	3	69	19	7	4	0	0	15	56	19	111	
	MANCHESTER	BRITISH AIRWAYS PLC		S D	123	0	1	87	7	3	2	0	0	7	71	12	111	
	EDINBURGH	CHANNEL EXPRESS (AIR SVS)		C A	4	0	0	25	25	25	25	0	0	44	0	0	0	
	EDINBURGH	CHANNEL EXPRESS (AIR SVS)		C D	4	0	0	25	0	25	50	0	0	49	0	0	0	
	EDINBURGH	CITY JET		S A	55	0	0	93	7	0	0	0	0	5	0	0	0	
	EDINBURGH	CITY JET		S D	55	0	0	82	9	5	2	2	0	14	0	0	0	
	LONDON CITY	CITY JET		S A	18	0	0	89	6	6	0	0	0	5	61	19	112	
	LONDON CITY	CITY JET		S D	20	0	0	75	15	5	5	0	0	14	41	26	111	
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	127	0	5	79	6	6	9	1	0	16	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	128	1	2	58	20	9	12	2	0	25	0	0	0	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN		S A	170	0	0	76	6	7	9	1	0	18	63	17	167	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN		S D	170	0	0	79	5	8	8	0	0	16	67	17	168	
	NEWCASTLE	FLYBE.BRITISH EUROPEAN		S A	71	0	0	79	6	7	7	1	0	19	39	31	70	
	NEWCASTLE	FLYBE.BRITISH EUROPEAN		S D	71	0	0	82	6	4	7	1	0	16	54	24	69	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m 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)																		
	STANSTED	KLM UK LTD		S A	88	1	5	89	7	2	1	0	1	11	84	8	100	
	STANSTED	KLM UK LTD		S D	88	1	4	80	10	7	1	2	0	15	69	17	100	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>					<b>3995</b>	<b>10</b>	<b>45</b>	<b>73</b>	<b>12</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>61</b>	<b>19</b>	<b>19</b>	
PARIS (LE BOURGET)																		
PARIS (ORLY)																		
	LONDON CITY	CITY JET		S A	98	0	0	87	10	1	2	0	0	8	0	0	0	
	LONDON CITY	CITY JET		S D	97	0	0	91	5	2	2	0	0	7	0	0	0	
<b>TOTAL PARIS (ORLY)</b>					<b>195</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	
PERPIGNAN																		
	STANSTED	RYANAIR		S A	28	0	1	64	18	18	0	0	0	13	37	30	27	
	STANSTED	RYANAIR		S D	28	0	0	75	14	11	0	0	0	10	34	35	29	
<b>TOTAL PERPIGNAN</b>					<b>56</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>16</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>36</b>	<b>33</b>	<b>33</b>	
PESCARA																		
	STANSTED	RYANAIR		S A	28	0	0	57	21	18	4	0	0	16	67	22	27	
	STANSTED	RYANAIR		S D	28	0	0	75	11	11	4	0	0	15	59	23	27	
<b>TOTAL PESCARA</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>16</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>63</b>	<b>22</b>	<b>22</b>	
PHILADELPHIA INTERNATIONAL																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	49	0	2	82	6	4	6	2	0	15	91	6	55	
	HEATHROW	BRITISH AIRWAYS PLC		S D	50	0	1	64	16	14	6	0	0	23	62	17	55	
	GATWICK	US AIRWAYS		S A	26	1	2	73	8	12	4	4	0	22	93	6	28	
	GATWICK	US AIRWAYS		S D	26	0	2	92	4	0	0	4	0	10	79	16	28	
	MANCHESTER	US AIRWAYS		S A	25	1	3	72	12	8	8	0	0	13	86	5	28	
	MANCHESTER	US AIRWAYS		S D	25	0	3	80	16	0	4	0	0	6	96	2	28	
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>					<b>201</b>	<b>3</b>	<b>13</b>	<b>76</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>82</b>	<b>10</b>	<b>10</b>	
PHOENIX																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	28	0	0	71	21	4	4	0	0	10	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC		S D	28	0	0	82	7	7	4	0	0	16	0	0	0	
<b>TOTAL PHOENIX</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>91</b>	<b>4</b>	<b>4</b>	
PHUKET																		
	MANCHESTER	MONARCH AIRLINES		C A	4	0	0	0	25	50	25	0	0	64	0	0	0	
	MANCHESTER	MONARCH AIRLINES		C D	4	0	0	100	0	0	0	0	0	3	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK		C A	4	0	0	100	0	0	0	0	0	1	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m 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)													
PHUKET																			
	GATWICK	MY TRAVEL AIRWAYS UK		C D	4	0	0	75	25	0	0	0	0	9	0	0	0	0	0
<b>TOTAL PHUKET</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
PISA																			
	GATWICK	BRITISH AIRWAYS PLC		S A	56	0	0	84	9	2	5	0	0	9	0	0	0	0	0
	GATWICK	BRITISH AIRWAYS PLC		S D	56	0	0	73	16	5	4	2	0	17	0	0	0	0	0
	STANSTED	RYANAIR		S A	56	1	0	48	18	21	9	2	2	47	69	16	55	55	55
	STANSTED	RYANAIR		S D	56	0	0	55	18	20	5	2	0	28	59	20	56	56	56
<b>TOTAL PISA</b>					<b>226</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>72</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>13</b>
PITTSBURGH																			
PLOVDIV																			
	GATWICK	HEMUS AIR		C A	4	0	0	25	25	50	0	0	0	30	0	37	4	4	4
	GATWICK	HEMUS AIR		C D	4	0	0	50	25	25	0	0	0	21	0	40	4	4	4
	MANCHESTER	HEMUS AIR		C A	4	0	0	100	0	0	0	0	0	3	0	30	4	4	4
	MANCHESTER	HEMUS AIR		C D	4	0	0	75	25	0	0	0	0	8	25	30	4	4	4
<b>TOTAL PLOVDIV</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>6</b>	<b>34</b>	<b>34</b>	<b>34</b>	<b>34</b>
PLYMOUTH																			
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD		S A	80	0	0	81	11	4	4	0	0	10	83	10	63	63	63
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD		S D	101	0	0	80	10	5	5	0	0	12	60	17	35	35	35
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD		S A	4	0	0	75	0	25	0	0	0	13	0	17	1	1	1
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD		S D	2	0	0	100	0	0	0	0	0	8	100	4	1	1	1
<b>TOTAL PLYMOUTH</b>					<b>187</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>13</b>
POITIERS																			
	STANSTED	KLM UK LTD		S A	16	0	0	81	0	13	6	0	0	12	75	10	12	12	12
	STANSTED	KLM UK LTD		S D	16	0	0	75	13	6	6	0	0	17	92	7	12	12	12
<b>TOTAL POITIERS</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>6</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>83</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>8</b>
PORLAMAR																			
PORT HARCOURT																			
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S A	2	0	0	0	0	100	0	0	0	44	0	0	0	0	0
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S D	2	0	0	50	0	50	0	0	0	19	0	0	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2002				
					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
<b>TOTAL PORT HARCOURT</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>
PORT OF SPAIN																	
	HEATHROW	BWIA	S	A	28	0	0	46	18	18	18	0	0	29	58	22	26
	HEATHROW	BWIA	S	D	24	0	0	38	21	29	13	0	0	31	19	29	26
	MANCHESTER	BWIA	S	A	3	0	1	67	0	0	33	0	0	25	0	0	0
	MANCHESTER	BWIA	S	D	4	0	0	0	50	25	25	0	0	42	0	0	0
<b>TOTAL PORT OF SPAIN</b>					<b>59</b>	<b>0</b>	<b>1</b>	<b>41</b>	<b>20</b>	<b>22</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>38</b>	<b>26</b>	<b>26</b>
PRAGUE																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	83	0	0	63	19	13	4	1	0	18	52	33	83
	HEATHROW	BRITISH AIRWAYS PLC	S	D	83	0	0	72	19	6	2	0	0	14	54	23	83
	BIRMINGHAM	CSA	S	A	24	0	0	88	4	0	8	0	0	7	85	8	20
	BIRMINGHAM	CSA	S	D	24	0	0	92	4	4	0	0	0	5	55	19	20
	HEATHROW	CSA	S	A	56	1	0	79	14	0	7	0	0	13	36	31	56
	HEATHROW	CSA	S	D	56	1	0	82	13	0	5	0	0	10	48	21	56
	MANCHESTER	CSA	S	A	32	0	0	88	3	6	3	0	0	7	29	24	24
	MANCHESTER	CSA	S	D	32	0	0	94	3	3	0	0	0	4	42	22	24
	STANSTED	CSA	S	A	52	0	0	79	12	2	6	2	0	16	50	20	34
	STANSTED	CSA	S	D	52	0	0	79	12	2	6	2	0	18	56	17	34
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	83	0	0	49	19	18	12	1	0	31	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	83	0	0	29	36	22	11	2	0	36	0	0	0
<b>TOTAL PRAGUE</b>					<b>662</b>	<b>4</b>	<b>2</b>	<b>68</b>	<b>16</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>51</b>	<b>23</b>	<b>23</b>
PRESTWICK																	
	STANSTED	RYANAIR	S	A	257	0	6	91	4	1	2	1	0	8	81	10	239
	STANSTED	RYANAIR	S	D	258	0	6	87	9	2	2	1	0	10	70	14	239
<b>TOTAL PRESTWICK</b>					<b>515</b>	<b>0</b>	<b>12</b>	<b>89</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>12</b>	<b>12</b>
PRISTINA																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	12	0	0	92	8	0	0	0	0	2	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	12	0	0	58	33	0	8	0	0	21	0	0	0
	STANSTED	CHANNEL EXPRESS (AIR SVS)	C	A	4	0	0	75	25	0	0	0	0	8	0	0	0
	STANSTED	CHANNEL EXPRESS (AIR SVS)	C	D	4	0	0	100	0	0	0	0	0	10	0	0	0
<b>TOTAL PRISTINA</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>19</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>58</b>	<b>19</b>	<b>19</b>
PROVIDENCIALES																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: P

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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)												
PROVIDENCIALES																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	4	0	0	100	0	0	0	0	0	0	0	100	1	4
	HEATHROW	BRITISH AIRWAYS PLC		S D	4	0	0	100	0	0	0	0	0	8	75	10	4	
<b>TOTAL PROVIDENCIALES</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>88</b>	<b>6</b>	<b>6</b>	
PUERTO PLATA																		
	GATWICK	BRITANNIA AIRWAYS		C A	4	0	0	100	0	0	0	0	0	3	75	218	4	
	GATWICK	BRITANNIA AIRWAYS		C D	4	0	0	100	0	0	0	0	0	5	100	7	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	2	0	0	50	50	0	0	0	0	10	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	2	0	0	50	50	0	0	0	0	13	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	6	0	0	67	17	17	0	0	0	15	75	10	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	6	0	0	67	17	17	0	0	0	11	75	9	4	
	GATWICK	MY TRAVEL AIRWAYS UK		C A	3	0	0	100	0	0	0	0	0	5	100	3	4	
	GATWICK	MY TRAVEL AIRWAYS UK		C D	3	0	0	100	0	0	0	0	0	5	50	16	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK		C A	4	0	0	75	0	0	0	25	0	47	75	9	8	
	MANCHESTER	MY TRAVEL AIRWAYS UK		C D	4	0	0	75	25	0	0	0	0	7	88	9	8	
<b>TOTAL PUERTO PLATA</b>					<b>38</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>80</b>	<b>30</b>	<b>30</b>	
PUERTO VALLARTA																		
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	0	50	25	25	0	0	37	25	52	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	75	25	0	0	0	0	9	25	51	4	
<b>TOTAL PUERTO VALLARTA</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>25</b>	<b>52</b>	<b>52</b>	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
RALEIGH	GATWICK	AMERICAN AIRLINES	S	A	28	0	0	93	4	0	0	4	0	9	89	7	28
	GATWICK	AMERICAN AIRLINES	S	D	28	0	0	93	7	0	0	0	0	5	64	14	28
<b>TOTAL RALEIGH</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>77</b>	<b>10</b>	<b>10</b>
RENNES																	
RIGA	HEATHROW	BRITISH AIRWAYS PLC	S	A	20	0	0	60	25	10	5	0	0	17	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	20	0	0	70	10	20	0	0	0	12	0	0	0
<b>TOTAL RIGA</b>					<b>40</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>85</b>	<b>24</b>	<b>24</b>
RIO DE JANEIRO (GALEAO)	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	89	11	0	0	0	0	4	92	7	24
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	86	4	4	7	0	0	13	83	9	24
	HEATHROW	VARIG	S	A	28	0	0	61	18	11	11	0	0	19	67	16	27
	HEATHROW	VARIG	S	D	28	0	0	39	36	25	0	0	0	20	57	22	28
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>					<b>112</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>14</b>	<b>14</b>
RIYADH	HEATHROW	BRITISH AIRWAYS PLC	S	A	12	0	0	100	0	0	0	0	0	1	92	9	12
	HEATHROW	BRITISH AIRWAYS PLC	S	D	12	0	0	42	25	25	8	0	0	26	67	38	12
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	12	0	0	42	8	25	25	0	0	35	92	7	12
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	12	0	0	58	25	8	8	0	0	17	100	6	12
<b>TOTAL RIYADH</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>15</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>88</b>	<b>15</b>	<b>15</b>
RIYAN MUKALLA																	
ROME (CIAMPINO)	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	55	0	0	55	20	15	7	2	2	29	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	55	0	0	35	29	25	7	2	2	39	0	0	0
	STANSTED	RYANAIR	S	A	111	0	1	80	8	7	3	2	0	14	0	0	0
	STANSTED	RYANAIR	S	D	111	0	1	75	13	8	3	2	0	19	0	0	0
<b>TOTAL ROME (CIAMPINO)</b>					<b>336</b>	<b>1</b>	<b>4</b>	<b>66</b>	<b>15</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>22</b>	<b>64</b>	<b>15</b>	<b>15</b>
ROME (FIUMICINO)	GATWICK	ALITALIA	S	A	23	0	1	39	39	17	0	4	0	27	79	9	28
	GATWICK	ALITALIA	S	D	22	0	2	55	23	18	0	5	0	26	82	7	28
	HEATHROW	ALITALIA	S	A	140	0	2	44	19	27	9	1	0	26	40	27	140
	HEATHROW	ALITALIA	S	D	138	0	4	49	12	25	14	0	0	28	50	27	139

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
ROME (FIUMICINO)	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	12	0	0	42	25	25	8	0	0	27	0	0	0
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	12	0	0	58	17	17	8	0	0	24	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	16	0	0	44	19	25	13	0	0	33	63	26	16
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	16	0	0	44	19	25	13	0	0	27	94	5	16
	GATWICK	BRITISH AIRWAYS PLC	S	A	28	0	0	39	36	14	11	0	0	25	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	28	0	0	93	7	0	0	0	0	4	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	139	0	0	62	19	14	5	0	0	17	49	25	136
	HEATHROW	BRITISH AIRWAYS PLC	S	D	139	0	0	68	17	10	4	0	0	15	72	15	137
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	16	0	0	63	19	13	6	0	0	16	63	21	16
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	16	0	0	100	0	0	0	0	0	2	75	17	16
<b>TOTAL ROME (FIUMICINO)</b>					<b>745</b>	<b>0</b>	<b>9</b>	<b>56</b>	<b>18</b>	<b>18</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>58</b>	<b>21</b>	<b>21</b>
ROTTERDAM	HEATHROW	KLM	S	A	88	0	1	94	3	1	1	0	0	4	57	21	91
	HEATHROW	KLM	S	D	88	0	1	97	2	0	1	0	0	3	56	20	89
	HEATHROW	KLM CITYHOPPER	S	A	4	0	0	75	0	25	0	0	0	8	0	0	0
	HEATHROW	KLM CITYHOPPER	S	D	4	0	0	100	0	0	0	0	0	5	0	0	0
	LONDON CITY	VLM (BELGIUM)	S	A	139	0	0	88	9	2	1	0	0	6	53	20	126
	LONDON CITY	VLM (BELGIUM)	S	D	139	0	0	91	6	2	1	0	0	5	60	18	126
<b>TOTAL ROTTERDAM</b>					<b>462</b>	<b>2</b>	<b>2</b>	<b>92</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>55</b>	<b>19</b>	<b>19</b>
RZESZOW					6	0	0	33	17	33	17	0	0	46	0	0	0
<b>TOTAL RZESZOW</b>					<b>6</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>17</b>	<b>33</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>0</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2002					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
SALONIKA																		
	GATWICK	OLYMPIC AIRWAYS		S A	20	0	0	95	5	0	0	0	0	1	80	13	20	
	GATWICK	OLYMPIC AIRWAYS		S D	20	0	0	100	0	0	0	0	0	1	80	16	20	
<b>TOTAL SALONIKA</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>15</b>	<b>15</b>	
SALZBURG																		
	BIRMINGHAM	BRITANNIA AIRWAYS		C A	4	0	0	50	25	0	0	25	0	76	100	7	4	
	BIRMINGHAM	BRITANNIA AIRWAYS		C D	4	0	0	100	0	0	0	0	0	2	50	11	4	
	GATWICK	BRITANNIA AIRWAYS		C A	9	0	0	67	11	0	0	22	0	62	100	7	4	
	GATWICK	BRITANNIA AIRWAYS		C D	9	0	0	67	11	11	11	0	0	14	75	12	4	
	GLASGOW	BRITANNIA AIRWAYS		C A	4	0	0	50	0	25	0	25	0	70	50	10	4	
	GLASGOW	BRITANNIA AIRWAYS		C D	4	0	0	75	25	0	0	0	0	5	75	20	4	
	LUTON	BRITANNIA AIRWAYS		C A	4	0	0	0	75	0	0	25	0	104	75	10	4	
	LUTON	BRITANNIA AIRWAYS		C D	4	0	0	100	0	0	0	0	0	10	75	11	4	
	MANCHESTER	BRITANNIA AIRWAYS		C A	5	0	0	0	20	40	20	20	0	93	100	4	5	
	MANCHESTER	BRITANNIA AIRWAYS		C D	5	1	0	60	0	0	40	0	0	36	80	4	5	
	NEWCASTLE	BRITANNIA AIRWAYS		C A	4	0	0	50	25	0	25	0	0	42	0	0	0	
	NEWCASTLE	BRITANNIA AIRWAYS		C D	4	0	0	50	25	0	25	0	0	45	0	0	0	
	STANSTED	BRITANNIA AIRWAYS		C A	4	0	0	25	25	25	0	25	0	105	0	0	0	
	STANSTED	BRITANNIA AIRWAYS		C D	4	0	0	50	25	0	25	0	0	38	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC		C A	4	0	0	50	0	25	0	25	0	108	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC		C D	4	0	0	50	25	25	0	0	0	18	0	0	0	
	GATWICK	EUROPEAN AIR CHARTER		C A	4	0	0	50	25	0	0	25	0	70	0	0	0	
	GATWICK	EUROPEAN AIR CHARTER		C D	4	0	0	75	25	0	0	0	0	10	0	0	0	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	50	25	0	25	0	0	26	50	24	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	75	25	0	0	0	0	13	75	14	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	8	0	0	25	38	13	13	13	0	67	25	30	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	8	0	0	88	13	0	0	0	0	5	50	28	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	50	0	0	25	25	0	99	50	34	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	50	25	0	25	0	0	33	0	48	4	
	GATWICK	MONARCH AIRLINES		C A	4	0	0	25	50	0	25	0	0	43	44	59	16	
	GATWICK	MONARCH AIRLINES		C D	4	0	0	75	25	0	0	0	0	7	44	66	16	
	GATWICK	MY TRAVEL AIRWAYS UK		C A	4	0	0	0	25	25	0	25	25	176	63	14	8	
	GATWICK	MY TRAVEL AIRWAYS UK		C D	4	0	0	50	0	25	25	0	0	55	100	6	8	
	MANCHESTER	MY TRAVEL AIRWAYS UK		C A	5	0	0	60	0	0	20	0	20	115	25	35	4	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2002					
					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																		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	0	0	20	20	0	84	75	17	4	
	STANSTED	RYANAIR	S	A	57	0	1	79	11	2	5	2	2	24	60	17	60	
	STANSTED	RYANAIR	S	D	57	0	1	70	19	5	4	2	0	23	27	31	60	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	0	25	0	0	43	100	8	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	8	75	6	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	0	0	0	40	0	112	40	19	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	2	80	7	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	0	0	25	0	80	75	16	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	5	75	6	4	
<b>TOTAL SALZBURG</b>					<b>284</b>	<b>1</b>	<b>2</b>	<b>63</b>	<b>17</b>	<b>5</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>40</b>	<b>56</b>	<b>24</b>	<b>24</b>	
SAMARA/KUYBYSHEV																		
SAMEDAN/ST MORITZ																		
SAN DIEGO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	72	22	0	6	0	0	15	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	19	0	0	53	16	26	5	0	0	29	0	0	0	
<b>TOTAL SAN DIEGO</b>					<b>37</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>19</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>88</b>	<b>10</b>	<b>10</b>	
SAN FRANCISCO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	49	0	2	90	6	2	2	0	0	5	82	11	56	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	50	0	2	58	18	18	6	0	0	23	68	15	56	
	HEATHROW	UNITED AIRLINES	S	A	56	0	0	75	18	7	0	0	0	8	95	4	56	
	HEATHROW	UNITED AIRLINES	S	D	55	0	0	96	2	2	0	0	0	4	86	8	56	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	28	0	0	54	32	14	0	0	0	17	46	27	28	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	28	0	0	50	39	7	4	0	0	18	68	15	28	
<b>TOTAL SAN FRANCISCO</b>					<b>266</b>	<b>0</b>	<b>4</b>	<b>74</b>	<b>16</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>12</b>	<b>12</b>	
SAN JUAN (PUERTO RICO)																		
SANAA																		
	HEATHROW	YEMENIA	S	A	5	0	0	0	20	40	40	0	0	74	13	65	8	
	HEATHROW	YEMENIA	S	D	8	0	0	75	13	0	13	0	0	17	38	34	8	
	MANCHESTER	YEMENIA	C	A	4	0	0	0	25	0	75	0	0	102	0	0	0	
	MANCHESTER	YEMENIA	C	D	2	0	0	50	50	0	0	0	0	20	0	138	1	
<b>TOTAL SANAA</b>					<b>19</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>21</b>	<b>11</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>24</b>	<b>55</b>	<b>55</b>	
SANDEFJORD(TORP)																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)													
SANDEFJORD(TORP)																			
	STANSTED	RYANAIR		S A	52	0	0	46	31	13	8	0	2	30	48	35	52		
	STANSTED	RYANAIR		S D	52	0	0	62	29	8	0	0	2	21	54	19	52		
<b>TOTAL SANDEFJORD(TORP)</b>					<b>104</b>	<b>1</b>	<b>0</b>	<b>54</b>	<b>30</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>25</b>	<b>51</b>	<b>27</b>	<b>27</b>		
SANFORD																			
	GATWICK	BRITANNIA AIRWAYS		C A	4	0	0	25	0	50	25	0	0	52	0	0	0		
	GATWICK	BRITANNIA AIRWAYS		C D	4	0	0	50	0	25	25	0	0	49	0	0	0		
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	75	0	25	0	0	0	14	25	72	4		
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	6	75	10	4		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	75	0	25	0	0	0	16	75	16	4		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	75	0	0	25	0	0	22	75	20	4		
	GATWICK	MY TRAVEL AIRWAYS UK		C A	4	0	0	75	0	25	0	0	0	17	50	64	8		
	GATWICK	MY TRAVEL AIRWAYS UK		C D	4	0	0	75	25	0	0	0	0	14	50	32	8		
	MANCHESTER	MY TRAVEL AIRWAYS UK		C A	4	0	0	75	0	0	0	0	25	109	100	1	4		
	MANCHESTER	MY TRAVEL AIRWAYS UK		C D	4	0	0	75	25	0	0	0	0	10	50	15	4		
<b>TOTAL SANFORD</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>5</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>31</b>	<b>52</b>	<b>40</b>	<b>40</b>		
SANTA CRUZ DE LA PALMA																			
	GATWICK	THOMAS COOK AIRLINES LTD		C A	4	0	0	75	0	25	0	0	0	19	75	5	4		
	GATWICK	THOMAS COOK AIRLINES LTD		C D	4	0	0	50	0	50	0	0	0	26	100	7	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD		C A	4	0	0	75	0	0	25	0	0	22	100	5	3		
	MANCHESTER	THOMAS COOK AIRLINES LTD		C D	4	0	0	75	0	0	25	0	0	17	75	10	4		
<b>TOTAL SANTA CRUZ DE LA PALMA</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>0</b>	<b>19</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>87</b>	<b>7</b>	<b>7</b>		
SANTANDER																			
SANTIAGO DE COMPOSTELA																			
	HEATHROW	IBERIA		S A	28	0	0	82	7	7	4	0	0	9	61	18	28		
	HEATHROW	IBERIA		S D	28	0	0	89	0	0	11	0	0	12	82	10	28		
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>4</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>14</b>	<b>14</b>		
SEATTLE (TACOMA)																			
	HEATHROW	BRITISH AIRWAYS PLC		S A	27	0	0	78	15	4	0	4	0	19	93	4	28		
	HEATHROW	BRITISH AIRWAYS PLC		S D	26	1	0	54	19	19	4	0	4	35	68	12	28		
<b>TOTAL SEATTLE (TACOMA)</b>					<b>53</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>17</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>27</b>	<b>80</b>	<b>8</b>	<b>8</b>		
SEOUL (INCHEON)																			
	HEATHROW	ASIANA AIRLINES		S A	12	0	0	58	17	17	8	0	0	16	0	0	0		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2002					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m 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)												
SEOUL (INCHEON)																		
	HEATHROW	ASIANA AIRLINES		S D	12	0	0	83	8	8	0	0	0	9	0	0	0	
	HEATHROW	KOREAN AIR		S A	20	0	0	75	15	5	5	0	0	12	16	38	19	
	HEATHROW	KOREAN AIR		S D	20	0	0	65	25	10	0	0	0	12	68	14	19	
<b>TOTAL SEOUL (INCHEON)</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>42</b>	<b>26</b>	<b>26</b>	
SEVILLE																		
	GATWICK	GB AIRWAYS LTD		S A	19	0	1	53	21	21	5	0	0	19	69	17	16	
	GATWICK	GB AIRWAYS LTD		S D	18	0	1	83	0	17	0	0	0	12	69	20	16	
	HEATHROW	IBERIA		S A	28	0	0	89	7	4	0	0	0	6	57	28	28	
	HEATHROW	IBERIA		S D	28	0	0	96	4	0	0	0	0	2	81	13	27	
<b>TOTAL SEVILLE</b>					<b>99</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>9</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>70</b>	<b>19</b>	<b>19</b>	
SEYCHELLES																		
	GATWICK	AIR SEYCHELLES		S A	8	0	0	88	13	0	0	0	0	8	13	27	8	
	GATWICK	AIR SEYCHELLES		S D	8	0	0	63	0	13	13	13	0	56	25	50	8	
	HEATHROW	BRITISH AIRWAYS PLC		S A	8	0	0	63	13	0	13	0	13	140	88	17	8	
	HEATHROW	BRITISH AIRWAYS PLC		S D	8	0	0	63	25	0	13	0	0	18	38	29	8	
	STANSTED	FIRST CHOICE AIRWAYS LTD		C A	2	0	0	50	0	0	50	0	0	49	0	0	0	
	STANSTED	FIRST CHOICE AIRWAYS LTD		C D	2	0	0	100	0	0	0	0	0	4	0	0	0	
<b>TOTAL SEYCHELLES</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>11</b>	<b>3</b>	<b>11</b>	<b>3</b>	<b>3</b>	<b>52</b>	<b>41</b>	<b>31</b>	<b>31</b>	
SHANGHAI (PU DONG)																		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	12	0	0	50	25	25	0	0	0	17	8	49	12	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	12	0	0	83	8	0	8	0	0	10	75	13	12	
<b>TOTAL SHANGHAI (PU DONG)</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>42</b>	<b>31</b>	<b>31</b>	
SHANNON																		
	HEATHROW	AER LINGUS		S A	84	0	0	80	15	2	2	0	0	8	57	36	83	
	HEATHROW	AER LINGUS		S D	84	0	0	75	14	7	4	0	0	11	54	37	84	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	28	0	0	75	11	11	4	0	0	13	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S D	28	0	0	68	14	11	7	0	0	15	0	0	0	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN		S A	20	0	0	85	5	5	5	0	0	8	56	24	18	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN		S D	20	0	0	65	25	5	5	0	0	16	56	28	18	
	GATWICK	MONARCH AIRLINES		C D	2	0	0	100	0	0	0	0	0	2	0	0	0	
	STANSTED	RYANAIR		S A	102	0	2	90	1	6	3	0	0	7	83	12	100	

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2002			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
SHANNON																		
	STANSTED	RYANAIR		S D	102	0	2	81	9	5	5	0	0	12	75	12	100	
<b>TOTAL SHANNON</b>					<b>470</b>	<b>0</b>	<b>4</b>	<b>80</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>70</b>	<b>21</b>	<b>21</b>	
SHARM EL SHEIKH (OPHIRA)																		
	GATWICK	BRITANNIA AIRWAYS		C A	4	0	0	0	100	0	0	0	0	21	75	53	4	
	GATWICK	BRITANNIA AIRWAYS		C D	4	0	0	75	25	0	0	0	0	7	100	2	4	
	HEATHROW	EGYPT AIR		S A	4	0	0	75	0	25	0	0	0	9	0	0	0	
	HEATHROW	EGYPT AIR		S D	4	0	0	75	25	0	0	0	0	7	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD		C A	6	0	0	33	33	17	17	0	0	44	100	7	3	
	GATWICK	EXCEL AIRWAYS LTD		C D	6	0	0	67	17	0	17	0	0	28	100	0	3	
	GATWICK	MONARCH AIRLINES		C A	9	0	0	56	11	11	0	22	0	62	75	29	4	
	GATWICK	MONARCH AIRLINES		C D	9	0	0	44	11	11	22	11	0	60	50	47	4	
	GATWICK	THOMAS COOK AIRLINES LTD		C A	4	0	0	75	0	25	0	0	0	12	100	2	4	
	GATWICK	THOMAS COOK AIRLINES LTD		C D	4	0	0	100	0	0	0	0	0	5	100	2	5	
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>20</b>	<b>9</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>33</b>	<b>82</b>	<b>16</b>	<b>16</b>	
SHERCHENKO																		
SINGAPORE																		
	HEATHROW	SINGAPORE AIRLINES		S A	84	0	0	77	17	5	1	0	0	8	45	25	83	
	HEATHROW	SINGAPORE AIRLINES		S D	84	0	0	68	26	4	2	0	0	13	67	16	84	
	MANCHESTER	SINGAPORE AIRLINES		S A	28	0	0	61	7	21	11	0	0	23	14	78	28	
	MANCHESTER	SINGAPORE AIRLINES		S D	28	0	0	57	4	25	14	0	0	27	14	98	28	
<b>TOTAL SINGAPORE</b>					<b>224</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>45</b>	<b>37</b>	<b>37</b>	
SION																		
	HEATHROW	SWISS AIRLINES		S A	4	0	0	0	0	75	0	25	0	104	0	56	4	
	HEATHROW	SWISS AIRLINES		S D	4	0	0	25	0	25	25	25	0	87	0	45	4	
<b>TOTAL SION</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>95</b>	<b>21</b>	<b>35</b>	<b>35</b>	
SOFIA																		
	MANCHESTER	BRITANNIA AIRWAYS		C A	4	0	0	25	0	0	75	0	0	57	100	3	4	
	MANCHESTER	BRITANNIA AIRWAYS		C D	4	0	0	50	0	0	50	0	0	43	75	6	4	
	HEATHROW	BRITISH AIRWAYS PLC		S A	28	0	0	96	0	0	4	0	0	2	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC		S D	28	0	0	75	18	4	4	0	0	11	0	0	0	
	BIRMINGHAM	EUROPEAN AIR CHARTER		C A	4	0	0	75	0	25	0	0	0	14	0	0	0	
	BIRMINGHAM	EUROPEAN AIR CHARTER		C D	4	0	0	75	0	0	25	0	0	28	0	0	0	

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					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)												
SOFIA																		
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	50	50	0	0	0	0	13	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	7	0	0	0	
	GATWICK	HEMUS AIR	C	A	4	0	0	75	25	0	0	0	0	9	0	0	0	
	GATWICK	HEMUS AIR	C	D	4	0	0	75	25	0	0	0	0	12	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	0	0	50	25	0	117	25	78	4	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	25	0	25	25	0	91	75	42	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	2	0	0	0	
<b>TOTAL SOFIA</b>					<b>99</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>2</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>80</b>	<b>16</b>	<b>16</b>	
SOUTHAMPTON																		
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	90	0	0	76	13	10	1	0	0	10	0	0	0	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	90	0	0	79	9	9	3	0	0	12	0	0	0	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	92	0	0	68	20	11	1	0	0	12	0	0	0	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	92	0	0	82	11	5	2	0	0	8	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	63	0	0	78	6	6	10	0	0	15	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	64	0	0	88	3	2	8	0	0	12	0	0	0	
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	68	0	0	82	7	3	6	1	0	13	80	10	50	
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	68	0	0	82	6	7	3	1	0	12	92	4	50	
<b>TOTAL SOUTHAMPTON</b>					<b>627</b>	<b>1</b>	<b>1</b>	<b>79</b>	<b>10</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>10</b>	<b>10</b>	
ST ETIENNE																		
	STANSTED	RYANAIR	S	A	27	0	1	78	7	11	4	0	0	13	65	17	31	
	STANSTED	RYANAIR	S	D	26	0	2	88	12	0	0	0	0	6	39	28	31	
<b>TOTAL ST ETIENNE</b>					<b>53</b>	<b>0</b>	<b>3</b>	<b>83</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>52</b>	<b>22</b>	<b>22</b>	
ST LOUIS (LAMBERT)																		
	GATWICK	AMERICAN AIRLINES	S	A	12	0	0	83	8	8	0	0	0	6	89	6	28	
	GATWICK	AMERICAN AIRLINES	S	D	12	0	0	92	8	0	0	0	0	4	64	12	28	
<b>TOTAL ST LOUIS (LAMBERT)</b>					<b>24</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>5</b>	<b>77</b>	<b>9</b>	<b>9</b>	
ST LUCIA (HEWANORRA)																		



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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
ST LUCIA (HEWANORRA)																		
	GATWICK	BRITISH AIRWAYS PLC		S A	8	0	0	38	25	25	0	13	0	58	81	11	16	
	GATWICK	BRITISH AIRWAYS PLC		S D	8	0	0	100	0	0	0	0	0	6	81	10	16	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S A	10	0	0	80	0	20	0	0	0	8	75	13	8	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S D	10	0	0	80	20	0	0	0	0	7	75	15	8	
<b>TOTAL ST LUCIA (HEWANORRA)</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>79</b>	<b>12</b>	<b>12</b>	
ST PETERSBURG																		
	HEATHROW	AEROFLOT		S A	3	0	0	100	0	0	0	0	0	13	25	44	4	
	HEATHROW	AEROFLOT		S D	3	0	0	33	67	0	0	0	0	17	0	34	4	
	HEATHROW	BRITISH AIRWAYS PLC		S A	20	0	0	95	0	5	0	0	0	3	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC		S D	20	0	0	70	10	15	5	0	0	16	0	0	0	
<b>TOTAL ST PETERSBURG</b>					<b>48</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>20</b>	<b>20</b>	
ST THOMAS ISLANDS																		
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	75	0	0	25	0	0	25	50	15	4	
<b>TOTAL ST THOMAS ISLANDS</b>					<b>4</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>25</b>	<b>50</b>	<b>15</b>	<b>15</b>	
STANSTED																		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	51	0	0	73	20	4	4	0	0	14	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S D	51	0	0	84	6	4	6	0	0	12	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S A	173	0	0	69	10	10	9	1	0	22	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S D	174	0	0	66	16	6	11	1	1	27	0	0	0	
	GLASGOW	EASYJET AIRLINE COMPANY LTD		S A	123	1	0	63	16	8	11	1	0	23	0	0	0	
	GLASGOW	EASYJET AIRLINE COMPANY LTD		S D	123	0	0	67	17	11	4	1	0	18	0	0	0	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S A	100	1	0	53	22	11	12	1	1	32	0	0	0	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S D	101	1	0	48	17	19	14	2	1	37	0	0	0	
<b>TOTAL STANSTED</b>					<b>896</b>	<b>9</b>	<b>32</b>	<b>64</b>	<b>15</b>	<b>10</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>79</b>	<b>11</b>	<b>11</b>	
STAVANGER																		
	HEATHROW	SAS		S A	24	0	0	96	0	4	0	0	0	2	50	28	24	
	HEATHROW	SAS		S D	24	0	0	92	4	4	0	0	0	3	46	34	24	
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S		S A	28	0	0	57	18	14	11	0	0	21	48	20	23	
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S		S D	28	0	0	75	11	11	4	0	0	11	78	10	23	
<b>TOTAL STAVANGER</b>					<b>104</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>55</b>	<b>23</b>	<b>23</b>	
STOCKHOLM (ARLANDA)																		

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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)												
STOCKHOLM (ARLANDA)																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	160	0	0	72	13	13	3	0	0	12	38	33	147	
	HEATHROW	BRITISH AIRWAYS PLC		S D	160	0	0	76	17	6	1	0	0	10	50	20	147	
	BIRMINGHAM	DUO AIRWAYS LTD		S A	43	0	0	79	9	7	5	0	0	10	51	44	41	
	BIRMINGHAM	DUO AIRWAYS LTD		S D	43	0	0	72	16	9	2	0	0	13	51	34	43	
	MANCHESTER	FINNAIR		S D	20	0	0	90	10	0	0	0	0	5	0	0	0	
	HEATHROW	SAS		S A	180	0	0	87	7	3	2	0	0	6	44	29	186	
	HEATHROW	SAS		S D	180	0	0	89	6	2	3	0	0	6	70	27	183	
	MANCHESTER	SKYWAYS EXPRESS		S A	41	0	1	95	2	2	0	0	0	2	66	18	41	
	MANCHESTER	SKYWAYS EXPRESS		S D	41	0	1	98	2	0	0	0	0	1	73	16	41	
<b>TOTAL STOCKHOLM (ARLANDA)</b>					<b>868</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>53</b>	<b>28</b>	<b>28</b>	
STOCKHOLM (SKAVSTA)																		
	STANSTED	RYANAIR		S A	76	0	0	64	24	5	4	3	0	22	42	26	76	
	STANSTED	RYANAIR		S D	76	0	0	72	20	5	1	1	0	14	39	24	76	
<b>TOTAL STOCKHOLM (SKAVSTA)</b>					<b>152</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>22</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>41</b>	<b>25</b>	<b>25</b>	
STORNOWAY																		
	EDINBURGH	BMI REGIONAL		S A	28	0	0	93	4	4	0	0	0	2	0	0	0	
	EDINBURGH	BMI REGIONAL		S D	28	0	0	93	0	7	0	0	0	6	0	0	0	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD		S A	42	0	0	69	5	12	14	0	0	22	0	0	0	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD		S D	43	0	0	63	9	12	16	0	0	27	0	0	0	
	EDINBURGH	LOGANAIR		S A	10	0	0	80	10	0	10	0	0	10	60	68	5	
	EDINBURGH	LOGANAIR		S D	27	0	0	89	0	7	4	0	0	9	91	19	23	
<b>TOTAL STORNOWAY</b>					<b>178</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>4</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>78</b>	<b>19</b>	<b>19</b>	
STRASBOURG																		
	GATWICK	BRIT AIR		S A	67	0	1	87	10	3	0	0	0	6	43	21	67	
	GATWICK	BRIT AIR		S D	67	0	1	94	1	4	0	0	0	4	79	10	67	
	STANSTED	RYANAIR		S A	52	0	0	83	10	2	4	2	0	13	0	0	0	
	STANSTED	RYANAIR		S D	52	0	0	65	19	12	2	2	0	21	0	0	0	
<b>TOTAL STRASBOURG</b>					<b>238</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>61</b>	<b>16</b>	<b>16</b>	
STUTTART																		
	GLASGOW	BRITANNIA AIRWAYS		C A	2	0	0	50	0	50	0	0	0	20	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC		S A	83	0	0	73	16	6	5	0	0	14	55	23	103	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2002				
					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)											
STUTT GART	HEATHROW	BRITISH AIRWAYS PLC	S	D	83	0	0	87	10	1	2	0	0	7	66	17	103
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	67	0	0	76	13	6	3	1	0	15	73	14	67
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	68	0	0	84	7	6	3	0	0	11	62	27	68
	GLASGOW	EXCEL AIRWAYS LTD	C	A	3	0	0	33	0	67	0	0	0	26	0	0	0
	GLASGOW	EXCEL AIRWAYS LTD	C	D	3	0	0	67	33	0	0	0	0	13	0	0	0
	GLASGOW	HAPAG LLOYD FLUG	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0
	GLASGOW	HAPAG LLOYD FLUG	C	D	2	0	0	50	0	50	0	0	0	25	0	0	0
	HEATHROW	LUFTHANSA CITY LINE	S	A	82	0	0	74	13	9	2	1	0	13	0	0	0
	HEATHROW	LUFTHANSA CITY LINE	S	D	83	0	0	69	17	7	5	2	0	17	0	0	0
	MANCHESTER	LUFTHANSA CITY LINE	S	A	27	0	0	96	0	4	0	0	0	4	81	10	26
	MANCHESTER	LUFTHANSA CITY LINE	S	D	26	0	0	92	8	0	0	0	0	3	85	7	26
	GLASGOW	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	3	0	0	33	0	33	33	0	0	54	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	3	1	0	67	33	0	0	0	0	14	0	0	0
<b>TOTAL STUTT GART</b>					<b>552</b>	<b>4</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>65</b>	<b>18</b>	<b>18</b>
SUMBURGH	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	22	0	0	77	9	5	9	0	0	19	0	0	0
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	24	0	0	67	8	17	8	0	0	21	0	0	0
	EDINBURGH	LOGANAIR	S	A	27	0	0	78	11	4	4	4	0	18	86	9	28
	EDINBURGH	LOGANAIR	S	D	28	0	0	71	4	7	14	4	0	31	79	12	28
	GLASGOW	LOGANAIR	S	A	28	1	0	71	18	4	7	0	0	13	71	20	28
	GLASGOW	LOGANAIR	S	D	28	1	0	46	32	14	4	4	0	28	79	17	28
<b>TOTAL SUMBURGH</b>					<b>157</b>	<b>2</b>	<b>0</b>	<b>68</b>	<b>14</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>78</b>	<b>13</b>	<b>13</b>
SYDNEY	HEATHROW	BRITISH AIRWAYS PLC	S	A	55	0	2	84	4	7	2	0	4	41	50	43	76
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	2	0	59	20	11	7	4	0	27	63	19	76
	HEATHROW	QANTAS	S	A	55	1	1	80	9	11	0	0	0	10	0	77	28
	HEATHROW	QANTAS	S	D	45	0	0	36	36	20	7	2	0	31	58	19	43
<b>TOTAL SYDNEY</b>					<b>211</b>	<b>3</b>	<b>3</b>	<b>66</b>	<b>16</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>27</b>	<b>50</b>	<b>34</b>	<b>34</b>
SYLHET																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2002					
					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		
TABA																		
	GATWICK	ASTRAEUS LTD	C	A	4	0	0	100	0	0	0	0	0	5	0	0	0	
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0	
	MANCHESTER	ASTRAEUS LTD	C	A	4	0	0	75	25	0	0	0	0	12	0	0	0	
	MANCHESTER	ASTRAEUS LTD	C	D	4	0	0	100	0	0	0	0	0	6	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	50	0	50	0	0	0	32	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	7	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	0	50	0	50	0	0	57	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0	
<b>TOTAL TABA</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	
TAIPEI																		
	HEATHROW	EVA AIR	S	A	16	0	0	69	19	6	0	6	0	27	42	13	12	
	HEATHROW	EVA AIR	S	D	16	0	0	94	0	0	0	0	6	41	83	7	12	
<b>TOTAL TAIPEI</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>34</b>	<b>75</b>	<b>16</b>	<b>16</b>	
TALLIN																		
	GATWICK	ESTONIAN AIR	S	A	23	0	0	96	4	0	0	0	0	2	67	14	18	
	GATWICK	ESTONIAN AIR	S	D	23	0	0	87	13	0	0	0	0	5	83	9	18	
<b>TOTAL TALLIN</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>76</b>	<b>11</b>	<b>11</b>	
TAMPA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	20	0	0	85	5	5	5	0	0	8	100	1	12	
	GATWICK	BRITISH AIRWAYS PLC	S	D	20	0	0	75	15	5	5	0	0	14	92	9	12	
<b>TOTAL TAMPA</b>					<b>40</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>96</b>	<b>5</b>	<b>5</b>	
TANGIERS (IBN BATUTA)																		
	GATWICK	GB AIRWAYS LTD	S	A	8	0	0	38	25	38	0	0	0	21	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	D	8	0	0	75	13	13	0	0	0	13	0	0	0	
<b>TOTAL TANGIERS (IBN BATUTA)</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	
TARBES-LOURDES INTERNA																		
<b>TOTAL TARBES-LOURDES INTERNATIONAL</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>16</b>	<b>100</b>	<b>9</b>	<b>9</b>	
TASHKENT																		
	BIRMINGHAM	UZBEKISTAN AIRLINES	S	A	12	0	0	92	0	8	0	0	0	4	100	1	9	
	BIRMINGHAM	UZBEKISTAN AIRLINES	S	D	12	0	0	17	50	25	8	0	0	31	33	28	9	
	HEATHROW	UZBEKISTAN AIRLINES	S	A	16	0	0	75	6	6	13	0	0	18	56	41	16	
	HEATHROW	UZBEKISTAN AIRLINES	S	D	16	0	0	63	19	6	13	0	0	20	38	40	16	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2002				
					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																	
<b>TOTAL TASHKENT</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>18</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>54</b>	<b>31</b>	<b>31</b>
TEESSIDE																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	79	0	0	76	9	9	5	1	0	13	78	15	82
	HEATHROW	BMI BRITISH MIDLAND	S	D	80	0	0	76	10	8	6	0	0	12	84	9	82
<b>TOTAL TEESSIDE</b>					<b>159</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>9</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>81</b>	<b>12</b>	<b>12</b>
TEHRAN																	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	16	0	0	81	13	0	6	0	0	15	42	53	12
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	16	0	0	38	31	6	13	13	0	50	75	33	12
	HEATHROW	IRAN AIR	S	A	12	0	0	50	42	8	0	0	0	18	67	16	12
	HEATHROW	IRAN AIR	S	D	12	0	0	67	25	8	0	0	0	14	83	9	12
<b>TOTAL TEHRAN</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>27</b>	<b>5</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>25</b>	<b>67</b>	<b>28</b>	<b>28</b>
TEL AVIV																	
	GATWICK	ARKIA	C	A	2	0	0	100	0	0	0	0	0	0	67	11	3
	GATWICK	ARKIA	C	D	2	0	0	50	0	0	50	0	0	71	25	27	4
	HEATHROW	BRITISH AIRWAYS PLC	S	A	54	0	0	74	11	7	7	0	0	15	41	32	56
	HEATHROW	BRITISH AIRWAYS PLC	S	D	54	1	0	74	13	7	6	0	0	14	68	13	56
	HEATHROW	EL AL	S	A	45	0	0	80	16	0	4	0	0	10	68	13	40
	HEATHROW	EL AL	S	D	46	0	1	89	9	2	0	0	0	6	51	17	39
	STANSTED	EL AL	S	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	STANSTED	EL AL	S	D	4	0	0	25	25	50	0	0	0	23	0	0	0
	GATWICK	ISRAIR LTD	C	A	2	0	0	0	50	50	0	0	0	39	0	0	0
	GATWICK	ISRAIR LTD	C	D	2	0	0	0	0	50	50	0	0	57	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	0	0	100	0	0	0	38	0	49	5
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	50	50	0	0	0	0	8	80	11	5
<b>TOTAL TEL AVIV</b>					<b>219</b>	<b>3</b>	<b>1</b>	<b>76</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>56</b>	<b>20</b>	<b>20</b>
TENERIFE (NORTE LOS ROD)																	
	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	0	50	0	0	0	50	197	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	D	3	0	0	67	0	33	0	0	0	18	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	0	50	50	0	0	0	0	16	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL TENERIFE (NORTE LOS RODEOS)</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>48</b>	<b>0</b>	<b>0</b>	<b>0</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2002					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
TENERIFE (SURREINA SOFIA)																		
	MANCHESTER	AIR CORDIAL LTD	C	A	6	0	0	33	17	0	50	0	0	66	0	122	8	
	MANCHESTER	AIR CORDIAL LTD	C	D	7	0	0	43	43	0	14	0	0	29	38	116	8	
	EDINBURGH	AIR EUROPA	C	A	4	0	0	100	0	0	0	0	0	2	75	15	4	
	EDINBURGH	AIR EUROPA	C	D	4	0	0	50	50	0	0	0	0	12	0	54	4	
	GATWICK	ASTRAEUS LTD	C	A	10	0	0	40	20	40	0	0	0	22	0	0	0	
	GATWICK	ASTRAEUS LTD	C	D	13	0	0	77	8	8	8	0	0	14	0	0	0	
	MANCHESTER	ASTRAEUS LTD	C	A	5	0	0	0	0	60	40	0	0	96	0	0	0	
	MANCHESTER	ASTRAEUS LTD	C	D	6	0	0	33	17	17	17	0	17	189	0	0	0	
	MANCHESTER	AZZURRA AIR	C	A	8	0	0	25	25	25	25	0	0	51	40	36	5	
	MANCHESTER	AZZURRA AIR	C	D	8	0	0	75	13	0	13	0	0	23	60	14	5	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	13	0	0	69	15	8	8	0	0	21	29	19	7	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	15	0	0	80	7	0	13	0	0	23	75	52	8	
	GATWICK	BRITANNIA AIRWAYS	C	A	24	0	0	54	33	8	4	0	0	17	33	45	24	
	GATWICK	BRITANNIA AIRWAYS	C	D	25	1	0	84	4	4	8	0	0	11	71	20	24	
	GLASGOW	BRITANNIA AIRWAYS	C	A	8	0	0	100	0	0	0	0	0	5	100	3	8	
	GLASGOW	BRITANNIA AIRWAYS	C	D	8	0	0	100	0	0	0	0	0	3	75	11	8	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	5	67	17	6	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	1	100	3	7	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	20	0	0	65	15	15	5	0	0	14	37	23	19	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	20	0	0	90	0	10	0	0	0	4	80	8	20	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	8	0	0	63	13	13	13	0	0	20	25	32	8	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	8	0	0	88	0	0	13	0	0	25	63	15	8	
	STANSTED	BRITANNIA AIRWAYS	C	A	7	1	0	57	14	0	0	14	14	108	50	16	8	
	STANSTED	BRITANNIA AIRWAYS	C	D	7	0	0	71	14	0	14	0	0	26	50	18	8	
	GATWICK	EXCEL AIRWAYS LTD	C	A	13	0	0	62	31	8	0	0	0	13	59	13	17	
	GATWICK	EXCEL AIRWAYS LTD	C	D	15	0	0	100	0	0	0	0	0	1	88	3	17	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	12	0	0	0	42	33	25	0	0	42	25	24	12	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	12	0	0	75	17	8	0	0	0	8	83	6	12	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	11	0	0	45	36	18	0	0	0	15	0	0	0	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	12	0	0	83	8	8	0	0	0	6	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	24	1	0	50	8	29	13	0	0	28	62	138	13	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	26	0	0	65	15	12	8	0	0	18	79	14	14	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	75	13	13	0	0	0	11	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2002				
					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)	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	100	0	0	0	0	0	2	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	24	0	0	67	21	13	0	0	0	11	69	9	13
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	26	0	0	96	4	0	0	0	0	3	92	8	13
	NEWCASTLE	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	0	25	25	0	0	39	0	0	0
	NEWCASTLE	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	5	0	0	0
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	11	0	0	18	9	73	0	0	0	33	0	0	0
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	12	0	0	50	25	25	0	0	0	18	0	0	0
	GATWICK	FUTURA AIRLINES	C	A	2	0	0	50	0	0	50	0	0	36	10	37	10
	GATWICK	FUTURA AIRLINES	C	D	2	0	0	50	0	50	0	0	0	30	11	37	9
	GLASGOW	FUTURA AIRLINES	C	A	3	0	0	33	33	33	0	0	0	27	50	29	8
	GLASGOW	FUTURA AIRLINES	C	D	3	0	0	33	33	33	0	0	0	32	44	120	9
	MANCHESTER	FUTURA AIRLINES	C	A	4	0	0	25	0	50	25	0	0	48	0	0	0
	MANCHESTER	FUTURA AIRLINES	C	D	5	0	0	20	20	40	20	0	0	41	0	0	0
	GATWICK	GB AIRWAYS LTD	S	A	27	1	1	70	22	4	4	0	0	14	35	25	20
	GATWICK	GB AIRWAYS LTD	S	D	28	0	0	64	25	4	7	0	0	18	67	14	27
	BIRMINGHAM	HOLA AIRLINES	C	A	4	0	0	25	50	25	0	0	0	24	0	0	0
	BIRMINGHAM	HOLA AIRLINES	C	D	4	0	0	25	25	50	0	0	0	23	0	0	0
	EDINBURGH	IBERWORLD	C	A	4	0	0	50	0	0	50	0	0	32	0	0	0
	EDINBURGH	IBERWORLD	C	D	4	0	0	25	25	25	25	0	0	36	0	0	0
	MANCHESTER	IBERWORLD	C	A	7	0	0	0	29	71	0	0	0	31	40	67	5
	MANCHESTER	IBERWORLD	C	D	5	0	0	0	40	60	0	0	0	31	33	79	6
	MANCHESTER	ISLANDSFLUG	C	A	5	0	0	0	0	80	20	0	0	69	0	0	0
	MANCHESTER	ISLANDSFLUG	C	D	6	0	0	100	0	0	0	0	0	3	0	0	0
	NEWCASTLE	ISLANDSFLUG	C	A	3	1	0	0	33	33	0	33	0	84	0	0	0
	NEWCASTLE	ISLANDSFLUG	C	D	4	0	0	25	25	25	25	0	0	60	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	A	9	0	0	56	22	22	0	0	0	13	30	25	10
	BIRMINGHAM	MONARCH AIRLINES	C	D	11	0	0	100	0	0	0	0	0	4	82	9	11
	GATWICK	MONARCH AIRLINES	C	A	22	0	0	50	14	23	14	0	0	26	56	35	16
	GATWICK	MONARCH AIRLINES	C	D	26	0	0	62	12	15	12	0	0	22	44	39	16
	LUTON	MONARCH AIRLINES	S	A	12	0	1	58	8	25	8	0	0	27	50	28	12
	LUTON	MONARCH AIRLINES	C	A	3	1	0	33	67	0	0	0	0	19	50	11	4
	LUTON	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	3	100	6	4
	LUTON	MONARCH AIRLINES	S	D	12	0	0	83	8	0	8	0	0	16	83	7	12

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2002					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
TENERIFE (SURREINA SOFIA)																		
	MANCHESTER	MONARCH AIRLINES	C	A	10	0	0	30	10	30	30	0	0	46	61	31	18	
	MANCHESTER	MONARCH AIRLINES	C	D	11	0	0	73	18	0	9	0	0	18	78	22	18	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	8	0	0	38	38	13	0	13	0	39	13	39	8	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	8	0	0	100	0	0	0	0	0	6	50	24	8	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	12	1	0	50	25	25	0	0	0	19	25	38	20	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	12	0	0	75	8	17	0	0	0	9	60	30	20	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	8	0	0	50	25	13	13	0	0	27	25	49	8	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	8	0	0	88	0	13	0	0	0	9	63	20	8	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	9	63	22	8	
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	63	15	8	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	20	3	0	35	35	25	5	0	0	28	44	32	25	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	21	0	0	52	14	19	14	0	0	26	65	23	26	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	7	0	0	43	43	14	0	0	0	16	13	98	8	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	8	0	0	88	13	0	0	0	0	4	50	65	8	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	8	0	0	75	13	0	0	0	13	156	50	22	8	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	8	1	0	100	0	0	0	0	0	1	38	28	8	
	GLASGOW	SPANAIR	C	A	4	0	0	50	25	25	0	0	0	24	75	9	4	
	GLASGOW	SPANAIR	C	D	4	0	0	25	25	25	0	0	25	209	0	31	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	6	0	0	67	0	0	33	0	0	44	83	8	6	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	7	0	0	71	14	0	14	0	0	22	86	4	7	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	34	0	0	56	26	12	6	0	0	18	61	18	31	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	36	0	0	78	6	11	6	0	0	14	85	9	33	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	11	11	0	0	0	8	90	2	10	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	10	0	0	100	0	0	0	0	0	0	89	2	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	34	0	0	79	15	3	0	0	3	24	79	12	34	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	35	0	0	89	3	9	0	0	0	5	91	4	35	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	1	0	100	0	0	0	0	0	1	50	19	8	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	88	5	8	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	VOLAR AIRLINES	C	A	4	0	0	50	25	25	0	0	0	18	0	0	0	
	BIRMINGHAM	VOLAR AIRLINES	C	D	4	0	0	50	25	25	0	0	0	19	0	0	0	
	GLASGOW	VOLAR AIRLINES	C	A	5	0	0	80	0	20	0	0	0	10	0	0	0	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
TENERIFE (SURREINA SOFIA)																		
	GLASGOW	VOLAR AIRLINES	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0	
	MANCHESTER	VOLAR AIRLINES	C	A	5	0	0	20	20	60	0	0	0	38	0	0	0	
	MANCHESTER	VOLAR AIRLINES	C	D	6	0	0	33	0	50	17	0	0	43	0	0	0	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>					<b>1061</b>	<b>12</b>	<b>4</b>	<b>65</b>	<b>15</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>61</b>	<b>25</b>	<b>25</b>	
TETERBORO																		
TIRANA																		
TIREE																		
	GLASGOW	LOGANAIR	S	A	24	0	0	63	13	17	8	0	0	19	74	18	23	
	GLASGOW	LOGANAIR	S	D	24	0	0	71	8	13	8	0	0	16	87	9	23	
<b>TOTAL TIREE</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>10</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>80</b>	<b>13</b>	<b>13</b>	
TOBAGO																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	12	0	0	75	0	8	8	0	8	143	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	12	0	0	67	25	0	0	0	8	130	0	0	0	
	HEATHROW	BWIA	S	D	4	0	0	50	0	0	50	0	0	34	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	25	50	0	0	0	34	25	52	4	
<b>TOTAL TOBAGO</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>6</b>	<b>111</b>	<b>25</b>	<b>52</b>	<b>52</b>	
TOKYO (NARITA)																		
	HEATHROW	AEROFLOT	S	A	8	0	0	50	13	38	0	0	0	21	0	71	8	
	HEATHROW	AEROFLOT	S	D	8	0	0	63	38	0	0	0	0	13	13	25	8	
	HEATHROW	ALL NIPPON AIRWAYS	S	A	28	1	0	100	0	0	0	0	0	57	13	28		
	HEATHROW	ALL NIPPON AIRWAYS	S	D	28	0	0	82	14	4	0	0	0	7	82	10	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	54	0	0	85	6	6	0	4	0	14	82	9	49	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	55	0	0	55	22	11	13	0	0	23	47	23	49	
	HEATHROW	JAPAN AIRLINES	S	A	46	0	0	85	11	0	2	2	0	12	86	8	28	
	HEATHROW	JAPAN AIRLINES	S	D	46	0	0	83	11	2	4	0	0	11	61	18	28	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	22	6	6	86	14	0	0	0	0	3	46	30	28	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	28	0	0	64	18	11	7	0	0	18	79	14	28	
<b>TOTAL TOKYO (NARITA)</b>					<b>323</b>	<b>7</b>	<b>6</b>	<b>77</b>	<b>13</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>17</b>	<b>17</b>	
TORONTO																		
	HEATHROW	AIR CANADA	S	A	108	0	0	63	17	10	10	0	0	18	71	14	108	
	HEATHROW	AIR CANADA	S	D	108	0	0	67	21	9	3	0	0	13	81	10	108	
	GATWICK	AIR TRANSAT	S	A	4	0	0	75	25	0	0	0	0	8	100	4	4	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2002					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
TORONTO																		
	GATWICK	AIR TRANSAT		S D	4	0	0	100	0	0	0	0	0	5	100	3	4	
	GLASGOW	AIR TRANSAT		S A	4	0	0	25	0	50	25	0	0	34	75	5	4	
	GLASGOW	AIR TRANSAT		S D	4	0	0	50	0	0	50	0	0	34	50	10	4	
	MANCHESTER	AIR TRANSAT		S A	4	0	0	50	0	50	0	0	0	27	50	9	4	
	MANCHESTER	AIR TRANSAT		S D	4	0	0	25	0	50	25	0	0	61	25	25	4	
	HEATHROW	BRITISH AIRWAYS PLC		S A	55	0	0	71	2	9	13	0	5	71	79	14	56	
	HEATHROW	BRITISH AIRWAYS PLC		S D	55	1	0	40	25	20	13	0	2	52	54	26	56	
	BIRMINGHAM	PAKISTAN INTL AIRLINES		S A	8	0	0	25	25	13	25	13	0	69	0	0	0	
	BIRMINGHAM	PAKISTAN INTL AIRLINES		S D	8	0	0	75	13	0	0	13	0	49	0	0	0	
<b>TOTAL TORONTO</b>					<b>366</b>	<b>1</b>	<b>0</b>	<b>61</b>	<b>16</b>	<b>12</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>32</b>	<b>72</b>	<b>15</b>	<b>15</b>	
TORREJON DE ARDOZ																		
TOULOUSE (BLAGNAC)																		
	BIRMINGHAM	BMI BRITISH MIDLAND		S A	4	0	0	25	25	0	50	0	0	59	0	0	0	
	BIRMINGHAM	BMI BRITISH MIDLAND		S D	4	0	0	0	25	50	25	0	0	66	0	0	0	
	MANCHESTER	BMI REGIONAL		S A	28	0	0	86	7	7	0	0	0	6	0	0	0	
	MANCHESTER	BMI REGIONAL		S D	28	0	0	93	0	7	0	0	0	4	0	0	0	
	GATWICK	BRITANNIA AIRWAYS		C A	8	0	0	75	0	0	25	0	0	34	88	4	8	
	GATWICK	BRITANNIA AIRWAYS		C D	8	0	0	88	0	0	13	0	0	13	88	7	8	
	MANCHESTER	BRITANNIA AIRWAYS		C A	4	0	0	25	25	25	25	0	0	49	80	11	5	
	MANCHESTER	BRITANNIA AIRWAYS		C D	4	0	0	100	0	0	0	0	0	100	1	5		
	MANCHESTER	BRITISH AIRWAYS PLC		C A	4	0	0	0	50	25	0	25	0	79	75	12	4	
	MANCHESTER	BRITISH AIRWAYS PLC		C D	4	0	0	100	0	0	0	0	0	100	1	4		
	GATWICK	CITY FLYER EXPRESS		S A	83	0	0	71	11	14	4	0	0	15	73	20	81	
	GATWICK	CITY FLYER EXPRESS		S D	83	0	0	81	10	8	1	0	0	11	67	17	81	
	BIRMINGHAM	DUO AIRWAYS LTD		S A	2	0	0	50	0	50	0	0	0	22	0	0	0	
	BIRMINGHAM	DUO AIRWAYS LTD		S D	2	0	0	50	0	0	50	0	0	33	0	0	0	
	NEWCASTLE	EUROPEAN AIR CHARTER		C A	4	0	0	75	0	0	25	0	0	48	0	0	0	
	NEWCASTLE	EUROPEAN AIR CHARTER		C D	4	0	0	50	25	0	25	0	0	49	0	0	0	
	STANSTED	EUROPEAN AIR CHARTER		C A	4	0	0	0	50	25	25	0	0	65	0	62	4	
	STANSTED	EUROPEAN AIR CHARTER		C D	4	0	0	75	25	0	0	0	0	9	25	56	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	75	0	0	25	0	0	30	100	1	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	100	0	4		
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	0	0	25	75	0	0	98	88	4	8	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2002						
					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	
TOULOUSE (BLAGNAC)																			
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	88	3	8		
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	0	25	25	25	25	0	106	0	119	4		
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	100	2	4			
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	C	A	4	0	0	50	0	25	0	25	0	84	0	0	0		
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	24	0	0	63	17	4	17	0	0	29	50	28	4		
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	24	0	0	63	21	4	13	0	0	22	50	29	4		
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	C	D	4	0	0	75	0	25	0	0	0	12	0	0	0		
	HEATHROW	FLYBE.BRITISH EUROPEAN	S	A	75	0	0	73	15	11	1	0	0	11	56	18	75		
	HEATHROW	FLYBE.BRITISH EUROPEAN	S	D	75	0	0	83	9	7	1	0	0	7	65	13	75		
	STANSTED	KLM UK LTD	S	A	19	0	1	74	5	11	5	5	0	24	0	0	0		
	STANSTED	KLM UK LTD	S	D	20	0	0	65	15	5	10	5	0	29	0	0	0		
	GATWICK	MONARCH AIRLINES	C	A	8	1	0	13	25	13	25	25	0	100	13	57	8		
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	56	11	11	22	0	0	28	88	9	8		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	63	0	13	0	25	0	62	25	31	4		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	78	11	0	0	11	0	29	25	32	4		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	6	1	0	17	17	33	0	33	0	99	80	6	5		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	6	1	0	17	33	0	33	17	0	71	60	7	5		
	STANSTED	RYANAIR	C	A	4	0	0	25	50	0	25	0	0	38	50	26	4		
	STANSTED	RYANAIR	C	D	4	0	0	25	75	0	0	0	0	16	50	21	4		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	0	25	25	0	83	50	17	4		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	0	25	0	55	50	14	4		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	41	75	12	4		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	9	75	9	4		
<b>TOTAL TOULOUSE (BLAGNAC)</b>					<b>621</b>	<b>4</b>	<b>1</b>	<b>70</b>	<b>12</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>65</b>	<b>19</b>	<b>19</b>		
TOURS																			
	STANSTED	KLM UK LTD	S	A	16	0	0	94	6	0	0	0	0	1	0	0	0		
	STANSTED	KLM UK LTD	S	D	16	0	0	94	6	0	0	0	0	5	0	0	0		
<b>TOTAL TOURS</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</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>		
TREVISO																			
	STANSTED	RYANAIR	S	A	84	0	0	85	8	2	4	1	0	12	65	32	79		
	STANSTED	RYANAIR	S	D	84	0	0	77	13	5	4	1	0	17	39	21	80		
<b>TOTAL TREVISO</b>					<b>168</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>51</b>	<b>26</b>	<b>26</b>		
TRIESTE (RONCHI DEI LEGIO)																			

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m 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)											
TRIESTE (RONCHI DEI LEGIO)	STANSTED	RYANAIR		S A	28	0	0	79	7	14	0	0	0	10	52	19	27
	STANSTED	RYANAIR		S D	28	0	0	82	14	4	0	0	0	6	57	15	28
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>54</b>	<b>17</b>	<b>17</b>
TRIPOLI	HEATHROW	BRITISH AIRWAYS PLC		S A	12	0	0	75	8	17	0	0	0	12	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC		S D	12	0	0	92	0	8	0	0	0	8	0	0	0
	HEATHROW	LIBYAN ARAB AIRLINES		S A	8	0	0	38	38	25	0	0	0	19	63	40	8
	HEATHROW	LIBYAN ARAB AIRLINES		S D	8	0	0	63	13	25	0	0	0	14	63	31	8
<b>TOTAL TRIPOLI</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>83</b>	<b>17</b>	<b>17</b>
TRIVANDRUM	GATWICK	MY TRAVEL AIRWAYS UK		C A	4	0	0	25	25	50	0	0	0	27	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK		C D	3	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL TRIVANDRUM</b>					<b>7</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>14</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>63</b>	<b>43</b>	<b>43</b>
TUCSON																	
<b>TOTAL TUCSON</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>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
TUNIS	GATWICK	GB AIRWAYS LTD		S A	16	0	0	75	13	0	13	0	0	15	73	11	15
	GATWICK	GB AIRWAYS LTD		S D	16	0	0	56	31	6	6	0	0	20	60	20	15
	HEATHROW	TUNISAIR		S A	15	0	0	53	13	33	0	0	0	20	31	26	16
	HEATHROW	TUNISAIR		S D	15	0	0	33	13	53	0	0	0	28	25	28	16
<b>TOTAL TUNIS</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>18</b>	<b>23</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>47</b>	<b>21</b>	<b>21</b>
TURIN	MANCHESTER	AZZURRA AIR		C A	4	0	0	75	0	0	25	0	0	22	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	75	25	0	0	0	0	13	25	20	4
	BIRMINGHAM	BRITANNIA AIRWAYS		C D	4	0	0	100	0	0	0	0	0	0	75	6	4
	GATWICK	BRITANNIA AIRWAYS		C A	4	0	0	0	50	25	25	0	0	40	63	15	8
	GATWICK	BRITANNIA AIRWAYS		C D	4	0	0	100	0	0	0	0	0	5	75	11	8
	MANCHESTER	BRITANNIA AIRWAYS		C A	4	0	0	0	50	0	50	0	0	47	40	22	5
	MANCHESTER	BRITANNIA AIRWAYS		C D	4	0	0	100	0	0	0	0	0	1	100	4	5
	STANSTED	BRITANNIA AIRWAYS		C A	4	0	0	0	0	50	50	0	0	55	0	0	0
	STANSTED	BRITANNIA AIRWAYS		C D	4	0	0	50	0	50	0	0	0	23	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2002				
					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
TURIN	BIRMINGHAM	BRITISH AIRWAYS PLC	C	A	4	0	0	0	50	25	25	0	0	35	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	D	4	0	0	100	0	0	0	0	0	1	0	0	0
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	5	0	0	60	0	40	0	0	0	29	50	35	4
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	5	0	0	80	0	20	0	0	0	9	75	28	4
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	15	0	0	73	7	13	7	0	0	21	0	0	0
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	15	0	0	73	7	13	7	0	0	21	0	0	0
	GATWICK	EUROPEAN AIR CHARTER	C	A	5	3	0	60	40	0	0	0	0	14	0	0	0
	GATWICK	EUROPEAN AIR CHARTER	C	D	8	0	0	88	0	13	0	0	0	7	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	38	50	0	13	0	0	20	25	54	12
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	88	0	13	0	0	0	6	33	55	12
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	50	13	25	13	0	0	35	25	34	8
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	7	0	0	86	14	0	0	0	0	5	38	25	8
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	25	25	50	0	0	0	25	25	18	4
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	7	4
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	C	A	4	0	0	0	25	0	75	0	0	97	50	71	4
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	C	D	4	0	0	25	0	0	50	25	0	117	75	18	4
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	C	A	4	0	0	25	0	75	0	0	0	37	25	30	4
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	C	D	4	0	0	100	0	0	0	0	0	4	75	12	4
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	0	0	25	0	0	33	75	11	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	0	0	25	0	0	29	50	17	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	50	13	0	38	0	0	49	63	12	8
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	63	0	0	38	0	0	40	100	7	8
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	6	0	0	67	33	0	0	0	0	11	0	47	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	6	0	0	100	0	0	0	0	0	1	100	5	4
	STANSTED	RYANAIR	S	A	56	0	0	80	11	5	2	2	0	12	67	20	55
	STANSTED	RYANAIR	S	D	56	0	0	73	21	2	2	2	0	15	27	34	55
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	26	75	9	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	1	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	15	71	14	7
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	11	100	3	7
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	12	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	0	4
<b>TOTAL TURIN</b>					<b>335</b>	<b>4</b>	<b>0</b>	<b>69</b>	<b>12</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>57</b>	<b>23</b>	<b>23</b>

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: U

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2002					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m 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	25	25	0	25	0	25	315	0	0	0	
	STANSTED	EUROPEAN AIR CHARTER	C	D	4	0	0	0	75	0	25	0	0	42	0	0	0	
<b>TOTAL URALSK</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>13</b>	<b>179</b>	<b>0</b>	<b>0</b>	<b>0</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
VALENCIA																		
	GATWICK	GB AIRWAYS LTD	S	A	33	0	1	70	27	3	0	0	0	10	84	5	19	
	GATWICK	GB AIRWAYS LTD	S	D	32	0	1	66	19	9	6	0	0	14	75	13	20	
	HEATHROW	IBERIA	S	A	28	0	0	75	14	11	0	0	0	11	46	21	28	
	HEATHROW	IBERIA	S	D	28	0	0	82	14	4	0	0	0	6	79	11	28	
<b>TOTAL VALENCIA</b>					<b>126</b>	<b>4</b>	<b>2</b>	<b>72</b>	<b>19</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>13</b>	<b>13</b>	
VANCOUVER																		
	HEATHROW	AIR CANADA	S	A	28	0	0	64	21	11	0	4	0	20	82	7	28	
	HEATHROW	AIR CANADA	S	D	28	0	0	64	14	11	11	0	0	22	57	21	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	27	0	0	56	11	30	4	0	0	19	75	13	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	32	32	11	21	4	0	37	68	17	28	
	MANCHESTER	HMY AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	HMY AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	6	0	0	0	
<b>TOTAL VANCOUVER</b>					<b>119</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>14</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>71</b>	<b>14</b>	<b>14</b>	
VARADERO																		
VASTERAS																		
	STANSTED	RYANAIR	S	A	35	0	1	77	11	9	3	0	0	11	25	48	28	
	STANSTED	RYANAIR	S	D	35	0	1	54	37	9	0	0	0	16	62	16	29	
<b>TOTAL VASTERAS</b>					<b>70</b>	<b>0</b>	<b>2</b>	<b>66</b>	<b>24</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>44</b>	<b>32</b>	<b>32</b>	
VENICE																		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	18	0	0	56	22	11	6	6	0	34	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	19	0	0	84	11	5	0	0	0	7	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	84	0	0	69	18	7	5	1	0	18	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	84	0	0	80	11	6	2	1	0	15	0	0	0	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	8	0	0	88	13	0	0	0	0	9	0	0	0	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	8	0	0	88	13	0	0	0	0	4	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	55	0	0	44	24	15	16	2	0	33	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	55	0	0	24	42	18	15	2	0	38	0	0	0	
	GATWICK	VOLARE AIRLINES	S	A	42	0	0	86	2	7	2	2	0	13	0	0	0	
	GATWICK	VOLARE AIRLINES	S	D	42	0	0	86	7	2	2	2	0	13	0	0	0	
<b>TOTAL VENICE</b>					<b>419</b>	<b>3</b>	<b>2</b>	<b>66</b>	<b>17</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>69</b>	<b>16</b>	<b>16</b>	
VERONA																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							FEB 2002					
					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records			
					Actual (7)	Plan (8)													
VERONA																			
	GATWICK	BRITISH AIRWAYS PLC		S A	28	0	0	89	4	4	4	0	0	7	0	0	0		
	GATWICK	BRITISH AIRWAYS PLC		S D	28	0	0	82	11	4	4	0	0	9	0	0	0		
	GATWICK	EXCEL AIRWAYS LTD		C A	4	0	0	75	25	0	0	0	0	4	0	0	0		
	GATWICK	EXCEL AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	0	0	0	0		
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	75	0	25	0	0	0	11	0	90	3		
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	2	75	8	4		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	75	25	0	0	0	0	10	0	104	4		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	0	100	0	4		
	STANSTED	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	75	25	0	0	0	0	8	0	0	0		
	STANSTED	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	75	25	0	0	0	0	7	0	0	0		
<b>TOTAL VERONA</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>62</b>	<b>26</b>	<b>26</b>		
VIENNA																			
	HEATHROW	AUSTRIAN AIRLINES		S A	136	0	2	79	13	7	2	0	0	9	49	20	111		
	HEATHROW	AUSTRIAN AIRLINES		S D	136	0	2	77	10	9	4	0	0	12	68	13	111		
	HEATHROW	BRITISH AIRWAYS PLC		S A	111	0	0	88	6	5	0	1	0	8	57	21	111		
	HEATHROW	BRITISH AIRWAYS PLC		S D	111	0	0	84	11	5	1	0	0	8	77	14	111		
	BIRMINGHAM	DUO AIRWAYS LTD		S A	27	0	0	70	15	4	7	4	0	21	21	45	24		
	BIRMINGHAM	DUO AIRWAYS LTD		S D	28	0	0	68	7	14	7	4	0	26	33	37	24		
	MANCHESTER	TYROLEAN AIRWAYS		S A	27	0	0	93	0	7	0	0	0	4	0	0	0		
	MANCHESTER	TYROLEAN AIRWAYS		S D	28	0	0	79	14	4	4	0	0	13	0	0	0		
<b>TOTAL VIENNA</b>					<b>604</b>	<b>0</b>	<b>4</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>60</b>	<b>18</b>	<b>18</b>		
VILNIUS																			
	GATWICK	LITHUANIA AIRLINES		S A	28	0	0	100	0	0	0	0	0	2	0	0	0		
	GATWICK	LITHUANIA AIRLINES		S D	28	0	0	96	0	0	0	4	0	10	0	0	0		
<b>TOTAL VILNIUS</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>55</b>	<b>16</b>	<b>16</b>		
VITORIA																			



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							FEB 2002				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m 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)										
WARSAW																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	83	0	0	89	4	7	0	0	0	5	50	24	80	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	83	0	0	82	11	6	1	0	0	8	64	17	81	
	HEATHROW	LOT-POLISH AIRLINES	S	A	84	1	0	79	14	4	4	0	0	10	47	26	83	
	HEATHROW	LOT-POLISH AIRLINES	S	D	84	0	0	90	4	4	2	0	0	7	72	16	82	
	MANCHESTER	LOT-POLISH AIRLINES	S	A	24	0	0	96	4	0	0	0	0	2	42	33	24	
	MANCHESTER	LOT-POLISH AIRLINES	S	D	24	0	0	88	4	0	8	0	0	15	74	18	23	
<b>TOTAL WARSAW</b>					<b>382</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>58</b>	<b>22</b>	<b>22</b>	
WASHINGTON (DULLES)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	44	0	0	82	5	5	9	0	0	11	93	2	56	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	45	0	1	53	24	13	9	0	0	21	59	20	56	
	HEATHROW	UNITED AIRLINES	S	A	79	0	0	82	13	3	3	0	0	8	95	5	56	
	HEATHROW	UNITED AIRLINES	S	D	80	0	0	84	9	3	5	0	0	12	77	12	57	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	27	0	0	81	11	4	0	0	4	58	93	3	28	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	27	0	0	89	4	7	0	0	0	10	64	14	28	
<b>TOTAL WASHINGTON (DULLES)</b>					<b>302</b>	<b>1</b>	<b>1</b>	<b>79</b>	<b>11</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>82</b>	<b>9</b>	<b>9</b>	
WATERFORD																		
WEST PALM BEACH																		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	0	0	0	50	50	0	0	70	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	7	0	0	0	
<b>TOTAL WEST PALM BEACH</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>20</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>0</b>	
WHITE PLAINS																		
WINDHOEK																		

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: Y

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2002					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m 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)										
YEREVAN	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	12	0	0	92	0	0	8	0	0	7	50	17	8	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	12	0	0	42	25	17	17	0	0	39	50	71	8	
<b>TOTAL YEREVAN</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>13</b>	<b>8</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>50</b>	<b>44</b>	<b>44</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2003

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2002					
					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	16	0	0	94	0	0	6	0	0	6	0	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC		S D	16	0	0	81	13	6	0	0	0	8	0	0	0	0
	HEATHROW	CROATIA AIRLINES		S A	28	0	0	61	21	0	18	0	0	25	36	33	28	28
	HEATHROW	CROATIA AIRLINES		S D	28	0	0	54	21	11	14	0	0	27	46	32	28	28
<b>TOTAL ZAGREB</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>5</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>64</b>	<b>21</b>	<b>21</b>	<b>21</b>
ZARAGOZA																		
ZURICH																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	164	1	0	59	23	13	4	1	0	19	44	24	162	162
	HEATHROW	BRITISH AIRWAYS PLC		S D	164	0	0	76	16	5	3	0	0	11	67	13	163	163
	MANCHESTER	BRITISH AIRWAYS PLC		S A	52	0	0	52	15	25	6	2	0	26	35	28	46	46
	MANCHESTER	BRITISH AIRWAYS PLC		S D	52	0	0	79	10	10	2	0	0	9	80	9	46	46
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	56	0	0	61	20	5	13	2	0	26	38	27	29	29
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	56	0	0	66	23	9	2	0	0	13	62	21	29	29
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	55	1	1	60	13	20	7	0	0	19	0	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	55	0	1	51	25	15	9	0	0	23	0	0	0	0
	LUTON	EASYJET SWITZERLAND		S A	28	0	0	54	18	14	14	0	0	28	79	10	84	84
	LUTON	EASYJET SWITZERLAND		S D	28	0	0	50	14	25	7	4	0	28	74	13	84	84
	BIRMINGHAM	SWISS AIRLINES		S A	77	0	2	69	14	5	12	0	0	19	51	20	71	71
	BIRMINGHAM	SWISS AIRLINES		S D	77	0	2	66	14	10	9	0	0	21	45	21	71	71
	HEATHROW	SWISS AIRLINES		S A	195	2	1	77	11	10	2	1	0	11	47	24	194	194
	HEATHROW	SWISS AIRLINES		S D	195	0	1	75	11	10	3	1	0	12	64	20	194	194
	LONDON CITY	SWISS AIRLINES		S A	161	0	7	64	19	11	6	0	0	18	50	18	143	143
	LONDON CITY	SWISS AIRLINES		S D	158	0	10	55	23	15	7	0	0	21	33	24	143	143
	MANCHESTER	SWISS AIRLINES		S A	82	1	2	63	17	10	10	0	0	20	44	23	55	55
	MANCHESTER	SWISS AIRLINES		S D	81	0	2	78	7	11	4	0	0	12	73	11	55	55
<b>TOTAL ZURICH</b>					<b>1736</b>	<b>9</b>	<b>29</b>	<b>67</b>	<b>16</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>55</b>	<b>19</b>	<b>19</b>	<b>19</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2003

Reporting Airport: BIRMINGHAM (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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)	649	27	0	77	10	6	6	2	0	17	61	21	523
SCHEDULED FLIGHTS(ALL ROUTES)	7740	43	115	76	10	8	6	1	0	15	72	16	6994
AIRPORT TOTAL	8389	70	115	76	10	7	6	1	0	15	71	17	7517

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2003

Reporting Airport: EDINBURGH (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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)	118	12	0	47	19	17	12	4	1	43	46	37	95
SCHEDULED FLIGHTS(ALL ROUTES)	7308	28	108	75	11	7	6	0	0	15	72	15	7197
AIRPORT TOTAL	7426	40	108	75	11	8	6	1	0	15	72	15	7292

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2003

Reporting Airport: GATWICK (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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)	2613	85	0	66	13	11	8	2	0	25	60	25	2505
SCHEDULED FLIGHTS(ALL ROUTES)	13205	28	143	78	11	6	5	1	0	14	75	13	12405
AIRPORT TOTAL	15818	113	143	76	11	7	5	1	0	16	73	15	14910

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2003

Reporting Airport: GLASGOW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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)	469	10	0	74	11	9	5	1	0	17	57	24	351
SCHEDULED FLIGHTS(ALL ROUTES)	5667	39	65	76	10	8	6	0	0	14	76	13	5548
AIRPORT TOTAL	6136	49	65	76	10	8	6	1	0	14	75	14	5899

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2003

Reporting Airport: HEATHROW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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)	26	6	0	35	27	31	8	0	0	29	27	35	37
SCHEDULED FLIGHTS(ALL ROUTES)	34636	70	106	74	13	8	4	0	0	14	62	20	34032
AIRPORT TOTAL	34662	76	106	74	13	8	4	0	0	14	62	20	34069



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2003

Reporting Airport: LONDON CITY (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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)	3927	0	170	79	13	6	3	0	0	11	56	19	4144
AIRPORT TOTAL	3927	6	170	79	13	6	3	0	0	11	56	19	4146

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2003

Reporting Airport: LUTON (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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)	145	62	0	72	14	6	5	2	1	21	69	22	222
SCHEDULED FLIGHTS(ALL ROUTES)	3761	30	46	69	12	9	8	1	0	19	68	16	3125
AIRPORT TOTAL	3906	92	46	69	12	9	8	1	0	19	68	16	3347

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2003

Reporting Airport: MANCHESTER (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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)	1947	52	0	66	12	11	8	2	1	28	66	24	1842
SCHEDULED FLIGHTS(ALL ROUTES)	10308	35	172	81	9	6	4	0	0	12	71	15	9975
AIRPORT TOTAL	12255	87	172	79	9	6	5	1	0	14	71	17	11817

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2003

Reporting Airport: NEWCASTLE (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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)	261	6	0	67	14	11	7	1	1	26	60	23	260
SCHEDULED FLIGHTS(ALL ROUTES)	2341	16	29	80	8	6	5	0	0	13	75	13	2590
AIRPORT TOTAL	2602	22	29	78	9	7	5	0	0	14	73	14	2850

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2003

Reporting Airport: STANSTED (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2002			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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)	338	26	0	54	17	13	11	3	1	44	56	27	325
SCHEDULED FLIGHTS(ALL ROUTES)	11048	28	177	70	15	8	6	1	0	19	64	18	8531
AIRPORT TOTAL	11386	54	177	69	15	8	6	1	0	20	63	18	8856