

# Punctuality Statistics

Economic Regulation Group

Aviation Data Unit



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

**Full and Summary Analysis**

**January 2004**

**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.

## Contents

Foreword		
Introductory Notes		
Full Analysis – By Reporting Airport	Birmingham	
	Edinburgh	
	Gatwick	
	Glasgow	
	Heathrow	
	London City	
	Luton	
	Manchester	
	Newcastle	
	Stansted	
Full Analysis With Arrival / Departure Split – By Origin / Destination Airport	A	
	B	
	C – E	
	F – H	
	I – L	
	M – N	
	O – P	
	Q – S	
	T – U	
	V – Z	
Summary Analysis		

## 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 JANUARY 2004

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2003		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	10	0	0	10	20	70	0	0	0	37	63	17	8
<b>TOTAL INNSBRUCK</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>20</b>	<b>70</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>63</b>	<b>17</b>	<b>8</b>
<b>SALZBURG</b>															
	BRITANNIA AIRWAYS	C	9	0	0	78	0	11	11	0	0	19	63	38	8
	EUROPEAN AIR CHARTER	C	10	0	0	80	0	20	0	0	14	0	0	0	
	FLYBE BRITISH EUROPEAN	S	61	0	1	64	25	2	7	3	0	27	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	70	10	20	0	0	0	13	88	7	8
<b>TOTAL SALZBURG</b>			<b>90</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>18</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>79</b>	<b>16</b>	<b>24</b>
<b>VIENNA</b>															
	DUO AIRWAYS LTD	S	60	0	2	85	8	0	5	2	0	12	79	10	62
<b>TOTAL VIENNA</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>8</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>10</b>	<b>62</b>
<b>TOTAL AUSTRIA</b>			<b>160</b>	<b>0</b>	<b>3</b>	<b>71</b>	<b>14</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>78</b>	<b>12</b>	<b>94</b>
<b>BARBADOS</b>															
BRIDGETOWN	BRITANNIA AIRWAYS	C	4	0	0	75	0	0	25	0	0	24	100	7	1
<b>TOTAL BRIDGETOWN</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>24</b>	<b>100</b>	<b>7</b>	<b>1</b>
<b>TOTAL BARBADOS</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>24</b>	<b>100</b>	<b>7</b>	<b>1</b>
<b>BELGIUM</b>															
BRUSSELS	SN BRUSSELS AIRLINES	S	229	0	23	93	6	0	0	0	0	4	82	8	267
<b>TOTAL BRUSSELS</b>			<b>229</b>	<b>0</b>	<b>23</b>	<b>93</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>9</b>	<b>446</b>
<b>TOTAL BELGIUM</b>			<b>229</b>	<b>0</b>	<b>23</b>	<b>93</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>9</b>	<b>448</b>
<b>BULGARIA</b>															
SOFIA	EUROPEAN AIR CHARTER	C	10	0	0	100	0	0	0	0	0	1	88	5	8
<b>TOTAL SOFIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>5</b>	<b>8</b>
<b>TOTAL BULGARIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>5</b>	<b>8</b>
<b>CANADA</b>															
TORONTO	PAKISTAN INTL AIRLINES	S	26	0	0	46	4	19	19	4	8	73	33	181	18
<b>TOTAL TORONTO</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>4</b>	<b>19</b>	<b>19</b>	<b>4</b>	<b>8</b>	<b>73</b>	<b>30</b>	<b>166</b>	<b>20</b>
<b>TOTAL CANADA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>4</b>	<b>19</b>	<b>19</b>	<b>4</b>	<b>8</b>	<b>73</b>	<b>30</b>	<b>166</b>	<b>20</b>
<b>CYPRUS</b>															
LARNACA	CYPRUS AIRWAYS	S	8	0	0	75	13	13	0	0	0	12	50	17	8
	EUROCYPRIA AIRLINES LTD	C	2	0	0	0	0	0	0	100	0	207	0	39	2
<b>TOTAL LARNACA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>51</b>	<b>40</b>	<b>21</b>	<b>10</b>
<b>PAPHOS</b>															
	BRITANNIA AIRWAYS	C	7	0	0	86	0	0	14	0	0	26	78	6	9
	EUROCYPRIA AIRLINES LTD	C	2	0	0	50	50	0	0	0	0	11	50	13	2
	FIRST CHOICE AIRWAYS LTD	S	7	0	1	100	0	0	0	0	0	0	90	4	10
	HELIOS AIRWAYS LTD	S	10	0	0	80	20	0	0	0	0	7	0	0	0
<b>TOTAL PAPHOS</b>			<b>26</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>12</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>21</b>	<b>23</b>
<b>TOTAL CYPRUS</b>			<b>36</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>11</b>	<b>3</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>22</b>	<b>64</b>	<b>21</b>	<b>33</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2003		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>CZECH REPUBLIC</b>															
PRAGUE	CSA	S	48	3	2	81	4	13	2	0	0	10	90	9	49
TOTAL PRAGUE			<b>48</b>	<b>3</b>	<b>2</b>	<b>81</b>	<b>4</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>90</b>	<b>9</b>	<b>49</b>
TOTAL CZECH REPUBLIC			<b>48</b>	<b>3</b>	<b>2</b>	<b>81</b>	<b>4</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>90</b>	<b>9</b>	<b>49</b>
<b>DENMARK</b>															
COPENHAGEN	DUO AIRWAYS LTD	S	120	1	7	73	4	8	11	4	0	26	78	14	135
	SAS	S	94	0	6	79	10	5	6	0	0	12	74	23	104
TOTAL COPENHAGEN			<b>214</b>	<b>1</b>	<b>13</b>	<b>76</b>	<b>7</b>	<b>7</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>76</b>	<b>18</b>	<b>239</b>
TOTAL DENMARK			<b>214</b>	<b>1</b>	<b>13</b>	<b>76</b>	<b>7</b>	<b>7</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>76</b>	<b>18</b>	<b>239</b>
<b>FINLAND</b>															
HELSINKI	CITY AIRLINE	S	36	0	6	64	28	8	0	0	0	13	0	0	0
	DUO AIRWAYS LTD	S	43	0	5	74	7	7	9	2	0	22	0	0	0
TOTAL HELSINKI			<b>79</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>16</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
KITTILA	EUROPEAN AIR CHARTER	C	7	0	0	29	14	57	0	0	0	34	100	2	6
TOTAL KITTILA			<b>7</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>14</b>	<b>57</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>88</b>	<b>124</b>	<b>8</b>
TOTAL FINLAND			<b>86</b>	<b>0</b>	<b>11</b>	<b>66</b>	<b>16</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>88</b>	<b>124</b>	<b>8</b>
<b>FRANCE</b>															
CHAMBERY	BRITISH AIRWAYS CITIEXPRESS L	C	18	0	0	56	6	22	17	0	0	27	0	0	0
	EXCEL AIRWAYS LTD	C	10	0	0	40	40	20	0	0	0	18	38	61	8
TOTAL CHAMBERY			<b>28</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>18</b>	<b>21</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>38</b>	<b>61</b>	<b>8</b>
GRENOBLE	FIRST CHOICE AIRWAYS LTD	C	9	0	0	89	11	0	0	0	0	6	0	0	0
TOTAL GRENOBLE			<b>9</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>57</b>	<b>104</b>	<b>7</b>
LYON	DUO AIRWAYS LTD	S	109	0	5	67	16	6	10	1	0	20	67	19	104
	THOMAS COOK AIRLINES LTD	C	10	0	0	60	20	20	0	0	0	18	75	8	8
TOTAL LYON			<b>119</b>	<b>0</b>	<b>5</b>	<b>66</b>	<b>16</b>	<b>8</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>66</b>	<b>20</b>	<b>119</b>
NANTES	BRITANNIA AIRWAYS	C	2	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL NANTES			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
NICE	DUO AIRWAYS LTD	S	2	0	12	100	0	0	0	0	0	4	77	15	35
TOTAL NICE			<b>2</b>	<b>0</b>	<b>12</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>77</b>	<b>15</b>	<b>35</b>
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS CITIEXPRESS L	S	225	1	0	76	9	7	7	0	0	15	0	0	0
	FLYBE.BRITISH EUROPEAN	S	319	0	0	64	17	12	6	0	0	19	66	23	354
TOTAL PARIS (CHARLES DE GAULLE)			<b>544</b>	<b>1</b>	<b>5</b>	<b>69</b>	<b>14</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>62</b>	<b>26</b>	<b>619</b>
TOULOUSE (BLAGNAC)	BRITISH AIRWAYS CITIEXPRESS L	C	8	0	0	38	0	50	13	0	0	34	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	6	88	3	8
	FLYBE.BRITISH EUROPEAN	S	59	4	3	73	12	8	5	2	0	19	55	21	51
	FLYBE.BRITISH EUROPEAN	C	8	0	0	25	63	0	13	0	0	23	75	13	8
TOTAL TOULOUSE (BLAGNAC)			<b>83</b>	<b>4</b>	<b>3</b>	<b>66</b>	<b>16</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>63</b>	<b>16</b>	<b>87</b>
TOTAL FRANCE			<b>789</b>	<b>6</b>	<b>25</b>	<b>68</b>	<b>14</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>66</b>	<b>22</b>	<b>996</b>
<b>GERMANY</b>															

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2003		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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)
BERLIN (TEGEL)	DUO AIRWAYS LTD	S	85	0	4	75	6	7	11	1	0	21	81	7	94
<b>TOTAL BERLIN (TEGEL)</b>			<b>85</b>	<b>0</b>	<b>4</b>	<b>75</b>	<b>6</b>	<b>7</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>80</b>	<b>7</b>	<b>96</b>
COLOGNE (BONN)	DUO AIRWAYS LTD	S	76	0	8	76	8	7	7	3	0	18	0	0	0
<b>TOTAL COLOGNE (BONN)</b>			<b>76</b>	<b>0</b>	<b>8</b>	<b>76</b>	<b>8</b>	<b>7</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
DUSSELDORF	BRITISH AIRWAYS CITIEXPRESS L	S	191	0	0	88	6	3	1	0	1	9	0	0	0
	EUROWINGS LUFTVERKEHRS	S	83	0	0	84	7	4	5	0	0	11	82	12	99
	LUFTHANSA CITY LINE	S	30	0	0	87	7	7	0	0	0	6	95	8	40
<b>TOTAL DUSSELDORF</b>			<b>304</b>	<b>0</b>	<b>9</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>74</b>	<b>16</b>	<b>336</b>
FRANKFURT MAIN	BRITISH AIRWAYS CITIEXPRESS L	S	226	0	0	84	5	6	5	0	0	11	0	0	0
	LUFTHANSA	S	181	0	4	67	20	7	6	0	0	17	74	12	183
<b>TOTAL FRANKFURT MAIN</b>			<b>407</b>	<b>0</b>	<b>22</b>	<b>76</b>	<b>12</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>70</b>	<b>18</b>	<b>423</b>
HAMBURG	BRITISH AIRWAYS CITIEXPRESS L	S	84	0	0	82	5	5	6	1	1	22	0	0	0
<b>TOTAL HAMBURG</b>			<b>84</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>5</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>22</b>	<b>67</b>	<b>18</b>	<b>88</b>
HANOVER	BRITISH AIRWAYS CITIEXPRESS L	S	60	0	0	85	7	5	0	3	0	13	0	0	0
<b>TOTAL HANOVER</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>56</b>	<b>27</b>	<b>50</b>
MUNICH	EUROWINGS LUFTVERKEHRS	S	61	0	0	79	8	8	5	0	0	11	0	0	0
	LUFTHANSA CITY LINE	S	121	0	0	54	14	17	16	0	0	29	75	12	226
<b>TOTAL MUNICH</b>			<b>182</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>12</b>	<b>14</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>74</b>	<b>15</b>	<b>328</b>
MUNSTER-OSNABRUCK	EUROPEAN AIR CHARTER	C	10	0	0	90	10	0	0	0	0	6	0	0	0
<b>TOTAL MUNSTER-OSNABRUCK</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
PADERBORN	EUROPEAN AIR CHARTER	C	8	0	0	63	25	13	0	0	0	12	0	0	0
<b>TOTAL PADERBORN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>43</b>	<b>1</b>
STUTTGART	BRITISH AIRWAYS CITIEXPRESS L	S	133	0	0	77	13	1	9	0	0	14	0	0	0
	DUO AIRWAYS LTD	S	71	0	14	73	17	4	3	3	0	18	68	22	135
<b>TOTAL STUTTGART</b>			<b>204</b>	<b>0</b>	<b>14</b>	<b>76</b>	<b>14</b>	<b>2</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>68</b>	<b>22</b>	<b>135</b>
<b>TOTAL GERMANY</b>			<b>1420</b>	<b>1</b>	<b>63</b>	<b>77</b>	<b>10</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>72</b>	<b>17</b>	<b>1457</b>
IRISH REPUBLIC															
CONNAUGHT	MY TRAVEL AIRWAYS UK	S	58	2	4	74	14	3	3	5	0	28	0	0	0
<b>TOTAL CONNAUGHT</b>			<b>58</b>	<b>3</b>	<b>4</b>	<b>74</b>	<b>14</b>	<b>3</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>
CORK	AER ARRAN	S	100	0	4	84	4	7	3	0	2	19	75	15	104
	FLYBE.BRITISH EUROPEAN	S	60	0	2	78	7	12	3	0	0	12	81	8	54
	ICELANDAIR	C	2	0	0	50	0	0	50	0	0	45	0	0	0
<b>TOTAL CORK</b>			<b>162</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>5</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>77</b>	<b>13</b>	<b>158</b>
DUBLIN	AER LINGUS	S	205	1	5	89	6	3	1	0	0	7	58	22	292
	MY TRAVEL AIRWAYS UK	S	91	0	21	85	4	5	3	2	0	15	0	0	0
	RYANAIR	S	293	1	9	92	4	2	2	0	0	6	84	9	182
<b>TOTAL DUBLIN</b>			<b>589</b>	<b>3</b>	<b>35</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>68</b>	<b>17</b>	<b>474</b>
SHANNON	FIRST CHOICE AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	2	0	0	0
	FLYBE.BRITISH EUROPEAN	S	62	0	0	73	18	3	3	3	0	18	76	15	38
<b>TOTAL SHANNON</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>17</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>79</b>	<b>14</b>	<b>42</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2003		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 IRISH REPUBLIC			875	6	45	86	6	4	3	1	0	11	71	16	674
ITALY															
BERGAMO	BRITISH AIRWAYS CITIEXPRESS L	C	10	0	0	60	30	10	0	0	0	12	0	0	0
TOTAL BERGAMO			10	0	0	60	30	10	0	0	0	12	63	16	8
MILAN (MALPENSA)	BRITISH AIRWAYS CITIEXPRESS L	S	145	0	0	81	10	10	0	0	0	9	0	0	0
TOTAL MILAN (MALPENSA)			145	0	0	81	10	10	0	0	0	9	70	19	132
ROME (FIUMICINO)	BRITISH AIRWAYS CITIEXPRESS L	S	30	0	0	83	3	3	10	0	0	13	0	0	0
TOTAL ROME (FIUMICINO)			30	0	2	83	3	3	10	0	0	13	19	54	36
TURIN	BRITANNIA AIRWAYS	C	8	0	0	63	25	13	0	0	0	11	63	28	8
	BRITISH AIRWAYS CITIEXPRESS L	C	15	0	0	40	47	13	0	0	0	18	0	0	0
	FLYBE.BRITISH EUROPEAN	C	10	0	0	40	10	20	20	10	0	59	50	16	8
TOTAL TURIN			33	0	0	45	30	15	6	3	0	29	70	14	56
TOTAL ITALY			218	0	2	75	13	10	2	0	0	12	61	23	246
MALTA															
MALTA	AIR MALTA	S	18	0	0	83	0	6	0	11	0	29	78	11	18
	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	3	88	6	8
	THOMAS COOK AIRLINES LTD	C	2	0	0	0	50	50	0	0	0	30	100	5	2
TOTAL MALTA			28	0	0	79	7	7	0	7	0	22	82	9	28
TOTAL MALTA			28	0	0	79	7	7	0	7	0	22	82	9	28
NETHERLANDS															
AMSTERDAM	KLM CITYHOPPER	S	261	5	0	75	11	9	4	1	0	15	75	19	337
TOTAL AMSTERDAM			261	5	0	75	11	9	4	1	0	15	76	18	503
TOTAL NETHERLANDS			261	5	0	75	11	9	4	1	0	15	76	18	503
NORWAY															
OSLO (GARDERMOEN)	DUO AIRWAYS LTD	S	32	0	8	81	9	6	3	0	0	11	0	0	0
TOTAL OSLO (GARDERMOEN)			32	0	8	81	9	6	3	0	0	11	0	0	0
TOTAL NORWAY			32	0	8	81	9	6	3	0	0	11	0	0	0
PAKISTAN															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	29	0	0	59	21	7	7	3	3	44	89	9	28
TOTAL ISLAMABAD			29	0	0	59	21	7	7	3	3	44	89	9	28
KARACHI	PAKISTAN INTL AIRLINES	S	42	0	1	52	7	10	17	7	7	85	42	177	19
TOTAL KARACHI			42	0	1	52	7	10	17	7	7	85	42	177	19
TOTAL PAKISTAN			71	0	1	55	13	8	13	6	6	68	70	77	47
PORTUGAL(EXCLUDING MADEIRA)															
FARO	BRITANNIA AIRWAYS	C	10	0	0	60	10	20	10	0	0	29	80	27	10
	FIRST CHOICE AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	100	0	2
	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	1	100	5	4
	MY TRAVEL AIRWAYS UK	S	50	0	0	74	18	2	2	0	4	31	0	0	0

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2003		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 FARO			64	0	0	73	16	5	3	0	3	29	88	18	16
TOTAL PORTUGAL(EXCLUDING MADEIRA)			64	0	0	73	16	5	3	0	3	29	88	18	16
PORTUGAL(MADEIRA)															
FUNCHAL	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	100	7	8
TOTAL FUNCHAL			8	0	0	100	0	0	0	0	0	1	100	7	8
TOTAL PORTUGAL(MADEIRA)			8	0	0	100	0	0	0	0	0	1	100	7	8
RUSSIA															
ST PETERSBURG	BRITISH AIRWAYS PLC	C	2	0	0	50	0	50	0	0	0	25	0	0	0
TOTAL ST PETERSBURG			2	0	0	50	0	50	0	0	0	25	0	0	0
TOTAL RUSSIA			2	0	0	50	0	50	0	0	0	25	0	0	0
SLOVAK REPUBLIC															
BRATISLAVA	AIR SLOVAKIA BWJ	S	15	0	3	0	13	27	40	7	13	204	0	0	0
TOTAL BRATISLAVA			15	0	3	0	13	27	40	7	13	204	0	0	0
TOTAL SLOVAK REPUBLIC			15	0	3	0	13	27	40	7	13	204	0	0	0
SPAIN															
ALICANTE	BRITANNIA AIRWAYS	C	27	1	0	89	0	7	0	4	0	10	77	57	26
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	89	11	0	0	0	6	100	4	8	
	MY TRAVEL AIRWAYS UK	S	61	0	0	90	2	0	7	2	0	13	89	8	62
TOTAL ALICANTE			97	2	0	90	2	2	4	2	0	12	86	21	100
ALMERIA	MY TRAVEL AIRWAYS UK	S	46	4	3	83	7	0	7	2	2	25	0	0	0
	MY TRAVEL AIRWAYS UK	C	2	0	0	0	50	50	0	0	0	28	50	17	2
TOTAL ALMERIA			48	4	3	79	8	2	6	2	2	25	50	17	2
BARCELONA	BRITISH AIRWAYS CITIEXPRESS L	S	34	0	0	82	12	6	0	0	0	6	0	0	0
	MY TRAVEL AIRWAYS UK	S	56	0	0	79	11	4	4	4	0	16	0	0	0
TOTAL BARCELONA			90	0	0	80	11	4	2	2	0	13	78	14	36
GERONA	RYANAIR	S	60	0	2	88	10	2	0	0	0	5	0	0	0
TOTAL GERONA			60	0	2	88	10	2	0	0	0	5	0	0	0
MADRID	BRITISH AIRWAYS CITIEXPRESS L	S	58	0	0	84	2	5	5	3	0	16	0	0	0
TOTAL MADRID			58	0	2	84	2	5	5	3	0	16	36	47	42
MALAGA	BRITANNIA AIRWAYS	C	11	0	0	82	9	0	0	9	0	30	83	15	18
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	5	100	4	2
	MONARCH AIRLINES	C	2	0	0	50	50	0	0	0	0	10	100	1	2
	MY TRAVEL AIRWAYS UK	S	62	0	0	79	8	8	2	3	0	17	79	11	62
TOTAL MALAGA			83	0	0	80	10	6	1	4	0	17	80	12	86
MURCIA SAN JAVIER	MY TRAVEL AIRWAYS UK	S	50	0	1	64	12	12	10	2	0	25	0	0	0
	RYANAIR	S	61	0	1	80	11	3	5	0	0	11	0	0	0
TOTAL MURCIA SAN JAVIER			111	0	2	73	12	7	7	1	0	17	0	0	0
PALMA DE MALLORCA	BRITANNIA AIRWAYS	C	10	0	0	70	0	20	10	0	0	18	94	7	18
	FIRST CHOICE AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	100	1	2

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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				Actual (7)	Plan (8)										
PALMA DE MALLORCA	MY TRAVEL AIRWAYS UK	S	49	1	0	76	4	0	16	4	0	38	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>61</b>	<b>2</b>	<b>0</b>	<b>75</b>	<b>3</b>	<b>3</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>33</b>	<b>95</b>	<b>6</b>	<b>22</b>
<b>TOTAL SPAIN</b>			<b>608</b>	<b>8</b>	<b>9</b>	<b>81</b>	<b>8</b>	<b>4</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>76</b>	<b>20</b>	<b>288</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	BRITANNIA AIRWAYS	C	16	0	0	81	19	0	0	0	0	6	63	21	8
	FIRST CHOICE AIRWAYS LTD	C	6	0	0	67	0	0	33	0	0	27	70	11	10
	MONARCH AIRLINES	C	13	0	0	31	23	8	23	0	15	105	64	43	11
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	4	83	5	18
	THOMAS COOK AIRLINES LTD	C	9	0	0	78	0	11	0	11	0	30	70	26	10
<b>TOTAL ARRECIFE</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>12</b>	<b>4</b>	<b>10</b>	<b>2</b>	<b>4</b>	<b>37</b>	<b>72</b>	<b>20</b>	<b>57</b>
FUERTEVENTURA	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	2	100	0	8
	MY TRAVEL AIRWAYS UK	C	7	1	0	86	14	0	0	0	0	7	70	10	10
	THOMAS COOK AIRLINES LTD	C	17	0	0	88	0	12	0	0	0	6	94	3	18
<b>TOTAL FUERTEVENTURA</b>			<b>32</b>	<b>1</b>	<b>0</b>	<b>91</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>89</b>	<b>4</b>	<b>36</b>
LAS PALMAS	BRITANNIA AIRWAYS	C	18	0	0	72	11	6	11	0	0	15	72	30	18
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	100	2	8
	MY TRAVEL AIRWAYS UK	C	9	0	0	56	11	11	22	0	0	27	75	13	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	3	100	2	8
<b>TOTAL LAS PALMAS</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>9</b>	<b>5</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>16</b>	<b>42</b>
TENERIFE (NORTE LOS RODEOS)	BRITANNIA AIRWAYS	C	10	0	0	90	0	0	10	0	0	13	0	0	0
<b>TOTAL TENERIFE (NORTE LOS RODEOS)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
TENERIFE (SURREINA SOFIA)	AZZURRA AIR	C	2	0	0	0	0	0	100	0	0	63	0	65	1
	BRITANNIA AIRWAYS	C	26	0	0	85	0	8	8	0	0	11	66	16	29
	FIRST CHOICE AIRWAYS LTD	C	22	0	0	91	9	0	0	0	0	3	65	41	20
	FUTURA AIRLINES	C	2	0	0	100	0	0	0	0	0	0	100	0	1
	HOLA AIRLINES	C	5	0	0	0	20	80	0	0	0	41	22	25	9
	MONARCH AIRLINES	C	21	0	0	81	14	0	5	0	0	13	86	6	22
	MY TRAVEL AIRWAYS UK	S	43	4	1	84	0	7	5	0	5	26	0	0	0
	MY TRAVEL AIRWAYS UK	C	18	0	0	72	11	6	11	0	0	23	76	21	17
	THOMAS COOK AIRLINES LTD	C	18	0	0	100	0	0	0	0	0	1	57	22	14
	VOLAR AIRLINES	C	9	0	0	22	22	33	22	0	0	35	0	46	2
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>166</b>	<b>5</b>	<b>1</b>	<b>78</b>	<b>6</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>64</b>	<b>22</b>	<b>118</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>303</b>	<b>6</b>	<b>1</b>	<b>78</b>	<b>7</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>18</b>	<b>72</b>	<b>18</b>	<b>253</b>
<b>SWEDEN</b>															
GOTEBORG	CITY AIRLINE	S	66	2	14	74	18	5	3	0	0	11	0	0	0
	DUO AIRWAYS LTD	S	81	0	9	65	11	10	14	0	0	22	88	6	86
<b>TOTAL GOTEBORG</b>			<b>147</b>	<b>2</b>	<b>23</b>	<b>69</b>	<b>14</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>88</b>	<b>6</b>	<b>86</b>
STOCKHOLM (ARLANDA)	DUO AIRWAYS LTD	S	84	0	4	81	5	4	11	0	0	13	78	16	92
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>84</b>	<b>0</b>	<b>4</b>	<b>81</b>	<b>5</b>	<b>4</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>16</b>	<b>92</b>
<b>TOTAL SWEDEN</b>			<b>231</b>	<b>2</b>	<b>27</b>	<b>74</b>	<b>11</b>	<b>6</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>83</b>	<b>11</b>	<b>178</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	SWISS AIRLINES	S	84	0	6	88	10	2	0	0	0	8	70	16	90

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2003		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 BASLE MULHOUSE</b>			<b>84</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>70</b>	<b>16</b>	<b>90</b>
<b>GENEVA</b>	BRITANNIA AIRWAYS	C	10	0	0	80	10	10	0	0	0	11	75	11	8
	DUO AIRWAYS LTD	S	103	3	9	63	19	7	10	1	0	21	58	24	80
	MONARCH AIRLINES	C	10	0	0	70	20	10	0	0	0	11	50	28	8
<b>TOTAL GENEVA</b>			<b>123</b>	<b>3</b>	<b>9</b>	<b>65</b>	<b>19</b>	<b>7</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>69</b>	<b>19</b>	<b>177</b>
<b>ZURICH</b>	SWISS AIRLINES	S	172	0	4	51	25	19	6	0	0	22	51	24	174
<b>TOTAL ZURICH</b>			<b>172</b>	<b>0</b>	<b>4</b>	<b>51</b>	<b>25</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>51</b>	<b>24</b>	<b>174</b>
<b>TOTAL SWITZERLAND</b>			<b>379</b>	<b>3</b>	<b>19</b>	<b>64</b>	<b>20</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>62</b>	<b>21</b>	<b>449</b>
<b>TUNISIA</b>															
<b>MONASTIR</b>	BRITANNIA AIRWAYS	C	7	0	0	100	0	0	0	0	0	4	100	2	10
	MY TRAVEL AIRWAYS UK	C	3	0	0	67	33	0	0	0	0	11	100	0	2
	THOMAS COOK AIRLINES LTD	C	2	0	0	50	50	0	0	0	0	11	0	0	0
<b>TOTAL MONASTIR</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>100</b>	<b>2</b>	<b>12</b>
<b>TOTAL TUNISIA</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>100</b>	<b>2</b>	<b>12</b>
<b>TURKEY</b>															
<b>ANTALYA</b>	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	0	100	3	8
<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>0</b>	<b>100</b>	<b>3</b>	<b>8</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>0</b>	<b>100</b>	<b>3</b>	<b>8</b>
<b>TURKMENISTAN</b>															
<b>ASHKHABAD</b>	TURKMENISTAN AIRLINES	S	52	0	0	40	10	4	15	17	13	136	3	855	38
<b>TOTAL ASHKHABAD</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>10</b>	<b>4</b>	<b>15</b>	<b>17</b>	<b>13</b>	<b>136</b>	<b>3</b>	<b>855</b>	<b>38</b>
<b>TOTAL TURKMENISTAN</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>10</b>	<b>4</b>	<b>15</b>	<b>17</b>	<b>13</b>	<b>136</b>	<b>3</b>	<b>855</b>	<b>38</b>
<b>UNITED ARAB EMIRATES</b>															
<b>DUBAI</b>	EMIRATES	S	64	0	0	48	38	11	3	0	0	19	63	14	64
<b>TOTAL DUBAI</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>38</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>63</b>	<b>14</b>	<b>64</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>38</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>63</b>	<b>14</b>	<b>64</b>
<b>UNITED KINGDOM</b>															
<b>ABERDEEN</b>	BRITISH AIRWAYS CITIEXPRESS L	S	146	0	0	79	5	5	10	0	0	15	67	24	139
<b>TOTAL ABERDEEN</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>5</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>67</b>	<b>24</b>	<b>139</b>
<b>BELFAST CITY</b>	FLYBE.BRITISH EUROPEAN	S	305	0	10	77	11	4	8	0	0	16	79	14	274
<b>TOTAL BELFAST CITY</b>			<b>305</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>11</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>79</b>	<b>14</b>	<b>274</b>
<b>BELFAST INTERNATIONAL</b>	MY TRAVEL AIRWAYS UK	S	92	0	6	83	5	2	7	3	0	19	89	6	104
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>92</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>5</b>	<b>2</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>80</b>	<b>15</b>	<b>309</b>
<b>EDINBURGH</b>	BRITISH AIRWAYS CITIEXPRESS L	S	308	2	0	89	3	4	4	0	0	8	61	25	333
	FLYBE.BRITISH EUROPEAN	S	293	1	13	80	9	8	3	0	0	11	81	12	284
<b>TOTAL EDINBURGH</b>			<b>602</b>	<b>6</b>	<b>18</b>	<b>85</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>70</b>	<b>19</b>	<b>617</b>
<b>GLASGOW</b>	BRITISH AIRWAYS CITIEXPRESS L	S	314	2	0	91	4	3	3	0	0	6	71	19	336
	FLYBE.BRITISH EUROPEAN	S	272	0	22	72	15	10	3	0	0	13	74	19	289



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2003		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 GLASGOW			586	7	22	82	9	6	3	0	0	9	72	19	626
GUERNSEY	FLYBE.BRITISH EUROPEAN	S	48	1	5	77	13	4	6	0	0	15	55	38	51
TOTAL GUERNSEY			48	1	5	77	13	4	6	0	0	15	55	38	51
INVERNESS	EASTERN AIRWAYS	S	82	0	2	80	10	5	0	5	0	18	0	0	0
TOTAL INVERNESS			82	0	2	80	10	5	0	5	0	18	0	0	0
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	99	0	0	96	3	0	0	1	0	4	93	6	200
	FLYBE.BRITISH EUROPEAN	S	50	0	2	66	6	16	8	4	0	28	0	0	0
TOTAL ISLE OF MAN			149	0	2	86	4	5	3	2	0	12	93	6	200
JERSEY	FLYBE.BRITISH EUROPEAN	S	49	0	4	76	16	2	6	0	0	12	61	33	74
TOTAL JERSEY			49	0	4	76	16	2	6	0	0	12	61	33	74
MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	5	0	0	0
TOTAL MANCHESTER			3	8	1	100	0	0	0	0	0	3	50	11	2
NEWCASTLE	EASTERN AIRWAYS	S	147	0	14	86	5	1	7	0	0	10	0	0	0
TOTAL NEWCASTLE			147	0	14	86	5	1	7	0	0	10	78	13	164
TOTAL UNITED KINGDOM			2209	25	84	82	8	5	5	1	0	12	74	18	2456
USA															
CHICAGO (O'HARE)	PAKISTAN INTL AIRLINES	S	17	0	1	53	6	6	18	12	6	116	0	0	0
TOTAL CHICAGO (O'HARE)			17	0	1	53	6	6	18	12	6	116	0	0	0
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	62	0	0	79	8	8	0	3	2	24	77	15	52
TOTAL NEW YORK (NEWARK)			62	0	0	79	8	8	0	3	2	24	77	15	52
TOTAL USA			79	1	1	73	8	8	4	5	3	43	76	18	54
UZBEKISTAN															
TASHKENT	UZBEKISTAN AIRLINES	S	27	0	1	22	11	7	26	15	19	176	18	429	28
TOTAL TASHKENT			27	0	1	22	11	7	26	15	19	176	18	429	28
TOTAL UZBEKISTAN			27	0	1	22	11	7	26	15	19	176	18	429	28
TOTAL BIRMINGHAM			8565	67	342	77	10	6	5	1	0	17	72	23	8730

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2003		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>AUSTRIA</b>															
INNSBRUCK	FIRST CHOICE AIRWAYS LTD	C	10	0	0	60	20	20	0	0	0	14	0	0	0
TOTAL INNSBRUCK			10	0	0	60	20	20	0	0	0	14	75	9	8
TOTAL AUSTRIA			10	0	0	60	20	20	0	0	0	14	75	9	8
<b>BELGIUM</b>															
BRUSSELS	BMI REGIONAL	S	140	0	0	89	4	4	2	0	0	7	81	9	154
TOTAL BRUSSELS			140	0	0	89	4	4	2	0	0	7	81	9	154
TOTAL BELGIUM			140	0	0	89	4	4	2	0	0	7	81	9	154
<b>CZECH REPUBLIC</b>															
PRAGUE	CSA	S	44	0	0	68	18	7	7	0	0	15	0	0	0
TOTAL PRAGUE			44	0	0	68	18	7	7	0	0	15	0	0	0
TOTAL CZECH REPUBLIC			44	0	0	68	18	7	7	0	0	15	0	0	0
<b>DENMARK</b>															
COPENHAGEN	BMI BRITISH MIDLAND	S	98	0	2	84	3	5	6	2	0	15	86	9	102
TOTAL COPENHAGEN			98	0	2	84	3	5	6	2	0	15	86	9	102
TOTAL DENMARK			98	0	2	84	3	5	6	2	0	15	86	9	102
<b>FRANCE</b>															
CHAMBERY	FLYBE.BRITISH EUROPEAN	C	8	0	0	50	25	0	0	0	25	116	63	38	16
TOTAL CHAMBERY			8	0	0	50	25	0	0	0	25	116	63	38	16
TOTAL NANTES			2	0	0	100	0	0	0	0	0	3	0	0	0
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS CITIEXPRESS L	S	163	0	0	56	16	12	17	0	0	27	70	20	164
	CITY JET	S	120	0	0	73	17	7	4	0	0	15	64	26	108
TOTAL PARIS (CHARLES DE GAULLE)			283	0	0	63	16	10	11	0	0	22	67	22	272
TOTAL FRANCE			293	0	0	63	16	9	11	0	1	24	66	23	296
<b>GERMANY</b>															
DUSSELDORF	BRITISH AIRWAYS CITIEXPRESS L	S	22	0	0	95	5	0	0	0	0	2	74	15	23
TOTAL DUSSELDORF			22	0	0	95	5	0	0	0	0	2	74	15	23
FRANKFURT MAIN	LUFTHANSA CITY LINE	S	175	0	0	45	27	19	8	1	0	26	0	0	0
TOTAL FRANKFURT MAIN			175	0	5	45	27	19	8	1	0	26	51	22	207
TOTAL GERMANY			197	0	5	51	24	17	7	1	0	23	55	21	252
<b>IRISH REPUBLIC</b>															
CORK	AER ARRAN	S	44	0	0	70	16	9	5	0	0	13	96	3	46
	JETMAGIC	S	94	0	10	77	14	4	3	0	2	18	0	0	0
TOTAL CORK			138	0	10	75	14	6	4	0	1	17	96	3	46
DUBLIN	AER LINGUS	S	64	1	0	84	9	5	0	0	2	13	55	25	172
	RYANAIR	S	232	0	0	98	1	1	0	0	0	1	96	3	230
TOTAL DUBLIN			296	1	0	95	3	2	0	0	0	4	78	12	402

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2003		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
GALWAY	AER ARRAN	S	44	0	0	93	5	2	0	0	0	2	0	0	0
<b>TOTAL GALWAY</b>			<b>44</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>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>478</b>	<b>1</b>	<b>10</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>80</b>	<b>11</b>	<b>448</b>
<b>ITALY</b>															
MILAN (MALPENSA)	BRITISH AIRWAYS CITIEXPRESS L	S	37	0	0	86	3	11	0	0	0	7	0	0	0
	DUO AIRWAYS LTD	S	45	0	7	71	13	4	11	0	0	19	0	0	0
<b>TOTAL MILAN (MALPENSA)</b>			<b>82</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>9</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
ROME (FIUMICINO)	BRITISH AIRWAYS CITIEXPRESS L	S	10	0	0	70	20	10	0	0	0	13	0	0	0
<b>TOTAL ROME (FIUMICINO)</b>			<b>10</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>32</b>	<b>42</b>	<b>19</b>
<b>TOTAL ITALY</b>			<b>92</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>10</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>33</b>	<b>39</b>	<b>21</b>
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	122	0	0	50	26	16	7	1	0	24	83	9	120
	KLM CITYHOPPER	S	222	3	0	66	13	11	10	0	0	21	78	15	292
<b>TOTAL AMSTERDAM</b>			<b>344</b>	<b>4</b>	<b>0</b>	<b>60</b>	<b>17</b>	<b>13</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>80</b>	<b>13</b>	<b>412</b>
<b>TOTAL NETHERLANDS</b>			<b>344</b>	<b>4</b>	<b>0</b>	<b>60</b>	<b>17</b>	<b>13</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>80</b>	<b>13</b>	<b>412</b>
<b>NORWAY</b>															
OSLO (GARDERMOEN)	DUO AIRWAYS LTD	S	48	0	2	54	19	8	19	0	0	27	0	0	0
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>48</b>	<b>0</b>	<b>2</b>	<b>54</b>	<b>19</b>	<b>8</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NORWAY</b>			<b>48</b>	<b>0</b>	<b>2</b>	<b>54</b>	<b>19</b>	<b>8</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>RUSSIA</b>															
ST PETERSBURG	BRITISH AIRWAYS PLC	C	2	0	0	0	0	50	50	0	0	67	0	0	0
<b>TOTAL ST PETERSBURG</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>67</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL RUSSIA</b>			<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SPAIN</b>															
ALICANTE	BMI BRITISH MIDLAND	C	2	0	0	50	0	0	50	0	0	32	0	0	0
	BRITANNIA AIRWAYS	C	10	0	0	80	0	0	20	0	0	20	100	3	8
	GREECE AIRWAYS	S	11	4	2	73	18	9	0	0	0	11	0	0	0
<b>TOTAL ALICANTE</b>			<b>23</b>	<b>4</b>	<b>2</b>	<b>74</b>	<b>9</b>	<b>4</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>80</b>	<b>8</b>	<b>10</b>
MADRID	BRITISH AIRWAYS CITIEXPRESS L	S	42	0	0	90	2	0	5	2	0	13	0	0	0
<b>TOTAL MADRID</b>			<b>42</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>18</b>	<b>19</b>
MALAGA	BMI BRITISH MIDLAND	C	2	0	0	50	0	50	0	0	0	16	0	0	0
	CHANNEL EXPRESS (AIR SVS)	S	18	0	0	72	6	6	17	0	0	23	0	0	0
	GREECE AIRWAYS	S	4	3	1	50	25	25	0	0	0	22	0	0	0
<b>TOTAL MALAGA</b>			<b>24</b>	<b>3</b>	<b>1</b>	<b>67</b>	<b>8</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SPAIN</b>			<b>89</b>	<b>9</b>	<b>4</b>	<b>80</b>	<b>6</b>	<b>4</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>67</b>	<b>16</b>	<b>30</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	BMI BRITISH MIDLAND	C	10	0	0	40	40	10	10	0	0	27	0	0	0
<b>TOTAL ARRECIFE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>40</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>70</b>	<b>9</b>	<b>10</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2003		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
LAS PALMAS	BMI BRITISH MIDLAND	C	8	0	0	50	13	13	25	0	0	28	0	0	0
<b>TOTAL LAS PALMAS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>25</b>	<b>24</b>	<b>8</b>
TENERIFE (NORTE LOS RODEOS)	BMI BRITISH MIDLAND	C	10	0	0	80	20	0	0	0	0	5	0	0	0
<b>TOTAL TENERIFE (NORTE LOS RODEOS)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
TENERIFE (SURREINA SOFIA)	IBERWORLD	C	10	0	0	70	30	0	0	0	0	9	40	25	10
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>50</b>	<b>18</b>	<b>20</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>26</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>50</b>	<b>17</b>	<b>38</b>
<b>SWITZERLAND</b>															
GENEVA	DUO AIRWAYS LTD	S	72	7	1	36	22	22	8	10	1	51	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	20	20	30	30	0	0	41	0	0	0
<b>TOTAL GENEVA</b>			<b>82</b>	<b>7</b>	<b>1</b>	<b>34</b>	<b>22</b>	<b>23</b>	<b>11</b>	<b>9</b>	<b>1</b>	<b>50</b>	<b>13</b>	<b>79</b>	<b>16</b>
ZURICH	DUO AIRWAYS LTD	S	50	0	0	24	38	30	8	0	0	32	0	0	0
<b>TOTAL ZURICH</b>			<b>50</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>38</b>	<b>30</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SWITZERLAND</b>			<b>132</b>	<b>8</b>	<b>1</b>	<b>30</b>	<b>28</b>	<b>26</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>43</b>	<b>13</b>	<b>79</b>	<b>16</b>
<b>UNITED KINGDOM</b>															
BELFAST CITY	BRITISH AIRWAYS CITIEXPRESS L	S	141	0	0	84	5	5	5	1	0	11	86	9	146
<b>TOTAL BELFAST CITY</b>			<b>141</b>	<b>2</b>	<b>0</b>	<b>84</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>9</b>	<b>146</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	224	0	8	84	9	3	4	0	0	9	68	15	186
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>224</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>9</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>68</b>	<b>15</b>	<b>186</b>
BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS L	S	201	0	0	87	3	4	6	0	0	10	53	26	93
	FLYBE.BRITISH EUROPEAN	S	293	0	13	79	10	6	4	0	0	12	80	11	284
<b>TOTAL BIRMINGHAM</b>			<b>494</b>	<b>0</b>	<b>17</b>	<b>82</b>	<b>7</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>18</b>	<b>538</b>
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	205	0	0	87	5	2	4	0	0	9	79	10	196
	EASYJET AIRLINE COMPANY LTD	S	157	0	9	68	18	10	4	0	0	15	69	18	216
<b>TOTAL BRISTOL</b>			<b>362</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>74</b>	<b>14</b>	<b>412</b>
CARDIFF WALES	BMI BRITISH MIDLAND	S	99	2	3	87	8	3	2	0	0	8	87	9	105
<b>TOTAL CARDIFF WALES</b>			<b>99</b>	<b>2</b>	<b>3</b>	<b>87</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>9</b>	<b>105</b>
GATWICK	BRITISH AIRWAYS PLC	S	319	0	0	86	9	3	2	1	0	10	80	11	315
	EASYJET AIRLINE COMPANY LTD	S	222	0	12	80	14	6	1	0	0	9	84	12	279
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL GATWICK</b>			<b>543</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>11</b>	<b>594</b>
HEATHROW	BMI BRITISH MIDLAND	S	464	0	16	76	16	4	3	0	0	11	69	17	516
	BRITISH AIRWAYS PLC	S	660	8	2	76	12	7	4	1	0	15	66	24	644
<b>TOTAL HEATHROW</b>			<b>1124</b>	<b>9</b>	<b>18</b>	<b>76</b>	<b>13</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>21</b>	<b>1162</b>
INVERNESS	LOGANAIR	S	69	0	0	81	4	4	9	1	0	16	71	25	48
<b>TOTAL INVERNESS</b>			<b>69</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>4</b>	<b>4</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>71</b>	<b>25</b>	<b>48</b>
JERSEY	BMI BRITISH MIDLAND	S	4	0	14	100	0	0	0	0	0	4	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	36	0	0	86	11	3	0	0	0	5	76	11	41
<b>TOTAL JERSEY</b>			<b>40</b>	<b>3</b>	<b>14</b>	<b>88</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>76</b>	<b>11</b>	<b>41</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2003		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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)
KIRKWALL	LOGANAIR	S	75	1	0	71	16	5	8	0	0	16	76	19	79
<b>TOTAL KIRKWALL</b>			<b>75</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>76</b>	<b>19</b>	<b>79</b>
LEEDS BRADFORD	BMI REGIONAL	S	166	0	0	92	2	3	1	1	0	7	82	10	173
<b>TOTAL LEEDS BRADFORD</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>10</b>	<b>173</b>
LONDON CITY	BRITISH AIRWAYS CITIEXPRESS L	S	153	0	0	75	8	7	11	0	0	19	0	0	0
	SCOT AIRWAYS	S	347	2	57	79	12	4	4	0	0	12	66	16	461
<b>TOTAL LONDON CITY</b>			<b>500</b>	<b>2</b>	<b>57</b>	<b>78</b>	<b>11</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>66</b>	<b>16</b>	<b>461</b>
LUTON	EASYJET AIRLINE COMPANY LTD	S	348	1	11	82	8	5	4	1	0	11	76	14	381
<b>TOTAL LUTON</b>			<b>348</b>	<b>2</b>	<b>11</b>	<b>82</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>14</b>	<b>381</b>
MANCHESTER	BMI REGIONAL	S	238	0	0	88	6	3	2	0	0	7	86	17	242
	BRITISH AIRWAYS CITIEXPRESS L	S	294	0	0	80	9	6	4	2	0	15	81	12	200
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL MANCHESTER</b>			<b>534</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>15</b>	<b>491</b>
NORWICH	EASTERN AIRWAYS	S	126	2	4	86	8	5	0	2	0	9	76	14	130
<b>TOTAL NORWICH</b>			<b>126</b>	<b>2</b>	<b>4</b>	<b>86</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>14</b>	<b>130</b>
NOTTINGHAM EAST MIDLANDS INT'L	BMI BRITISH MIDLAND	S	167	1	3	88	7	2	2	1	0	8	83	8	168
	EASYJET AIRLINE COMPANY LTD	S	111	0	1	75	12	8	5	1	0	16	79	12	104
<b>TOTAL NOTTINGHAM EAST MIDLANDS INT'L</b>			<b>278</b>	<b>1</b>	<b>4</b>	<b>83</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>9</b>	<b>272</b>
SOUTHAMPTON	BRITISH AIRWAYS CITIEXPRESS L	S	222	0	0	82	10	5	2	1	0	11	71	15	194
	FLYBE.BRITISH EUROPEAN	S	111	0	3	68	16	7	8	0	0	16	0	0	0
<b>TOTAL SOUTHAMPTON</b>			<b>333</b>	<b>0</b>	<b>3</b>	<b>77</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>15</b>	<b>194</b>
STANSTED	EASYJET AIRLINE COMPANY LTD	S	321	0	8	82	9	6	3	0	0	10	80	12	374
<b>TOTAL STANSTED</b>			<b>321</b>	<b>1</b>	<b>8</b>	<b>82</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>12</b>	<b>374</b>
STORNOWAY	BMI REGIONAL	S	58	0	0	95	3	2	0	0	0	2	85	10	60
	LOGANAIR	S	59	0	0	86	10	3	0	0	0	8	83	8	41
<b>TOTAL STORNOWAY</b>			<b>117</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>84</b>	<b>9</b>	<b>101</b>
SUMBURGH	LOGANAIR	S	60	0	0	75	10	7	8	0	0	14	81	9	54
<b>TOTAL SUMBURGH</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>10</b>	<b>7</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>81</b>	<b>9</b>	<b>54</b>
<b>TOTAL UNITED KINGDOM</b>			<b>5954</b>	<b>35</b>	<b>169</b>	<b>81</b>	<b>10</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>15</b>	<b>6043</b>
<b>TOTAL EDINBURGH</b>			<b>7961</b>	<b>58</b>	<b>202</b>	<b>78</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>15</b>	<b>7821</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2003		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	BRITISH AIRWAYS PLC	S	24	0	0	58	21	8	8	4	0	29	0	0	0
<b>TOTAL ALGIERS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>21</b>	<b>8</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>29</b>	<b>12</b>	<b>52</b>	<b>26</b>
GHARDAIA	ASTRAEUS LTD	C	18	0	0	83	6	11	0	0	0	8	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	88	6	6	0	0	0	6	0	0	0
<b>TOTAL GHARDAIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
OUARGLA	AIR ALGERIE	C	16	0	0	31	6	6	44	13	0	78	0	0	0
<b>TOTAL OUARGLA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>6</b>	<b>6</b>	<b>44</b>	<b>13</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ALGERIA</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>11</b>	<b>8</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>29</b>	<b>46</b>	<b>28</b>	<b>80</b>
<b>ANTIGUA AND BARBUDA</b>															
ANTIGUA	BRITISH AIRWAYS PLC	S	27	0	0	89	4	4	4	0	0	8	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	6	0	0	50	17	17	17	0	0	25	20	23	5
	VIRGIN ATLANTIC AIRWAYS LTD	S	26	2	2	69	8	19	4	0	0	17	78	9	18
<b>TOTAL ANTIGUA</b>			<b>59</b>	<b>2</b>	<b>2</b>	<b>76</b>	<b>7</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>65</b>	<b>12</b>	<b>23</b>
<b>TOTAL ANTIGUA AND BARBUDA</b>			<b>59</b>	<b>2</b>	<b>2</b>	<b>76</b>	<b>7</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>65</b>	<b>12</b>	<b>23</b>
<b>AUSTRALIA</b>															
SYDNEY	EUROPEAN AIR CHARTER	C	6	0	0	0	17	50	33	0	0	49	0	0	0
<b>TOTAL SYDNEY</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>50</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL AUSTRALIA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>50</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>AUSTRIA</b>															
INNSBRUCK	ASTRAEUS LTD	C	17	1	0	6	18	18	53	0	6	84	50	27	8
	AUSTRIAN AIRLINES	S	38	0	0	55	8	8	18	11	0	49	0	0	0
	BRITISH AIRWAYS PLC	C	20	0	0	75	5	20	0	0	0	14	50	19	16
	FIRST CHOICE AIRWAYS LTD	C	20	0	0	40	15	25	20	0	0	35	29	28	24
	MONARCH AIRLINES	C	18	0	0	67	17	11	0	0	6	31	56	41	16
	THOMAS COOK AIRLINES LTD	C	20	0	0	80	15	5	0	0	0	8	88	6	16
<b>TOTAL INNSBRUCK</b>			<b>133</b>	<b>1</b>	<b>0</b>	<b>55</b>	<b>12</b>	<b>14</b>	<b>15</b>	<b>3</b>	<b>2</b>	<b>37</b>	<b>57</b>	<b>23</b>	<b>88</b>
SALZBURG	BRITANNIA AIRWAYS	C	20	0	0	50	10	0	40	0	0	32	69	10	16
	EUROPEAN AIR CHARTER	C	10	0	0	70	20	10	0	0	0	11	100	4	4
	FIRST CHOICE AIRWAYS LTD	C	20	0	0	75	20	5	0	0	0	7	75	10	16
	MONARCH AIRLINES	C	10	0	0	70	30	0	0	0	0	9	63	69	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	10	0	20	0	0	40	75	6	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	10	0	0	0	0	5	100	0	8
<b>TOTAL SALZBURG</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>3</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>76</b>	<b>19</b>	<b>68</b>
<b>TOTAL AUSTRIA</b>			<b>213</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>14</b>	<b>9</b>	<b>14</b>	<b>2</b>	<b>1</b>	<b>30</b>	<b>65</b>	<b>21</b>	<b>156</b>
<b>AZERBAIJAN</b>															
BAKU	AZERBAIJAN AIRLINES ( AZAL )	S	18	0	0	67	11	17	6	0	0	19	72	11	18
<b>TOTAL BAKU</b>			<b>18</b>	<b>2</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>72</b>	<b>11</b>	<b>18</b>
<b>TOTAL AZERBAIJAN</b>			<b>18</b>	<b>2</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>72</b>	<b>11</b>	<b>18</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2003		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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>BAHRAIN</b>															
BAHRAIN	GULF AIR	C	2	0	0	0	50	0	50	0	0	72	0	0	0
TOTAL BAHRAIN			2	1	0	0	50	0	50	0	0	72	0	0	0
TOTAL BAHRAIN			2	1	0	0	50	0	50	0	0	72	0	0	0
<b>BARBADOS</b>															
BRIDGETOWN	BRITANNIA AIRWAYS	C	18	0	0	94	6	0	0	0	0	5	77	12	13
	BRITISH AIRWAYS PLC	S	86	0	0	87	8	3	1	0	0	6	76	12	70
	EXCEL AIRWAYS LTD	C	10	0	0	50	30	20	0	0	0	20	0	0	0
	MONARCH AIRLINES	C	9	0	0	11	44	33	0	11	0	58	0	24	1
	MY TRAVEL AIRWAYS UK	C	11	0	0	55	9	18	9	9	0	57	38	53	16
	THOMAS COOK AIRLINES LTD	C	16	0	0	75	13	0	13	0	0	15	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	59	0	0	81	14	5	0	0	0	7	84	8	45
TOTAL BRIDGETOWN			209	0	0	78	12	6	2	1	0	12	73	16	146
TOTAL BARBADOS			209	0	0	78	12	6	2	1	0	12	73	16	146
<b>BELARUS</b>															
MINSK	BELAVIA (BELARUSSIAN AIRLINES)	S	10	0	0	50	20	20	10	0	0	28	20	73	10
TOTAL MINSK			10	0	0	50	20	20	10	0	0	28	20	73	10
TOTAL BELARUS			10	0	0	50	20	20	10	0	0	28	20	73	10
<b>BELGIUM</b>															
BRUSSELS	SN BRUSSELS AIRLINES	S	90	0	0	79	11	8	0	2	0	13	0	0	0
TOTAL BRUSSELS			90	1	0	79	11	8	0	2	0	13	79	11	145
TOTAL BELGIUM			90	1	0	79	11	8	0	2	0	13	79	11	145
<b>BERMUDA</b>															
BERMUDA	BRITISH AIRWAYS PLC	S	27	0	0	96	4	0	0	0	0	3	85	11	27
TOTAL BERMUDA			27	0	0	96	4	0	0	0	0	3	85	11	27
TOTAL BERMUDA			27	0	0	96	4	0	0	0	0	3	85	11	27
<b>BULGARIA</b>															
PLOVDIV	BH AIR	C	10	0	0	40	0	50	10	0	0	36	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	6	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	10	0	0	0	0	4	0	0	0
TOTAL PLOVDIV			28	0	0	71	7	18	4	0	0	16	50	16	8
SOFIA	BH AIR	C	10	0	0	0	10	60	30	0	0	68	0	0	0
	BRITANNIA AIRWAYS	C	10	0	0	70	20	10	0	0	0	11	0	0	0
	MONARCH AIRLINES	C	10	0	0	50	20	20	10	0	0	22	33	34	6
TOTAL SOFIA			30	0	0	40	17	30	13	0	0	34	41	26	22
TOTAL BULGARIA			58	0	0	55	12	24	9	0	0	25	41	34	32
<b>CANADA</b>															
CALGARY	MONARCH AIRLINES	C	18	0	0	39	28	0	17	11	6	134	59	63	17
TOTAL CALGARY			18	0	0	39	28	0	17	11	6	134	59	63	17

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2003		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TORONTO	AIR TRANSAT	S	12	0	0	25	17	42	17	0	0	33	50	15	10
	MY TRAVEL AIRWAYS UK	C	2	0	0	0	100	0	0	0	24	100	0	2	
<b>TOTAL TORONTO</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>29</b>	<b>36</b>	<b>14</b>	<b>0</b>	<b>31</b>	<b>56</b>	<b>24</b>	<b>16</b>	
VANCOUVER	THOMAS COOK AIRLINES LTD	C	2	0	0	0	0	0	100	0	151	0	0	0	
<b>TOTAL VANCOUVER</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>151</b>	<b>50</b>	<b>44</b>	<b>2</b>	
<b>TOTAL CANADA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>26</b>	<b>15</b>	<b>21</b>	<b>6</b>	<b>93</b>	<b>56</b>	<b>44</b>	<b>36</b>	
<b>CHILE</b>															
SANTIAGO DE CHILE	MONARCH AIRLINES	C	2	0	0	50	0	0	50	0	45	0	0	0	
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	5	0	0	0	
<b>TOTAL SANTIAGO DE CHILE</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL CHILE</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>CUBA</b>															
CUNAGUA	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	4	100	8	2	
	THOMAS COOK AIRLINES LTD	C	5	0	0	80	0	0	20	0	23	0	0	0	
<b>TOTAL CUNAGUA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>18</b>	<b>100</b>	<b>8</b>	<b>2</b>	
HAVANA	CUBANA	S	10	0	0	70	0	10	20	0	19	50	17	8	
<b>TOTAL HAVANA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>0</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>19</b>	<b>50</b>	<b>17</b>	<b>8</b>	
HOLGUIN (FRANK PAIS)	MONARCH AIRLINES	C	2	0	0	0	50	0	50	0	73	100	5	3	
	THOMAS COOK AIRLINES LTD	C	4	0	0	100	0	0	0	0	4	0	0	0	
<b>TOTAL HOLGUIN (FRANK PAIS)</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>27</b>	<b>100</b>	<b>5</b>	<b>3</b>	
VARADERO	MONARCH AIRLINES	C	4	1	0	75	0	0	25	0	33	100	0	2	
<b>TOTAL VARADERO</b>			<b>4</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>33</b>	<b>100</b>	<b>0</b>	<b>3</b>	
<b>TOTAL CUBA</b>			<b>27</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>4</b>	<b>4</b>	<b>19</b>	<b>0</b>	<b>22</b>	<b>75</b>	<b>9</b>	<b>20</b>	
<b>CYPRUS</b>															
LARNACA	CYPRUS AIRWAYS	S	8	0	0	75	0	0	0	25	74	50	17	10	
	EUROCYPRIA AIRLINES LTD	C	2	0	0	0	0	50	50	0	58	0	42	2	
<b>TOTAL LARNACA</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>0</b>	<b>9</b>	<b>9</b>	<b>18</b>	<b>65</b>	<b>65</b>	<b>14</b>	<b>34</b>	
PAPHOS	BRITANNIA AIRWAYS	C	17	0	0	88	0	12	0	0	7	61	31	18	
	EUROCYPRIA AIRLINES LTD	C	2	0	0	100	0	0	0	0	8	0	63	2	
	EXCEL AIRWAYS LTD	C	4	0	0	50	0	25	25	0	42	62	80	13	
	FIRST CHOICE AIRWAYS LTD	S	16	0	0	88	13	0	0	0	5	67	18	18	
	GB AIRWAYS LTD	S	16	0	0	75	13	6	6	0	18	0	0	0	
	HELIOS AIRWAYS LTD	S	20	0	0	80	0	20	0	0	10	0	0	0	
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	13	13	0	17	100	0	2	
	THOMAS COOK AIRLINES LTD	C	9	0	0	89	11	0	0	0	3	100	0	10	
<b>TOTAL PAPHOS</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>5</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>66</b>	<b>32</b>	<b>65</b>	
<b>TOTAL CYPRUS</b>			<b>103</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>5</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>17</b>	<b>66</b>	<b>26</b>	<b>99</b>	
<b>DENMARK</b>															
BILLUND	MAERSK AIR	S	162	0	2	80	9	9	2	0	10	70	12	162	
<b>TOTAL BILLUND</b>			<b>162</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>9</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>70</b>	<b>12</b>	<b>162</b>	



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2003		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
COPENHAGEN	MAERSK AIR	S	152	0	2	90	5	4	1	0	0	6	88	7	171
<b>TOTAL COPENHAGEN</b>			<b>152</b>	<b>1</b>	<b>2</b>	<b>90</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>7</b>	<b>171</b>
<b>TOTAL DENMARK</b>			<b>314</b>	<b>1</b>	<b>4</b>	<b>85</b>	<b>7</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>9</b>	<b>333</b>
DJIBOUTI REPUBLIC															
DJIBOUTI	DAALLO AIRLINES	S	9	0	0	44	11	22	22	0	0	41	44	39	18
<b>TOTAL DJIBOUTI</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>11</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>44</b>	<b>39</b>	<b>18</b>
<b>TOTAL DJIBOUTI REPUBLIC</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>11</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>44</b>	<b>39</b>	<b>18</b>
DOMINICAN REPUBLIC															
PUERTO PLATA	BRITANNIA AIRWAYS	C	8	0	0	75	25	0	0	0	0	10	75	23	8
	FIRST CHOICE AIRWAYS LTD	C	7	1	0	43	43	14	0	0	0	19	80	5	5
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	25	13	0	0	0	11	80	14	10
	THOMAS COOK AIRLINES LTD	C	7	1	0	86	0	0	14	0	0	13	50	11	2
<b>TOTAL PUERTO PLATA</b>			<b>30</b>	<b>2</b>	<b>0</b>	<b>67</b>	<b>23</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>15</b>	<b>25</b>
PUNTA CANA	BRITANNIA AIRWAYS	C	9	0	0	78	0	0	22	0	0	20	0	0	0
	MY TRAVEL AIRWAYS UK	C	9	0	0	67	33	0	0	0	0	9	0	0	0
<b>TOTAL PUNTA CANA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>48</b>	<b>2</b>	<b>0</b>	<b>69</b>	<b>21</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>14</b>	<b>35</b>
EGYPT															
ASWAN	ASTRAEUS LTD	C	8	0	0	75	25	0	0	0	0	6	100	2	8
<b>TOTAL ASWAN</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>100</b>	<b>2</b>	<b>8</b>
HURGHADA	AIR CORDIAL LTD	C	2	0	0	0	100	0	0	0	0	25	0	0	0
	EXCEL AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	9	80	8	10
<b>TOTAL HURGHADA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>14</b>	<b>14</b>
LUXOR	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	2	60	12	10
	MONARCH AIRLINES	C	8	0	0	50	38	13	0	0	0	17	50	16	8
<b>TOTAL LUXOR</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>25</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>53</b>	<b>15</b>	<b>30</b>
SHARM EL SHEIKH (OPHIRA)	BRITANNIA AIRWAYS	C	8	0	0	13	25	13	50	0	0	59	13	42	8
	EXCEL AIRWAYS LTD	C	10	1	0	40	20	20	20	0	0	25	20	96	10
	MONARCH AIRLINES	C	18	0	0	56	11	17	6	11	0	49	56	33	18
	THOMAS COOK AIRLINES LTD	C	12	0	0	92	0	8	0	0	0	6	55	43	11
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>48</b>	<b>1</b>	<b>0</b>	<b>54</b>	<b>13</b>	<b>15</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>35</b>	<b>40</b>	<b>50</b>	<b>47</b>
TABA	ASTRAEUS LTD	C	12	0	0	50	8	17	25	0	0	30	75	19	12
	EXCEL AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	6	75	17	4
<b>TOTAL TABA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>18</b>	<b>9</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>71</b>	<b>18</b>	<b>21</b>
<b>TOTAL EGYPT</b>			<b>104</b>	<b>2</b>	<b>0</b>	<b>61</b>	<b>18</b>	<b>10</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>57</b>	<b>28</b>	<b>120</b>
EQUATORIAL GUINEA															
MALABO	ASTRAEUS LTD	C	8	0	0	75	13	13	0	0	0	8	0	0	0
<b>TOTAL MALABO</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>
<b>TOTAL EQUATORIAL GUINEA</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>

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			Actual (7)	Plan (8)											
<b>ESTONIA</b>															
TALLIN	ESTONIAN AIR	S	50	0	0	68	14	12	6	0	0	17	83	12	52
TOTAL TALLIN			<b>50</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>14</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>83</b>	<b>12</b>	<b>52</b>
TOTAL ESTONIA			<b>50</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>14</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>83</b>	<b>12</b>	<b>52</b>
<b>FED REP YUGO SERBIA M'ENEGRO</b>															
PRISTINA	BRITISH AIRWAYS PLC	S	26	0	0	62	19	12	4	4	0	23	68	18	25
TOTAL PRISTINA			<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>19</b>	<b>12</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>23</b>	<b>68</b>	<b>18</b>	<b>25</b>
TOTAL FED REP YUGO SERBIA M'ENEGRO			<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>19</b>	<b>12</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>23</b>	<b>71</b>	<b>16</b>	<b>51</b>
<b>FINLAND</b>															
KITTILA	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	0	4	38	29	8
TOTAL KITTILA			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>38</b>	<b>29</b>	<b>8</b>
ROVANIEMI	ASTRAEUS LTD	C	10	0	0	40	30	10	10	10	0	39	0	0	0
TOTAL ROVANIEMI			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>30</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL FINLAND			<b>19</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>21</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>23</b>	<b>44</b>	<b>27</b>	<b>9</b>
<b>FRANCE</b>															
BORDEAUX	BRIT AIR	S	134	2	0	95	4	1	0	0	0	4	0	0	0
	BRITISH AIRWAYS PLC	S	112	0	0	93	7	0	0	0	0	3	0	0	0
TOTAL BORDEAUX			<b>246</b>	<b>2</b>	<b>0</b>	<b>94</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>79</b>	<b>13</b>	<b>116</b>
CHAMBERY	ASTRAEUS LTD	C	26	0	0	27	27	19	27	0	0	41	0	0	0
	BRITISH AIRWAYS PLC	C	40	12	0	58	20	5	15	3	0	32	53	38	40
	EXCEL AIRWAYS LTD	C	26	0	0	65	4	4	23	4	0	32	69	16	16
	TITAN AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	9	0	0	0
TOTAL CHAMBERY			<b>100</b>	<b>13</b>	<b>0</b>	<b>53</b>	<b>17</b>	<b>9</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>57</b>	<b>31</b>	<b>56</b>
GRENOBLE	BRITISH AIRWAYS PLC	C	18	0	0	78	11	11	0	0	0	10	75	16	8
	FIRST CHOICE AIRWAYS LTD	C	40	0	0	48	25	13	15	0	0	24	38	28	16
	MONARCH AIRLINES	C	11	0	0	64	18	18	0	0	0	13	91	5	11
TOTAL GRENOBLE			<b>69</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>20</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>63</b>	<b>18</b>	<b>35</b>
LYON	BRITANNIA AIRWAYS	C	19	0	0	74	5	0	0	21	0	71	64	32	25
	BRITISH AIRWAYS PLC	C	8	1	0	75	0	25	0	0	0	12	0	0	0
	MONARCH AIRLINES	C	22	0	0	59	9	18	9	5	0	33	56	23	18
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	10	0	20	0	0	33	50	30	8
	THOMAS COOK AIRLINES LTD	C	39	0	0	77	15	5	0	3	0	16	61	37	33
TOTAL LYON			<b>99</b>	<b>2</b>	<b>0</b>	<b>71</b>	<b>10</b>	<b>9</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>32</b>	<b>58</b>	<b>32</b>	<b>113</b>
MARSEILLE	BRITISH AIRWAYS PLC	S	183	0	0	87	4	4	4	1	0	10	81	13	175
	EASYJET AIRLINE COMPANY LTD	S	104	0	8	96	3	0	1	0	0	3	0	0	0
TOTAL MARSEILLE			<b>287</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>13</b>	<b>175</b>
MONTPELLIER	GB AIRWAYS LTD	S	16	0	0	75	25	0	0	0	0	10	82	15	39
TOTAL MONTPELLIER			<b>16</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>82</b>	<b>15</b>	<b>39</b>
NANTES	GB AIRWAYS LTD	S	36	0	0	86	6	3	3	3	0	14	72	30	53
	REGIONAL COMPAGNIE AERIENN	S	140	0	0	93	4	1	2	0	0	5	80	9	156

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2003		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 NANTES</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>14</b>	209
<b>NICE</b>	BRITISH AIRWAYS PLC	S	62	0	0	89	6	0	5	0	0	9	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	70	0	11	84	7	3	6	0	0	9	77	9	62
<b>TOTAL NICE</b>			<b>132</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>7</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>10</b>	116
<b>PARIS (CHARLES DE GAULLE)</b>	BRITISH AIRWAYS PLC	S	306	0	0	72	11	9	7	1	0	18	72	18	367
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>306</b>	<b>2</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>71</b>	<b>18</b>	369
<b>STRASBOURG</b>	BRIT AIR	S	142	0	0	80	15	4	1	0	0	9	89	5	139
<b>TOTAL STRASBOURG</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>15</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>89</b>	<b>5</b>	139
<b>TOULON / HYERES</b>	GB AIRWAYS LTD	S	10	0	0	70	10	10	10	0	0	19	0	0	0
<b>TOTAL TOULON / HYERES</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	0
<b>TOULOUSE (BLAGNAC)</b>	BRITANNIA AIRWAYS	C	8	0	0	63	0	13	25	0	0	30	81	10	16
	BRITISH AIRWAYS PLC	S	181	0	0	83	8	4	4	0	1	14	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	121	0	12	76	12	4	7	0	0	14	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	25	13	13	0	0	21	63	48	8
	MONARCH AIRLINES	C	16	2	0	63	19	6	6	0	6	57	67	15	15
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	6	63	13	16
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	13	0	0	0	13	63	17	8
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>350</b>	<b>2</b>	<b>12</b>	<b>78</b>	<b>11</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>78</b>	<b>15</b>	242
<b>TOTAL FRANCE</b>			<b>1935</b>	<b>21</b>	<b>31</b>	<b>80</b>	<b>9</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>15</b>	1683
<b>GABON</b>															
<b>LIBREVILLE</b>	AIR GABON	S	8	0	2	0	0	13	63	0	25	214	0	359	8
<b>TOTAL LIBREVILLE</b>			<b>8</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>0</b>	<b>25</b>	<b>214</b>	<b>0</b>	<b>359</b>	8
<b>TOTAL GABON</b>			<b>8</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>0</b>	<b>25</b>	<b>214</b>	<b>0</b>	<b>359</b>	8
<b>GAMBIA</b>															
<b>BANJUL</b>	ASTRAEUS LTD	C	5	0	0	40	20	20	0	0	20	233	50	34	2
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	30	20	40	10	0	0	34	40	42	10
	GAMBIA INTERNATIONAL AIRWAY	S	8	0	0	0	0	13	75	0	13	153	0	0	0
	MONARCH AIRLINES	C	18	0	0	22	17	39	11	6	6	127	63	19	8
	MY TRAVEL AIRWAYS UK	C	5	1	0	60	0	0	40	0	0	46	20	58	10
	THOMAS COOK AIRLINES LTD	C	10	0	0	70	30	0	0	0	0	9	50	14	8
<b>TOTAL BANJUL</b>			<b>56</b>	<b>1</b>	<b>0</b>	<b>34</b>	<b>16</b>	<b>23</b>	<b>20</b>	<b>2</b>	<b>5</b>	<b>95</b>	<b>40</b>	<b>36</b>	53
<b>TOTAL GAMBIA</b>			<b>56</b>	<b>1</b>	<b>0</b>	<b>34</b>	<b>16</b>	<b>23</b>	<b>20</b>	<b>2</b>	<b>5</b>	<b>95</b>	<b>40</b>	<b>36</b>	53
<b>GERMANY</b>															
<b>BERLIN (TEGEL)</b>	DEUTSCHE BA	S	158	0	2	84	10	4	3	0	0	8	0	0	0
<b>TOTAL BERLIN (TEGEL)</b>			<b>158</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	0
<b>FRANKFURT MAIN</b>	BRITISH AIRWAYS PLC	S	102	0	0	83	8	4	5	0	0	10	72	13	167
<b>TOTAL FRANKFURT MAIN</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>13</b>	167
<b>HANOVER</b>	BRITISH AIRWAYS PLC	S	156	0	0	82	12	5	1	0	0	9	0	0	0
<b>TOTAL HANOVER</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>13</b>	161
<b>MUNICH</b>	BRITISH AIRWAYS PLC	S	172	0	1	70	13	11	4	2	0	17	0	0	0

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

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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 MUNICH			172	0	1	70	13	11	4	2	0	17	61	26	165
TOTAL GERMANY			588	1	3	79	11	6	3	1	0	11	73	16	804
<b>GHANA</b>															
ACCRA	BRITANNIA AIRWAYS	C	4	0	0	75	0	25	0	0	0	17	0	0	0
	MONARCH AIRLINES	C	4	0	0	50	0	0	50	0	0	42	0	0	0
TOTAL ACCRA			8	0	0	63	0	13	25	0	0	29	0	38	1
TOTAL GHANA			8	0	0	63	0	13	25	0	0	29	0	38	1
<b>GIBRALTAR</b>															
GIBRALTAR	GB AIRWAYS LTD	S	79	0	0	73	9	14	4	0	0	13	84	11	102
TOTAL GIBRALTAR			79	0	0	73	9	14	4	0	0	13	84	11	102
TOTAL GIBRALTAR			79	0	0	73	9	14	4	0	0	13	84	11	102
<b>GREECE</b>															
ATHENS	ASTRAEUS LTD	C	2	0	0	0	0	0	100	0	0	127	58	39	12
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	74	13	6	3	3	0	19	82	9	61
	EXCEL AIRWAYS LTD	C	4	0	0	50	0	50	0	0	0	24	33	29	6
	HELLAS JET	S	60	0	2	80	17	3	0	0	0	7	0	0	0
	THOMAS COOK AIRLINES LTD	C	2	0	0	50	0	50	0	0	0	25	0	0	0
TOTAL ATHENS			130	0	2	75	14	7	3	2	0	15	75	15	79
SALONIKA	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	6	0	0	0
	OLYMPIC AIRWAYS	S	44	0	0	64	16	14	7	0	0	16	78	11	40
TOTAL SALONIKA			47	0	0	66	15	13	6	0	0	16	77	11	43
TOTAL GREECE			178	0	2	72	14	8	4	1	0	15	76	14	123
<b>GRENADA</b>															
GRENADA	BRITISH AIRWAYS PLC	S	18	0	0	67	11	11	11	0	0	16	72	35	18
	EXCEL AIRWAYS LTD	C	10	0	0	40	40	0	20	0	0	28	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	8	0	0	88	13	0	0	0	0	4	0	0	0
TOTAL GRENADA			36	0	0	64	19	6	11	0	0	17	65	27	31
TOTAL GRENADA			36	0	0	64	19	6	11	0	0	17	65	27	31
<b>HUNGARY</b>															
BUDAPEST	MALEV (HUNGARIAN AIRLINES)	S	44	0	0	48	27	20	5	0	0	21	97	2	36
TOTAL BUDAPEST			44	0	0	48	27	20	5	0	0	21	95	2	40
TOTAL HUNGARY			44	0	0	48	27	20	5	0	0	21	95	2	40
<b>INDIA</b>															
AMRITSAR	MONARCH AIRLINES	C	8	0	0	88	0	13	0	0	0	7	0	0	0
TOTAL AMRITSAR			8	0	0	88	0	13	0	0	0	7	0	0	0
GOA	FIRST CHOICE AIRWAYS LTD	C	21	0	0	48	24	10	14	5	0	37	56	31	18
	MONARCH AIRLINES	C	40	0	0	43	18	8	20	5	8	94	43	46	35
TOTAL GOA			61	0	0	44	20	8	18	5	5	74	49	41	63
TRIVANDRUM	MONARCH AIRLINES	C	9	0	0	56	0	22	22	0	0	23	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

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			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
TOTAL TRIVANDRUM			9	0	0	56	0	22	22	0	0	23	56	69	9
TOTAL INDIA			78	0	0	50	15	10	17	4	4	62	50	44	72
IRISH REPUBLIC															
DUBLIN	BRITISH AIRWAYS PLC	S	232	1	0	86	8	2	3	1	0	9	0	0	0
	RYANAIR	S	306	0	2	86	8	4	0	1	0	7	85	6	246
TOTAL DUBLIN			538	1	2	86	8	3	2	1	0	8	80	10	608
TOTAL IRISH REPUBLIC			538	2	2	86	8	3	2	1	0	8	80	10	608
ISRAEL															
TEL AVIV	ARKIA	C	4	0	0	75	25	0	0	0	0	10	88	3	8
	ISRAIR LTD	C	16	0	0	50	25	25	0	0	0	21	50	16	2
TOTAL TEL AVIV			22	1	0	55	23	18	5	0	0	22	61	19	18
TOTAL ISRAEL			23	1	0	52	22	17	9	0	0	28	60	24	20
ITALY															
BERGAMO	ASTRAEUS LTD	C	10	0	0	50	10	0	40	0	0	52	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	40	30	10	20	0	0	29	0	0	0
TOTAL BERGAMO			20	1	0	45	20	5	30	0	0	40	56	24	16
BOLOGNA	BRITISH AIRWAYS PLC	S	163	0	0	79	9	4	6	1	1	17	77	14	173
TOTAL BOLOGNA			163	0	0	79	9	4	6	1	1	17	77	14	173
FLORENCE	MERIDIANA AIR	S	114	0	8	79	9	6	4	2	0	16	75	16	117
TOTAL FLORENCE			114	0	8	79	9	6	4	2	0	16	75	16	117
GENOA	BRITISH AIRWAYS PLC	S	60	0	0	85	7	5	3	0	0	8	85	7	62
	EUROPEAN AIR CHARTER	C	2	0	0	50	50	0	0	0	0	13	0	0	0
TOTAL GENOA			62	0	0	84	8	5	3	0	0	8	85	7	62
MILAN (LINATE)	EASYJET AIRLINE COMPANY LTD	S	60	0	0	62	22	8	8	0	0	19	0	0	0
TOTAL MILAN (LINATE)			60	0	0	62	22	8	8	0	0	19	0	0	0
NAPLES	BRITISH AIRWAYS PLC	S	121	0	0	83	12	2	2	0	0	8	80	11	123
TOTAL NAPLES			121	0	0	83	12	2	2	0	0	8	80	11	125
PALERMO	EUROPEAN AIR CHARTER	C	2	0	0	50	50	0	0	0	0	10	0	0	0
TOTAL PALERMO			2	0	0	50	50	0	0	0	0	10	50	10	2
PISA	BRITISH AIRWAYS PLC	S	116	0	0	84	10	2	3	2	0	13	85	8	123
TOTAL PISA			116	0	0	84	10	2	3	2	0	13	85	8	123
ROME (FIUMICINO)	ALITALIA	S	10	0	0	70	20	10	0	0	0	11	52	18	54
	BRITISH AIRWAYS PLC	S	62	1	0	79	8	5	6	0	2	33	44	27	62
TOTAL ROME (FIUMICINO)			72	1	0	78	10	6	6	0	1	30	47	23	116
TURIN	BRITANNIA AIRWAYS	C	16	0	0	63	6	13	19	0	0	23	38	29	8
	BRITISH AIRWAYS PLC	S	116	0	0	70	19	9	0	2	0	15	0	0	0
	EUROPEAN AIR CHARTER	C	8	1	0	25	0	75	0	0	0	36	57	13	14
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	81	13	6	0	0	0	6	50	20	16
	MONARCH AIRLINES	C	10	0	0	100	0	0	0	0	0	2	50	75	8
	THOMAS COOK AIRLINES LTD	C	24	0	0	63	13	8	17	0	0	23	50	27	8

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2003		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 TURIN</b>			<b>190</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>57</b>	<b>24</b>	<b>70</b>
VENICE	BRITISH AIRWAYS PLC	S	120	0	0	83	7	4	5	2	0	16	77	14	185
<b>TOTAL VENICE</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>4</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>15</b>	<b>281</b>
VERONA	BRITANNIA AIRWAYS	C	10	0	0	60	20	10	10	0	0	21	0	0	0
	BRITISH AIRWAYS PLC	S	56	0	0	93	2	5	0	0	0	5	82	13	62
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	0	38	13	0	0	28	50	58	8
<b>TOTAL VERONA</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>4</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>19</b>	<b>76</b>
<b>TOTAL ITALY</b>			<b>1115</b>	<b>5</b>	<b>8</b>	<b>77</b>	<b>11</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>73</b>	<b>15</b>	<b>1186</b>
<b>JAMAICA</b>															
KINGSTON	BRITISH AIRWAYS PLC	S	27	0	0	70	22	7	0	0	0	11	26	61	27
<b>TOTAL KINGSTON</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>22</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>26</b>	<b>61</b>	<b>27</b>
MONTEGO BAY	BRITANNIA AIRWAYS	C	10	0	0	70	30	0	0	0	0	8	0	0	0
	MY TRAVEL AIRWAYS UK	C	12	0	0	42	33	17	8	0	0	21	59	27	17
<b>TOTAL MONTEGO BAY</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>32</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>50</b>	<b>35</b>	<b>26</b>
<b>TOTAL JAMAICA</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>27</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>38</b>	<b>48</b>	<b>53</b>
<b>KENYA</b>															
MOMBASA	AFRICAN SAFARI AIRWAYS-ASA	C	10	0	0	40	10	30	20	0	0	35	50	39	8
<b>TOTAL MOMBASA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>10</b>	<b>30</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>61</b>	<b>21</b>	<b>23</b>
<b>TOTAL KENYA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>10</b>	<b>30</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>61</b>	<b>21</b>	<b>23</b>
<b>LITHUANIA</b>															
VILNIUS	LITHUANIA AIRLINES	S	84	0	2	87	6	5	2	0	0	7	87	11	60
<b>TOTAL VILNIUS</b>			<b>84</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>11</b>	<b>60</b>
<b>TOTAL LITHUANIA</b>			<b>84</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>11</b>	<b>60</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	BRITISH AIRWAYS PLC	S	92	0	0	87	8	2	2	1	0	10	0	0	0
<b>TOTAL LUXEMBOURG</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>12</b>	<b>92</b>
<b>TOTAL LUXEMBOURG</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>12</b>	<b>92</b>
<b>MALDIVE ISLANDS</b>															
MALE INTERNATIONAL	BRITANNIA AIRWAYS	C	8	0	0	88	0	0	13	0	0	17	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	67	11	0	22	0	0	28	25	31	8
	MONARCH AIRLINES	C	12	0	0	25	17	25	33	0	0	53	25	80	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	38	0	0	0	0	12	38	32	8
<b>TOTAL MALE INTERNATIONAL</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>16</b>	<b>8</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>29</b>	<b>48</b>	<b>24</b>
<b>TOTAL MALDIVE ISLANDS</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>16</b>	<b>8</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>29</b>	<b>48</b>	<b>24</b>
<b>MALTA</b>															
MALTA	AIR MALTA	S	55	0	1	82	7	5	5	0	0	14	95	5	58
	ASTRAEUS LTD	S	23	0	0	70	26	4	0	0	0	11	0	0	0
	BRITANNIA AIRWAYS	C	2	0	0	100	0	0	0	0	0	2	90	5	20
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	0	25	0	0	0	15	0	36	2

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2003		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
MALTA	GB AIRWAYS LTD	S	50	0	0	88	6	6	0	0	0	6	87	12	62
<b>TOTAL MALTA</b>			<b>138</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>89</b>	<b>8</b>	<b>164</b>
<b>TOTAL MALTA</b>			<b>138</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>89</b>	<b>8</b>	<b>164</b>
<b>MEXICO</b>															
CANCUN	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	3	50	14	8
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	80	10	10	0	0	0	8	89	2	9
	MY TRAVEL AIRWAYS UK	C	4	0	0	50	50	0	0	0	0	21	44	43	9
	THOMAS COOK AIRLINES LTD	C	2	0	0	50	50	0	0	0	0	13	100	13	1
<b>TOTAL CANCUN</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>9</b>	<b>63</b>	<b>20</b>	<b>27</b>
PUERTO VALLARTA	FIRST CHOICE AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	1	13	42	8
<b>TOTAL PUERTO VALLARTA</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>13</b>	<b>42</b>	<b>8</b>
<b>TOTAL MEXICO</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>53</b>	<b>24</b>	<b>38</b>
<b>MOROCCO</b>															
AGADIR	GB AIRWAYS LTD	S	8	1	0	88	13	0	0	0	0	6	75	9	4
	THOMAS COOK AIRLINES LTD	C	2	0	0	0	0	100	0	0	0	46	0	0	0
<b>TOTAL AGADIR</b>			<b>10</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>43</b>	<b>20</b>	<b>7</b>
MARRAKESH	GB AIRWAYS LTD	S	27	0	0	78	7	4	7	4	0	25	77	15	22
	ROYAL AIR MAROC	S	17	0	0	65	6	29	0	0	0	14	71	21	7
<b>TOTAL MARRAKESH</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>7</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>82</b>	<b>13</b>	<b>39</b>
<b>TOTAL MOROCCO</b>			<b>54</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>7</b>	<b>15</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>77</b>	<b>15</b>	<b>64</b>
<b>NETHERLANDS</b>															
AMSTERDAM	BRITISH AIRWAYS PLC	S	363	0	0	85	8	4	3	0	0	8	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	240	0	5	75	9	8	5	1	1	20	83	13	296
<b>TOTAL AMSTERDAM</b>			<b>603</b>	<b>0</b>	<b>5</b>	<b>81</b>	<b>8</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>82</b>	<b>13</b>	<b>672</b>
<b>TOTAL NETHERLANDS</b>			<b>603</b>	<b>1</b>	<b>5</b>	<b>81</b>	<b>8</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>82</b>	<b>13</b>	<b>672</b>
<b>NIGERIA</b>															
PORT HARCOURT	VIRGIN ATLANTIC AIRWAYS LTD	S	15	3	2	33	13	40	13	0	0	30	0	0	0
<b>TOTAL PORT HARCOURT</b>			<b>15</b>	<b>3</b>	<b>2</b>	<b>33</b>	<b>13</b>	<b>40</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NIGERIA</b>			<b>15</b>	<b>4</b>	<b>2</b>	<b>33</b>	<b>13</b>	<b>40</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>NORWAY</b>															
BERGEN	BRAATHENS ASA	S	60	0	0	85	7	7	2	0	0	8	87	8	62
<b>TOTAL BERGEN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>8</b>	<b>62</b>
EVENES	BRITANNIA AIRWAYS	C	2	0	0	50	50	0	0	0	0	15	0	0	0
<b>TOTAL EVENES</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>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
FAGERNES/LEIRIN	ASTRAEUS LTD	C	6	0	0	0	83	17	0	0	0	24	0	0	0
	FLYBE.BRITISH EUROPEAN	C	2	0	0	100	0	0	0	0	0	9	0	0	0
<b>TOTAL FAGERNES/LEIRIN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>63</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NORWAY</b>			<b>70</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>11</b>	<b>78</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2003		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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>PANAMA</b>															
PANAMA CITY	EUROPEAN AIR CHARTER	C	2	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL PANAMA CITY			2	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL PANAMA			2	0	0	100	0	0	0	0	0	2	0	0	0
<b>POLAND</b>															
KRAKOW	BRITISH AIRWAYS PLC	S	16	0	0	75	0	13	13	0	0	15	0	0	0
	LOT-POLISH AIRLINES	S	60	0	0	68	23	7	2	0	0	12	85	11	60
TOTAL KRAKOW			76	0	0	70	18	8	4	0	0	13	85	11	60
TOTAL POLAND			76	0	0	70	18	8	4	0	0	13	85	11	60
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
<b>FARO</b>															
	BRITANNIA AIRWAYS	C	10	0	0	50	40	0	10	0	0	23	90	5	10
	EXCEL AIRWAYS LTD	C	2	0	0	0	50	0	50	0	0	47	50	26	2
	FIRST CHOICE AIRWAYS LTD	C	12	0	0	58	17	8	17	0	0	24	50	14	12
	GB AIRWAYS LTD	S	70	0	0	76	7	11	6	0	0	13	66	17	82
	MONARCH AIRLINES	C	4	0	0	50	0	0	50	0	0	43	67	28	6
	MONARCH AIRLINES	S	48	0	1	88	4	4	4	0	0	9	0	0	0
	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	0	0	60	16	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	13	0	0	0	5	80	14	10
TOTAL FARO			156	0	1	76	9	8	8	0	0	14	67	16	132
<b>LISBON</b>															
	AIR LUXOR	S	60	0	0	45	15	17	20	3	0	41	0	0	0
	AIR PORTUGAL	S	112	0	0	74	16	8	2	0	0	11	77	11	141
TOTAL LISBON			172	1	0	64	16	11	8	1	0	22	77	11	141
<b>OPORTO (PORTUGAL)</b>															
	AIR PORTUGAL	S	41	0	1	41	41	15	2	0	0	20	50	28	20
	GB AIRWAYS LTD	S	40	0	0	80	15	3	3	0	0	8	53	33	60
TOTAL OPORTO (PORTUGAL)			82	0	1	61	28	9	2	0	0	14	53	32	80
TOTAL PORTUGAL(EXCLUDING MADEIRA)			410	1	2	68	16	9	7	0	0	17	68	17	353
<b>PORTUGAL(MADEIRA)</b>															
<b>FUNCHAL</b>															
	AIR PORTUGAL	S	18	0	0	83	6	6	6	0	0	10	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	5	50	23	2
	EXCEL AIRWAYS LTD	C	8	0	0	63	38	0	0	0	0	9	36	40	11
	FIRST CHOICE AIRWAYS LTD	C	4	0	0	75	25	0	0	0	0	10	50	37	8
	GB AIRWAYS LTD	S	61	0	1	79	10	5	0	7	0	23	66	25	56
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	6	90	8	10
TOTAL FUNCHAL			107	0	1	79	12	4	1	4	0	17	69	22	107
TOTAL PORTUGAL(MADEIRA)			107	0	1	79	12	4	1	4	0	17	69	22	107
<b>REPUBLIC OF SOUTH AFRICA</b>															
<b>JOHANNESBURG</b>															
	NATIONWIDE AIR	S	26	0	2	73	12	12	4	0	0	12	0	0	0
TOTAL JOHANNESBURG			26	0	2	73	12	12	4	0	0	12	0	0	0
TOTAL REPUBLIC OF SOUTH AFRICA			26	0	2	73	12	12	4	0	0	12	0	0	0



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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>RUSSIA</b>															
MOSCOW (DOMODEDOVO)	TRANSAERO AIRLINES	S	24	0	0	38	21	21	4	17	0	67	42	25	26
<b>TOTAL MOSCOW (DOMODEDOVO)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>21</b>	<b>21</b>	<b>4</b>	<b>17</b>	<b>0</b>	<b>67</b>	<b>42</b>	<b>25</b>	<b>26</b>
ST PETERSBURG	AEROFLOT	S	4	0	0	100	0	0	0	0	0	8	50	21	4
<b>TOTAL ST PETERSBURG</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>50</b>	<b>21</b>	<b>4</b>
<b>TOTAL RUSSIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>18</b>	<b>18</b>	<b>4</b>	<b>14</b>	<b>0</b>	<b>59</b>	<b>43</b>	<b>24</b>	<b>30</b>
<b>SAINT KITTS AND NEVIS</b>															
ST KITTS	EXCEL AIRWAYS LTD	C	4	0	0	25	25	25	25	0	0	43	0	0	0
<b>TOTAL ST KITTS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SAINT KITTS AND NEVIS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SIERRA LEONE</b>															
FREETOWN	SIERRA NATIONAL AIRLINES	S	27	4	3	81	4	15	0	0	0	10	43	51	14
<b>TOTAL FREETOWN</b>			<b>27</b>	<b>4</b>	<b>3</b>	<b>81</b>	<b>4</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>43</b>	<b>51</b>	<b>14</b>
<b>TOTAL SIERRA LEONE</b>			<b>27</b>	<b>4</b>	<b>3</b>	<b>81</b>	<b>4</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>43</b>	<b>51</b>	<b>14</b>
<b>SLOVENIA</b>															
LJUBLJANA	ADRIA AIRWAYS	S	50	0	0	68	26	6	0	0	0	12	86	7	50
<b>TOTAL LJUBLJANA</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>26</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>7</b>	<b>50</b>
<b>TOTAL SLOVENIA</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>26</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>7</b>	<b>50</b>
<b>SPAIN</b>															
ALICANTE	AIR CORDIAL LTD	C	2	0	0	0	0	50	50	0	0	76	0	0	0
	BRITANNIA AIRWAYS	C	11	0	0	82	0	9	9	0	0	16	89	7	18
	EASYJET AIRLINE COMPANY LTD	S	123	0	1	93	2	2	1	1	0	4	80	12	69
	EUROPEAN AIR CHARTER	C	2	0	0	50	50	0	0	0	0	16	100	0	2
	EXCEL AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	16	75	10	4
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	72	17	6	6	0	0	13	94	9	16
	FUTURA AIRLINES	C	6	0	0	67	17	17	0	0	0	11	93	4	14
	GB AIRWAYS LTD	S	72	0	0	88	6	4	3	0	0	9	60	16	73
	MONARCH AIRLINES	S	51	0	1	86	4	4	6	0	0	10	0	0	0
	MONARCH AIRLINES	C	5	0	0	80	0	20	0	0	0	12	67	45	15
	MY TRAVEL AIRWAYS UK	C	13	0	0	77	15	8	0	0	0	10	82	15	11
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	0	100	1	8
<b>TOTAL ALICANTE</b>			<b>307</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>6</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>13</b>	<b>295</b>
ALMERIA	GB AIRWAYS LTD	S	36	0	0	86	11	3	0	0	0	6	67	14	18
	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	0	3	90	3	10
<b>TOTAL ALMERIA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>10</b>	<b>28</b>
ASTURIAS	AIR NOSTRUM	S	24	0	0	92	4	4	0	0	0	4	81	7	26
<b>TOTAL ASTURIAS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>81</b>	<b>7</b>	<b>26</b>
BARCELONA	BRITISH AIRWAYS PLC	S	182	0	0	84	12	2	1	1	0	10	82	10	183
	EASYJET AIRLINE COMPANY LTD	S	180	0	6	79	9	7	2	2	0	13	72	17	180
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	38	38	13	13	0	0	33	75	12	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2003		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 BARCELONA</b>			<b>370</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>14</b>	<b>375</b>
BILBAO	EASYJET AIRLINE COMPANY LTD	S	62	0	0	90	3	3	3	0	0	6	0	0	0
<b>TOTAL BILBAO</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>12</b>	<b>62</b>
IBIZA	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL IBIZA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
MADRID	AEROLINEAS ARGENTINAS	S	26	0	0	62	19	12	0	8	0	31	77	9	26
	AIR EUROPA	S	62	0	0	81	5	8	6	0	0	12	88	8	114
	BRITISH AIRWAYS PLC	S	184	0	0	83	7	4	5	1	0	13	80	11	230
	EASYJET AIRLINE COMPANY LTD	S	61	0	1	75	8	13	3	0	0	13	58	23	62
<b>TOTAL MADRID</b>			<b>333</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>8</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>79</b>	<b>12</b>	<b>432</b>
MAHON	GB AIRWAYS LTD	S	18	0	0	94	6	0	0	0	0	5	0	0	0
<b>TOTAL MAHON</b>			<b>18</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>20</b>	<b>79</b>	<b>10</b>
MALAGA	AIR CORDIAL LTD	C	2	0	0	50	0	0	50	0	0	41	0	0	0
	BRITANNIA AIRWAYS	C	22	0	0	82	0	18	0	0	0	9	90	4	20
	BRITISH AIRWAYS PLC	C	2	0	0	0	0	50	50	0	0	56	0	30	3
	EASYJET AIRLINE COMPANY LTD	S	123	2	1	79	4	9	8	0	0	14	77	14	121
	EXCEL AIRWAYS LTD	C	5	0	0	80	0	0	20	0	0	14	62	20	13
	FIRST CHOICE AIRWAYS LTD	C	14	0	0	64	21	7	7	0	0	16	67	18	18
	FUTURA AIRLINES	C	13	0	0	15	15	23	46	0	0	60	95	2	20
	GB AIRWAYS LTD	S	69	0	0	83	9	3	6	0	0	13	78	11	94
	MONARCH AIRLINES	C	6	0	0	17	17	33	0	33	0	115	79	10	19
	MONARCH AIRLINES	S	55	0	0	75	13	5	7	0	0	15	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	0	13	0	0	0	6	78	8	9
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	4	78	11	18
<b>TOTAL MALAGA</b>			<b>328</b>	<b>2</b>	<b>1</b>	<b>75</b>	<b>7</b>	<b>9</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>78</b>	<b>12</b>	<b>347</b>
MURCIA SAN JAVIER	BRITISH AIRWAYS PLC	C	2	0	0	0	50	50	0	0	0	39	70	10	20
	GB AIRWAYS LTD	S	33	0	0	94	3	3	0	0	0	4	0	0	0
<b>TOTAL MURCIA SAN JAVIER</b>			<b>35</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>70</b>	<b>10</b>	<b>20</b>
PALMA DE MALLORCA	AIR EUROPA	S	46	0	0	76	17	4	2	0	0	10	78	12	18
	BRITANNIA AIRWAYS	C	12	0	0	75	17	8	0	0	0	10	67	15	18
	EASYJET AIRLINE COMPANY LTD	S	61	0	1	80	10	7	3	0	0	12	76	12	62
	FIRST CHOICE AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	0	80	20	10
	GB AIRWAYS LTD	S	8	0	0	75	25	0	0	0	0	8	83	9	23
	MY TRAVEL AIRWAYS UK	C	10	0	0	90	10	0	0	0	0	6	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	0	20	0	0	0	10	100	0	8
<b>TOTAL PALMA DE MALLORCA</b>			<b>150</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>12</b>	<b>139</b>
SEVILLE	GB AIRWAYS LTD	S	36	0	0	72	11	6	11	0	0	18	68	13	41
<b>TOTAL SEVILLE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>68</b>	<b>13</b>	<b>41</b>
VALENCIA	GB AIRWAYS LTD	S	39	0	0	77	5	8	8	3	0	22	74	15	80
<b>TOTAL VALENCIA</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>5</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>74</b>	<b>15</b>	<b>80</b>
<b>TOTAL SPAIN</b>			<b>1742</b>	<b>4</b>	<b>11</b>	<b>81</b>	<b>8</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>13</b>	<b>1855</b>
SPAIN(CANARY ISLANDS)															
ARRECIFE	AIR CORDIAL LTD	C	2	0	0	50	0	50	0	0	0	20	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2003		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	ASTRAEUS LTD	C	6	0	0	67	17	0	0	0	17	163	50	18	4
	BRITANNIA AIRWAYS	C	26	0	0	73	19	8	0	0	0	10	73	13	30
	EXCEL AIRWAYS LTD	C	17	0	0	59	24	18	0	0	0	14	58	26	19
	FIRST CHOICE AIRWAYS LTD	C	36	0	0	78	19	3	0	0	0	7	74	14	38
	FUTURA AIRLINES	C	3	0	0	0	33	0	67	0	0	75	0	0	0
	GB AIRWAYS LTD	S	40	0	0	65	18	13	5	0	0	16	61	40	28
	MONARCH AIRLINES	C	25	0	0	60	20	20	0	0	0	14	56	42	27
	MY TRAVEL AIRWAYS UK	C	18	0	0	72	11	11	6	0	0	10	78	133	18
	THOMAS COOK AIRLINES LTD	C	30	0	0	53	20	13	10	3	0	26	77	13	30
	<b>TOTAL ARRECIFE</b>			<b>204</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>19</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>20</b>	<b>68</b>	<b>34</b>	<b>195</b>
FUERTEVENTURA	BRITANNIA AIRWAYS	C	19	1	0	84	16	0	0	0	7	69	20	16	
	EXCEL AIRWAYS LTD	C	2	0	0	50	50	0	0	0	12	50	23	4	
	FIRST CHOICE AIRWAYS LTD	C	19	2	0	84	16	0	0	0	3	55	14	20	
	GB AIRWAYS LTD	S	15	0	0	80	7	0	13	0	17	0	0	0	
	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	2	0	0	0	
	MY TRAVEL AIRWAYS UK	C	18	0	0	72	6	6	17	0	27	93	4	27	
	THOMAS COOK AIRLINES LTD	C	24	0	0	83	4	8	0	4	14	83	5	18	
<b>TOTAL FUERTEVENTURA</b>			<b>99</b>	<b>3</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>13</b>	<b>76</b>	<b>10</b>	<b>87</b>	
LAS PALMAS	BRITANNIA AIRWAYS	C	28	0	0	89	7	0	4	0	6	70	56	27	
	EXCEL AIRWAYS LTD	C	5	0	0	40	0	40	20	0	38	100	1	6	
	FIRST CHOICE AIRWAYS LTD	C	14	0	0	100	0	0	0	0	5	83	5	18	
	FUTURA AIRLINES	C	3	0	0	33	0	0	67	0	62	0	0	0	
	GB AIRWAYS LTD	S	35	0	1	69	14	14	3	0	13	77	12	26	
	MONARCH AIRLINES	C	10	0	0	90	10	0	0	0	5	67	16	9	
	MY TRAVEL AIRWAYS UK	C	17	0	0	82	12	0	6	0	12	88	6	26	
	THOMAS COOK AIRLINES LTD	C	21	0	0	62	24	14	0	0	12	88	11	24	
<b>TOTAL LAS PALMAS</b>			<b>134</b>	<b>1</b>	<b>1</b>	<b>76</b>	<b>11</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>13</b>	<b>79</b>	<b>20</b>	<b>139</b>	
SANTA CRUZ DE LA PALMA	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	90	4	10	
<b>TOTAL SANTA CRUZ DE LA PALMA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>4</b>	<b>10</b>	
TENERIFE (NORTE LOS RODEOS)	BRITANNIA AIRWAYS	C	10	0	0	80	20	0	0	0	5	0	0	0	
	GB AIRWAYS LTD	S	10	0	0	90	10	0	0	0	5	0	0	0	
<b>TOTAL TENERIFE (NORTE LOS RODEOS)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	
TENERIFE (SURREINA SOFIA)	ASTRAEUS LTD	C	13	0	0	31	15	38	0	15	0	68	33	26	9
	BRITANNIA AIRWAYS	C	49	1	0	94	4	2	0	0	3	76	13	54	
	EXCEL AIRWAYS LTD	C	22	0	0	64	14	9	14	0	22	59	29	22	
	FIRST CHOICE AIRWAYS LTD	C	40	0	0	85	10	0	0	5	16	59	21	32	
	FLYJET LTD	C	2	0	0	50	0	0	50	0	49	0	0	0	
	FUTURA AIRLINES	C	11	1	0	36	9	27	27	0	38	50	66	2	
	GB AIRWAYS LTD	S	73	0	0	75	18	4	3	0	9	71	20	65	
	IBERWORLD	C	2	0	0	50	50	0	0	0	16	0	0	0	
	MONARCH AIRLINES	C	44	1	0	59	11	23	2	0	5	33	68	23	40
	MY TRAVEL AIRWAYS UK	C	26	0	0	88	8	0	0	0	4	36	82	11	28
	THOMAS COOK AIRLINES LTD	C	41	0	0	83	5	10	0	0	2	19	70	14	66
	VOLAR AIRLINES	C	3	0	0	67	33	0	0	0	15	40	23	5	
	<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>328</b>	<b>3</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>20</b>	<b>69</b>	<b>18</b>	<b>325</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>795</b>	<b>7</b>	<b>1</b>	<b>74</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>17</b>	<b>71</b>	<b>22</b>	<b>756</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2003		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>SRI LANKA</b>															
COLOMBO	MONARCH AIRLINES	C	4	0	0	25	0	50	25	0	0	42	0	0	0
TOTAL COLOMBO			4	0	0	25	0	50	25	0	0	42	50	67	2
TOTAL SRI LANKA			4	0	0	25	0	50	25	0	0	42	50	67	2
<b>ST LUCIA</b>															
ST LUCIA (HEWANORRA)	BRITISH AIRWAYS PLC	S	17	0	1	94	6	0	0	0	0	2	71	20	17
	VIRGIN ATLANTIC AIRWAYS LTD	S	26	0	0	69	15	15	0	0	0	10	71	11	17
TOTAL ST LUCIA (HEWANORRA)			43	0	1	79	12	9	0	0	0	7	71	15	34
TOTAL ST LUCIA			43	0	1	79	12	9	0	0	0	7	71	15	34
<b>SWEDEN</b>															
OSTERSUND / FROSON	FLYBE.BRITISH EUROPEAN	C	6	0	0	33	33	0	33	0	0	54	0	0	0
	THOMAS COOK AIRLINES LTD	C	2	0	0	0	0	0	100	0	0	88	0	0	0
TOTAL OSTERSUND / FROSON			8	0	0	25	25	0	50	0	0	63	63	11	8
TOTAL SWEDEN			8	0	0	25	25	0	50	0	0	63	64	22	118
<b>SWITZERLAND</b>															
BERNE	FLYBE.BRITISH EUROPEAN	C	10	0	0	80	0	20	0	0	0	12	100	2	8
TOTAL BERNE			10	0	0	80	0	20	0	0	0	12	100	2	8
<b>GENEVA</b>															
	ASTRAEUS LTD	C	18	0	0	39	6	50	6	0	0	28	50	20	10
	BRITANNIA AIRWAYS	C	39	0	0	51	10	21	18	0	0	28	34	43	47
	BRITISH AIRWAYS PLC	S	176	0	0	78	14	4	2	1	1	15	79	11	175
	BRITISH AIRWAYS PLC	C	28	0	0	75	7	4	14	0	0	21	50	26	24
	EASYJET AIRLINE COMPANY LTD	S	22	0	0	68	23	9	0	0	0	11	88	11	73
	EASYJET SWITZERLAND	S	242	0	6	72	13	10	5	0	0	14	58	21	186
	EUROPEAN AIR CHARTER	C	10	0	0	80	0	20	0	0	0	16	33	27	9
	EXCEL AIRWAYS LTD	C	16	0	0	44	38	6	13	0	0	25	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	32	0	0	44	28	22	6	0	0	25	35	51	17
	MONARCH AIRLINES	C	10	0	0	60	40	0	0	0	0	12	50	23	24
	THOMAS COOK AIRLINES LTD	C	20	0	0	65	5	25	5	0	0	24	38	22	8
TOTAL GENEVA			613	1	6	69	14	11	5	0	0	17	65	20	582
SION	FLYBE.BRITISH EUROPEAN	C	10	0	0	60	20	10	10	0	0	19	0	0	0
TOTAL SION			10	0	0	60	20	10	10	0	0	19	0	0	0
ZURICH	EASYJET AIRLINE COMPANY LTD	S	118	1	4	62	15	14	8	1	0	23	75	15	118
TOTAL ZURICH			118	1	4	62	15	14	8	1	0	23	75	15	118
TOTAL SWITZERLAND			751	2	10	68	14	12	6	1	0	18	67	19	708
<b>TRINIDAD AND TOBAGO</b>															
TOBAGO	BRITISH AIRWAYS PLC	S	27	0	0	78	19	4	0	0	0	6	70	15	27
	EXCEL AIRWAYS LTD	C	19	0	0	68	16	16	0	0	0	14	0	0	0
TOTAL TOBAGO			46	0	0	74	17	9	0	0	0	10	72	14	32
TOTAL TRINIDAD AND TOBAGO			46	0	0	74	17	9	0	0	0	10	68	16	34

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2003		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>TUNISIA</b>															
MONASTIR	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	5	90	5	10
	FIRST CHOICE AIRWAYS LTD	C	6	0	0	67	33	0	0	0	0	13	50	32	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	80	10	0	10	0	0	16	67	26	9
	THOMAS COOK AIRLINES LTD	C	4	0	0	100	0	0	0	0	0	4	100	0	8
<b>TOTAL MONASTIR</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>14</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>15</b>	<b>35</b>
TUNIS	GB AIRWAYS LTD	S	34	0	0	82	6	6	6	0	0	13	72	15	36
<b>TOTAL TUNIS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>15</b>	<b>36</b>
<b>TOTAL TUNISIA</b>			<b>62</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>12</b>	<b>75</b>	<b>15</b>	<b>71</b>
<b>TURKEY</b>															
ANTALYA	FIRST CHOICE AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	3	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	13	0	0	0	9	100	3	8
<b>TOTAL ANTALYA</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>8</b>	<b>100</b>	<b>3</b>	<b>8</b>
<b>TOTAL TURKEY</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>8</b>	<b>100</b>	<b>3</b>	<b>8</b>
<b>UKRAINE</b>															
KIEV (BORISPOL)	UKRAINE INTERNATIONAL AIRLIN	S	42	1	0	83	12	2	2	0	0	8	77	10	39
<b>TOTAL KIEV (BORISPOL)</b>			<b>42</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>12</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>11</b>	<b>40</b>
<b>TOTAL UKRAINE</b>			<b>42</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>12</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>11</b>	<b>40</b>
<b>UNITED ARAB EMIRATES</b>															
ABU DHABI INTERNATIONAL	GULF AIR	C	14	0	0	79	14	7	0	0	0	8	0	0	0
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
DUBAI	EMIRATES	S	188	1	6	59	23	13	5	0	0	19	63	17	134
<b>TOTAL DUBAI</b>			<b>188</b>	<b>2</b>	<b>6</b>	<b>59</b>	<b>23</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>63</b>	<b>17</b>	<b>134</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>202</b>	<b>2</b>	<b>6</b>	<b>60</b>	<b>22</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>63</b>	<b>17</b>	<b>134</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BRITISH AIRWAYS PLC	S	221	0	0	86	5	5	2	1	0	10	83	12	221
<b>TOTAL ABERDEEN</b>			<b>221</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>12</b>	<b>221</b>
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	208	0	2	88	8	2	1	0	0	6	86	10	307
<b>TOTAL BELFAST CITY</b>			<b>208</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>10</b>	<b>307</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	172	1	6	80	9	5	5	1	0	12	0	0	0
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>173</b>	<b>1</b>	<b>6</b>	<b>80</b>	<b>9</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
EDINBURGH	BRITISH AIRWAYS PLC	S	319	0	0	87	8	2	2	1	0	9	78	14	318
	EASYJET AIRLINE COMPANY LTD	S	221	0	3	86	10	3	1	0	0	7	82	13	278
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL EDINBURGH</b>			<b>542</b>	<b>0</b>	<b>3</b>	<b>87</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>13</b>	<b>596</b>
GLASGOW	BRITISH AIRWAYS PLC	S	314	0	0	84	8	6	2	0	0	9	82	10	318
<b>TOTAL GLASGOW</b>			<b>315</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>10</b>	<b>318</b>
GUERNSEY	AURIGNY AIR SERVICES	S	158	2	49	91	5	4	0	0	0	4	0	0	0
	FLYBE.BRITISH EUROPEAN	S	206	1	9	92	4	1	2	0	0	5	86	11	202

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2003		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 GUERNSEY			<b>364</b>	<b>3</b>	<b>58</b>	<b>91</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>75</b>	<b>15</b>	354
INVERNESS	BRITISH AIRWAYS CITIEXPRESS L	S	158	0	0	91	5	2	2	0	0	5	75	16	159
	EASYJET AIRLINE COMPANY LTD	S	60	0	4	75	10	8	7	0	0	16	0	0	0
TOTAL INVERNESS			<b>218</b>	<b>0</b>	<b>4</b>	<b>87</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>16</b>	159
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	162	0	0	88	6	4	3	0	0	8	82	10	163
TOTAL ISLE OF MAN			<b>162</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>10</b>	163
JERSEY	BRITISH AIRWAYS PLC	S	280	3	3	89	7	2	1	0	0	6	0	0	0
	FLYBE.BRITISH EUROPEAN	S	225	0	6	90	5	3	2	0	0	6	87	11	220
TOTAL JERSEY			<b>505</b>	<b>3</b>	<b>9</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>12</b>	591
LUTON	MONARCH AIRLINES	S	2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL LUTON			<b>2</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>0</b>	<b>0</b>	<b>0</b>	0
MANCHESTER	BRITANNIA AIRWAYS	C	5	0	0	80	0	0	20	0	0	18	0	0	0
	BRITISH AIRWAYS PLC	S	377	1	0	90	3	3	2	1	1	12	86	10	383
	MY TRAVEL AIRWAYS UK	C	13	1	0	85	0	0	15	0	0	13	20	60	5
TOTAL MANCHESTER			<b>397</b>	<b>16</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>12</b>	<b>84</b>	<b>12</b>	395
NEWCASTLE	BRITISH AIRWAYS PLC	S	231	0	0	91	4	3	1	0	0	8	0	0	0
TOTAL NEWCASTLE			<b>231</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>12</b>	233
NEWQUAY	AIR SOUTHWEST	S	143	0	1	89	6	3	2	0	0	6	0	0	0
TOTAL NEWQUAY			<b>143</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>62</b>	<b>19</b>	29
PLYMOUTH	AIR SOUTHWEST	S	87	0	1	89	6	2	3	0	0	7	0	0	0
TOTAL PLYMOUTH			<b>87</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>6</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>71</b>	<b>14</b>	207
TOTAL UNITED KINGDOM			<b>3568</b>	<b>28</b>	<b>84</b>	<b>88</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>12</b>	3735
USA															
ATLANTA	BRITISH AIRWAYS PLC	S	62	0	0	89	3	5	2	2	0	11	81	9	62
	DELTA AIRLINES	S	148	0	0	76	14	4	2	4	0	20	70	19	138
TOTAL ATLANTA			<b>210</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>73</b>	<b>16</b>	200
CHARLOTTE	US AIRWAYS	S	60	0	2	75	12	2	8	3	0	20	79	12	62
TOTAL CHARLOTTE			<b>60</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>12</b>	<b>2</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>79</b>	<b>12</b>	62
CINCINNATI	DELTA AIRLINES	S	56	0	0	73	11	4	13	0	0	16	64	23	58
TOTAL CINCINNATI			<b>56</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>11</b>	<b>4</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>64</b>	<b>23</b>	58
DALLAS/FORT WORTH	AMERICAN AIRLINES	S	138	0	2	86	8	3	2	1	0	9	80	8	114
	BRITISH AIRWAYS PLC	S	59	0	1	93	3	2	0	2	0	8	73	15	60
TOTAL DALLAS/FORT WORTH			<b>197</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>10</b>	174
DETROIT	NORTHWEST AIRLINES	S	58	0	0	71	10	9	9	2	0	20	78	19	60
TOTAL DETROIT			<b>58</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>10</b>	<b>9</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>78</b>	<b>19</b>	60
HOUSTON	BRITISH AIRWAYS PLC	S	86	0	0	86	5	3	5	1	0	13	83	9	60
	CONTINENTAL AIRLINES	S	122	0	0	84	9	5	2	0	0	8	86	10	122
TOTAL HOUSTON			<b>208</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>9</b>	182
LAS VEGAS	VIRGIN ATLANTIC AIRWAYS LTD	S	26	0	0	73	19	8	0	0	0	12	72	17	18

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2003		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL LAS VEGAS			26	0	0	73	19	8	0	0	0	12	72	17	18
MINNEAPOLIS-ST PAUL	NORTHWEST AIRLINES	S	58	0	2	78	10	3	5	3	0	22	74	16	54
TOTAL MINNEAPOLIS-ST PAUL			58	0	2	78	10	3	5	3	0	22	74	16	54
NEW ORLEANS	VIRGIN ATLANTIC AIRWAYS LTD	C	2	0	0	0	0	50	50	0	0	86	0	0	0
TOTAL NEW ORLEANS			2	0	0	0	0	50	50	0	0	86	0	0	0
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	122	1	0	84	7	3	3	2	0	11	82	11	104
TOTAL NEW YORK (NEWARK)			122	1	0	84	7	3	3	2	0	11	82	11	104
ORLANDO	BRITISH AIRWAYS PLC	S	58	0	0	91	5	3	0	0	0	5	81	8	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	87	0	0	76	11	13	0	0	0	11	88	7	92
TOTAL ORLANDO			145	0	0	82	9	9	0	0	0	8	85	7	154
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	62	0	0	65	10	10	15	2	0	31	82	13	62
TOTAL PHILADELPHIA INTERNATIONAL			62	0	0	65	10	10	15	2	0	31	82	13	62
RALEIGH	AMERICAN AIRLINES	S	59	0	3	86	8	3	2	0	0	8	90	4	62
TOTAL RALEIGH			59	0	3	86	8	3	2	0	0	8	90	4	62
SANFORD	BRITANNIA AIRWAYS	C	10	0	0	90	10	0	0	0	0	3	40	36	10
	EUROPEAN AIR CHARTER	C	8	0	0	25	38	13	25	0	0	48	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	67	22	11	0	0	0	14	50	61	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	20	10	0	0	0	12	63	31	8
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	0	100	0	2
TOTAL SANFORD			39	0	0	67	21	8	5	0	0	17	54	39	28
TAMPA	BRITISH AIRWAYS PLC	S	43	0	0	88	9	2	0	0	0	5	73	17	37
TOTAL TAMPA			43	0	0	88	9	2	0	0	0	5	73	17	37
TOTAL USA			1345	1	10	81	9	5	4	1	0	14	79	13	1427
VENEZUELA															
PORLAMAR	FIRST CHOICE AIRWAYS LTD	C	5	0	0	100	0	0	0	0	0	4	0	0	0
TOTAL PORLAMAR			5	0	0	100	0	0	0	0	0	4	0	0	0
TOTAL VENEZUELA			5	0	0	100	0	0	0	0	0	4	0	0	0
VIRGIN ISLANDS (U.S.A)															
ST THOMAS ISLANDS	FIRST CHOICE AIRWAYS LTD	C	5	0	0	0	20	0	80	0	0	88	0	53	4
TOTAL ST THOMAS ISLANDS			5	0	0	0	20	0	80	0	0	88	0	53	4
TOTAL VIRGIN ISLANDS (U.S.A)			5	0	0	0	20	0	80	0	0	88	0	53	4
ZIMBABWE															
HARARE	AIR ZIMBABWE	S	40	4	4	45	13	18	20	5	0	49	71	16	42
TOTAL HARARE			40	4	4	45	13	18	20	5	0	49	71	16	42
TOTAL ZIMBABWE			40	4	4	45	13	18	20	5	0	49	71	16	42
TOTAL GATWICK			16776	107	199	79	10	6	4	1	0	14	75	15	17073

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2003		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>AUSTRIA</b>															
SALZBURG	BRITANNIA AIRWAYS	C	10	0	0	100	0	0	0	0	0	1	75	20	8
<b>TOTAL SALZBURG</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>20</b>	<b>8</b>
<b>TOTAL AUSTRIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>56</b>	<b>21</b>	<b>16</b>
<b>BARBADOS</b>															
BRIDGETOWN	BRITANNIA AIRWAYS	C	3	0	0	33	33	33	0	0	0	26	0	0	0
<b>TOTAL BRIDGETOWN</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL BARBADOS</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CANADA</b>															
TORONTO	AIR TRANSAT	S	8	0	0	13	13	50	25	0	0	39	60	12	10
	MY TRAVEL AIRWAYS UK	C	2	0	0	50	0	50	0	0	0	22	0	85	2
<b>TOTAL TORONTO</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>10</b>	<b>50</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>43</b>	<b>31</b>	<b>14</b>
<b>TOTAL CANADA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>10</b>	<b>50</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>43</b>	<b>31</b>	<b>14</b>
<b>CYPRUS</b>															
PAPHOS	BRITANNIA AIRWAYS	C	8	0	0	50	13	38	0	0	0	21	80	6	10
	FIRST CHOICE AIRWAYS LTD	S	5	2	2	80	0	0	20	0	0	15	60	14	10
	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	0	5	0	0	0
<b>TOTAL PAPHOS</b>			<b>16</b>	<b>2</b>	<b>2</b>	<b>69</b>	<b>6</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>70</b>	<b>10</b>	<b>20</b>
<b>TOTAL CYPRUS</b>			<b>16</b>	<b>2</b>	<b>2</b>	<b>69</b>	<b>6</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>70</b>	<b>10</b>	<b>20</b>
<b>DENMARK</b>															
COPENHAGEN	BMI BRITISH MIDLAND	S	45	2	5	78	9	13	0	0	0	10	76	16	55
<b>TOTAL COPENHAGEN</b>			<b>45</b>	<b>2</b>	<b>5</b>	<b>78</b>	<b>9</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>16</b>	<b>55</b>
<b>TOTAL DENMARK</b>			<b>45</b>	<b>2</b>	<b>5</b>	<b>78</b>	<b>9</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>16</b>	<b>55</b>
<b>FRANCE</b>															
LYON	BRITANNIA AIRWAYS	C	10	0	0	40	20	30	10	0	0	30	50	48	8
<b>TOTAL LYON</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>56</b>	<b>42</b>	<b>9</b>
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS CITIEXPRESS L	S	22	0	0	82	14	5	0	0	0	9	62	25	53
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>22</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>65</b>	<b>25</b>	<b>177</b>
TOULOUSE (BLAGNAC)	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	0	0	0	0	13	48	63	33	8
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>48</b>	<b>63</b>	<b>33</b>	<b>8</b>
<b>TOTAL FRANCE</b>			<b>40</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>13</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>22</b>	<b>64</b>	<b>26</b>	<b>194</b>
<b>GAMBIA</b>															
BANJUL	ASTRAEUS LTD	C	10	0	0	60	0	0	0	20	20	180	0	0	0
<b>TOTAL BANJUL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>180</b>	<b>56</b>	<b>22</b>	<b>9</b>
<b>TOTAL GAMBIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>180</b>	<b>56</b>	<b>22</b>	<b>9</b>
<b>GERMANY</b>															
DUSSELDORF	BRITISH AIRWAYS CITIEXPRESS L	S	5	0	0	100	0	0	0	0	0	3	0	0	0



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2003		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 DUSSELDORF			5	0	0	100	0	0	0	0	0	3	0	0	0
FRANKFURT MAIN	BRITISH AIRWAYS CITIEXPRESS L	S	44	0	0	84	2	9	5	0	0	9	80	11	40
TOTAL FRANKFURT MAIN			44	0	2	84	2	9	5	0	0	9	77	12	52
MUNICH	BRITISH AIRWAYS CITIEXPRESS L	S	40	0	0	78	13	8	3	0	0	12	83	14	40
TOTAL MUNICH			40	0	0	78	13	8	3	0	0	12	83	14	40
TOTAL GERMANY			89	0	2	82	7	8	3	0	0	10	78	13	111
ICELAND															
KEFLAVIK	ICELANDAIR	S	36	0	0	75	17	8	0	0	0	9	79	11	33
TOTAL KEFLAVIK			36	0	0	75	17	8	0	0	0	9	79	11	33
TOTAL ICELAND			36	0	0	75	17	8	0	0	0	9	79	11	33
IRISH REPUBLIC															
CORK	LOGANAIR	S	54	2	0	96	0	0	4	0	0	8	73	16	48
TOTAL CORK			54	2	0	96	0	0	4	0	0	8	73	16	48
DUBLIN	AER LINGUS	S	168	0	0	89	5	3	3	0	0	7	74	19	178
TOTAL DUBLIN			168	1	0	89	5	3	3	0	0	7	74	19	178
TOTAL IRISH REPUBLIC			222	3	0	91	4	2	3	0	0	7	73	19	226
ITALY															
TURIN	THOMAS COOK AIRLINES LTD	C	7	1	0	71	14	14	0	0	0	10	100	0	8
TOTAL TURIN			7	1	0	71	14	14	0	0	0	10	100	0	8
TOTAL ITALY			7	1	0	71	14	14	0	0	0	10	100	0	8
MALTA															
MALTA	AIR MALTA	S	10	0	0	80	0	0	20	0	0	16	40	24	10
	AIR MALTA	C	2	0	0	100	0	0	0	0	0	11	0	0	0
TOTAL MALTA			12	0	0	83	0	0	17	0	0	15	50	21	12
TOTAL MALTA			12	0	0	83	0	0	17	0	0	15	50	21	12
NETHERLANDS															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	60	0	0	73	12	5	10	0	0	18	82	12	120
	KLM CITYHOPPER	S	186	3	0	69	13	8	9	1	0	19	82	14	238
TOTAL AMSTERDAM			246	4	0	70	13	7	9	0	0	19	82	13	358
TOTAL NETHERLANDS			246	4	0	70	13	7	9	0	0	19	82	13	358
PORTUGAL(EXCLUDING MADEIRA)															
FARO	BRITANNIA AIRWAYS	C	3	0	0	67	33	0	0	0	0	7	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	4	0	0	75	25	0	0	0	0	8	0	0	0
	MONARCH AIRLINES	C	2	0	0	0	0	0	100	0	0	83	0	74	2
	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	0	6	0	24	2
TOTAL FARO			11	0	0	64	18	0	18	0	0	21	0	49	4
TOTAL PORTUGAL(EXCLUDING MADEIRA)			11	0	0	64	18	0	18	0	0	21	0	49	4

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

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			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	5	75	21	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>0</b>	<b>5</b>	<b>75</b>	<b>21</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>0</b>	<b>5</b>	<b>75</b>	<b>21</b>	<b>8</b>
<b>SPAIN</b>															
<b>ALICANTE</b>	BRITANNIA AIRWAYS	C	12	0	0	67	8	25	0	0	0	13	88	4	16
	CHANNEL EXPRESS (AIR SVS)	C	16	0	0	88	6	6	0	0	0	8	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	80	0	10	10	0	0	11	89	8	9
	GREECE AIRWAYS	C	9	2	0	89	0	11	0	0	0	8	0	0	0
	MY TRAVEL AIRWAYS UK	C	12	0	0	58	0	33	8	0	0	25	80	6	10
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	3	63	18	8
<b>TOTAL ALICANTE</b>			<b>70</b>	<b>2</b>	<b>0</b>	<b>80</b>	<b>3</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>8</b>	<b>43</b>
<b>BARCELONA</b>	BRITISH AIRWAYS CITIEXPRESS L	S	31	0	0	97	3	0	0	0	0	3	73	14	26
	GREECE AIRWAYS	C	15	2	0	53	27	20	0	0	0	17	0	0	0
<b>TOTAL BARCELONA</b>			<b>46</b>	<b>2</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>14</b>	<b>26</b>
<b>MALAGA</b>	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	4	88	7	8
	CHANNEL EXPRESS (AIR SVS)	C	17	0	0	47	29	18	6	0	0	23	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	8	75	11	8
	GREECE AIRWAYS	C	4	1	0	50	25	25	0	0	0	19	0	0	0
	MY TRAVEL AIRWAYS UK	C	2	0	0	0	0	0	100	0	0	137	50	21	2
	THOMAS COOK AIRLINES LTD	C	10	0	0	70	20	10	0	0	0	9	63	13	8
<b>TOTAL MALAGA</b>			<b>50</b>	<b>2</b>	<b>0</b>	<b>62</b>	<b>20</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>68</b>	<b>13</b>	<b>28</b>
<b>PALMA DE MALLORCA</b>	BRITANNIA AIRWAYS	C	18	0	0	78	6	6	0	0	11	52	83	8	18
	MY TRAVEL AIRWAYS UK	C	2	0	0	50	0	50	0	0	0	27	50	14	2
<b>TOTAL PALMA DE MALLORCA</b>			<b>20</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>49</b>	<b>78</b>	<b>8</b>	<b>23</b>
<b>TOTAL SPAIN</b>			<b>186</b>	<b>7</b>	<b>1</b>	<b>75</b>	<b>10</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>76</b>	<b>10</b>	<b>144</b>
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	BRITANNIA AIRWAYS	C	10	0	0	100	0	0	0	0	0	4	90	3	10
	FIRST CHOICE AIRWAYS LTD	C	12	0	0	83	8	8	0	0	0	9	36	57	14
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	20	10	10	0	0	21	50	47	10
	THOMAS COOK AIRLINES LTD	C	23	0	0	87	4	9	0	0	0	6	95	3	20
<b>TOTAL ARRECIFE</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>71</b>	<b>24</b>	<b>56</b>
<b>FUERTEVENTURA</b>	BRITANNIA AIRWAYS	C	7	0	0	100	0	0	0	0	0	5	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	8	80	8	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL FUERTEVENTURA</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>90</b>	<b>5</b>	<b>20</b>
<b>LAS PALMAS</b>	BRITANNIA AIRWAYS	C	8	0	0	75	0	0	25	0	0	41	75	12	8
	FIRST CHOICE AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	0	75	8	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	38	13	0	0	0	16	63	36	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	1	88	5	8
<b>TOTAL LAS PALMAS</b>			<b>30</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>75</b>	<b>15</b>	<b>40</b>
<b>TENERIFE (SURREINA SOFIA)</b>	BRITANNIA AIRWAYS	C	18	0	0	72	11	6	11	0	0	18	94	6	17

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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)										
TENERIFE (SURREINA SOFIA)	CHANNEL EXPRESS (AIR SVS)	C	18	0	0	89	11	0	0	0	0	6	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	94	6	0	0	0	2	74	25	19	
	FUTURA AIRLINES	C	4	0	0	25	75	0	0	0	18	24	34	17	
	MY TRAVEL AIRWAYS UK	C	18	0	0	56	11	22	11	0	29	76	10	17	
	SPANAIR	C	13	0	0	23	38	38	0	0	27	30	25	10	
	THOMAS COOK AIRLINES LTD	C	32	2	0	88	13	0	0	0	3	73	11	26	
	VOLAR AIRLINES	C	16	0	0	44	38	19	0	0	20	62	17	13	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>138</b>	<b>3</b>	<b>0</b>	<b>69</b>	<b>18</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>19</b>	<b>123</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>246</b>	<b>4</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>69</b>	<b>18</b>	<b>239</b>	
<b>SWITZERLAND</b>															
GENEVA	BRITANNIA AIRWAYS	C	10	0	0	90	10	0	0	0	5	63	18	8	
<b>TOTAL GENEVA</b>			<b>10</b>	<b>21</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>42</b>	<b>40</b>	<b>24</b>	
<b>TOTAL SWITZERLAND</b>			<b>10</b>	<b>21</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>42</b>	<b>40</b>	<b>24</b>	
<b>TUNISIA</b>															
MONASTIR	FIRST CHOICE AIRWAYS LTD	C	4	0	0	50	0	25	25	0	37	0	0	0	
	THOMAS COOK AIRLINES LTD	C	2	0	0	50	50	0	0	0	14	0	0	0	
<b>TOTAL MONASTIR</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL TUNISIA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>UNITED KINGDOM</b>															
BARRA	LOGANAIR	S	36	15	0	69	17	3	8	3	23	87	6	46	
<b>TOTAL BARRA</b>			<b>36</b>	<b>15</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>3</b>	<b>8</b>	<b>3</b>	<b>23</b>	<b>87</b>	<b>6</b>	<b>46</b>	
BELFAST CITY	BRITISH AIRWAYS CITIEXPRESS L	S	149	1	0	88	3	4	3	2	10	86	9	153	
<b>TOTAL BELFAST CITY</b>			<b>149</b>	<b>2</b>	<b>0</b>	<b>88</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>10</b>	<b>86</b>	<b>9</b>	<b>153</b>	
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	230	0	4	87	4	3	5	0	7	75	13	244	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>230</b>	<b>1</b>	<b>4</b>	<b>87</b>	<b>4</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>13</b>	<b>244</b>	
BENBECULA	BRITISH AIRWAYS CITIEXPRESS L	S	51	0	0	80	6	4	10	0	14	77	34	52	
	HIGHLAND AIRWAYS LTD	S	71	1	10	94	3	1	1	0	4	0	0	0	
<b>TOTAL BENBECULA</b>			<b>122</b>	<b>1</b>	<b>10</b>	<b>89</b>	<b>4</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>34</b>	<b>52</b>	
BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS L	S	233	0	0	88	6	2	3	0	8	100	3	5	
	FLYBE.BRITISH EUROPEAN	S	273	0	21	69	16	12	3	0	14	74	18	288	
<b>TOTAL BIRMINGHAM</b>			<b>506</b>	<b>0</b>	<b>27</b>	<b>78</b>	<b>11</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>19</b>	<b>384</b>	
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	179	0	0	86	3	8	2	1	10	80	11	178	
	EASYJET AIRLINE COMPANY LTD	S	162	0	4	75	11	2	9	2	20	71	22	163	
<b>TOTAL BRISTOL</b>			<b>341</b>	<b>0</b>	<b>4</b>	<b>81</b>	<b>7</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>15</b>	<b>76</b>	<b>16</b>	<b>341</b>	
CAMPBELTOWN	LOGANAIR	S	70	0	0	97	0	3	0	0	2	85	7	74	
<b>TOTAL CAMPBELTOWN</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>7</b>	<b>74</b>	
CITY OF DERRY (EGLINTON)	LOGANAIR	S	53	13	0	83	4	6	2	6	22	81	11	67	
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>53</b>	<b>13</b>	<b>0</b>	<b>83</b>	<b>4</b>	<b>6</b>	<b>2</b>	<b>6</b>	<b>22</b>	<b>81</b>	<b>11</b>	<b>67</b>	
EDINBURGH	CHANNEL EXPRESS (AIR SVS)	C	7	4	0	71	0	29	0	0	16	0	0	0	
<b>TOTAL EDINBURGH</b>			<b>7</b>	<b>8</b>	<b>0</b>	<b>71</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>52</b>	<b>1</b>	

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2003		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
GATWICK	BRITISH AIRWAYS PLC	S	314	1	0	83	9	6	2	0	0	8	84	9	318
<b>TOTAL GATWICK</b>			<b>315</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>8</b>	<b>319</b>
HEATHROW	BMI BRITISH MIDLAND	S	456	0	15	79	12	7	2	0	9	72	16	446	
	BRITISH AIRWAYS PLC	S	628	1	5	78	10	8	3	1	13	69	21	626	
<b>TOTAL HEATHROW</b>			<b>1084</b>	<b>1</b>	<b>20</b>	<b>79</b>	<b>11</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>19</b>	<b>1072</b>	
INVERNESS	HIGHLAND AIRWAYS LTD	S	35	0	6	94	3	0	3	0	5	0	0	0	
<b>TOTAL INVERNESS</b>			<b>35</b>	<b>2</b>	<b>6</b>	<b>94</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>77</b>	<b>12</b>	<b>91</b>	
ISLAY	LOGANAIR	S	89	1	0	87	8	2	1	2	13	77	12	91	
<b>TOTAL ISLAY</b>			<b>89</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>13</b>	<b>77</b>	<b>12</b>	<b>91</b>	
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	60	0	0	93	2	3	2	0	4	84	7	77	
<b>TOTAL ISLE OF MAN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>7</b>	<b>77</b>	
LEEDS BRADFORD	BMI REGIONAL	S	126	0	0	91	3	3	2	0	6	74	17	124	
<b>TOTAL LEEDS BRADFORD</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>16</b>	<b>126</b>	
LUTON	EASYJET AIRLINE COMPANY LTD	S	357	1	14	89	4	4	3	1	8	82	11	370	
<b>TOTAL LUTON</b>			<b>357</b>	<b>2</b>	<b>14</b>	<b>89</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>8</b>	<b>82</b>	<b>11</b>	<b>370</b>	
MANCHESTER	BMI REGIONAL	S	202	0	0	83	8	4	4	0	11	95	3	213	
	BRITISH AIRWAYS CITIEXPRESS L	S	272	1	0	76	11	7	7	0	14	67	16	178	
	MY TRAVEL AIRWAYS UK	C	2	0	0	50	0	50	0	0	18	0	96	2	
<b>TOTAL MANCHESTER</b>			<b>476</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>13</b>	<b>82</b>	<b>10</b>	<b>395</b>	
NOTTINGHAM EAST MIDLANDS INT'L	BMI BRITISH MIDLAND	S	108	2	2	78	8	5	9	0	15	79	10	165	
	EASYJET AIRLINE COMPANY LTD	S	109	0	3	65	15	9	11	0	21	73	15	106	
<b>TOTAL NOTTINGHAM EAST MIDLANDS INT'L</b>			<b>217</b>	<b>2</b>	<b>5</b>	<b>71</b>	<b>12</b>	<b>7</b>	<b>10</b>	<b>0</b>	<b>18</b>	<b>77</b>	<b>12</b>	<b>271</b>	
SOUTHAMPTON	BRITISH AIRWAYS CITIEXPRESS L	S	220	1	0	80	13	5	3	0	10	74	12	190	
<b>TOTAL SOUTHAMPTON</b>			<b>220</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>12</b>	<b>190</b>	
STANSTED	EASYJET AIRLINE COMPANY LTD	S	271	0	4	90	2	3	5	0	7	81	14	263	
<b>TOTAL STANSTED</b>			<b>271</b>	<b>0</b>	<b>4</b>	<b>90</b>	<b>2</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>14</b>	<b>263</b>	
STORNOWAY	BRITISH AIRWAYS CITIEXPRESS L	S	92	0	0	87	4	5	2	1	10	72	15	90	
<b>TOTAL STORNOWAY</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>4</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>10</b>	<b>72</b>	<b>15</b>	<b>90</b>	
SUMBURGH	BRITISH AIRWAYS CITIEXPRESS L	S	49	0	0	80	8	2	8	2	17	80	16	50	
	LOGANAIR	S	54	0	0	89	9	2	0	0	6	78	8	55	
<b>TOTAL SUMBURGH</b>			<b>103</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>11</b>	<b>79</b>	<b>12</b>	<b>105</b>	
TIREE	LOGANAIR	S	40	5	0	85	5	8	3	0	9	82	12	49	
<b>TOTAL TIREE</b>			<b>40</b>	<b>5</b>	<b>0</b>	<b>85</b>	<b>5</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>12</b>	<b>49</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>4999</b>	<b>56</b>	<b>94</b>	<b>82</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>14</b>	<b>4982</b>	
USA															
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	62	0	0	85	3	8	2	2	13	81	21	52	
<b>TOTAL NEW YORK (NEWARK)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>3</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>13</b>	<b>81</b>	<b>21</b>	<b>52</b>	
<b>TOTAL USA</b>			<b>62</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>3</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>13</b>	<b>80</b>	<b>21</b>	<b>54</b>	
<b>TOTAL GLASGOW</b>			<b>6274</b>	<b>102</b>	<b>105</b>	<b>81</b>	<b>8</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>15</b>	<b>6529</b>	

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

		Reporting Airport: HEATHROW (Full Analysis)											JAN 2003			
ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)				
Actual (7)	Plan (8)															
<b>ALGERIA</b>																
ALGIERS	AIR ALGERIE	S	36	0	0	6	8	28	58	0	0	69	12	43	26	
<b>TOTAL ALGIERS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>8</b>	<b>28</b>	<b>58</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>12</b>	<b>43</b>	<b>26</b>	
<b>TOTAL ALGERIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>8</b>	<b>28</b>	<b>58</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>12</b>	<b>43</b>	<b>26</b>	
<b>ANGOLA</b>																
LUANDA	BRITISH AIRWAYS PLC	S	9	0	0	78	11	0	11	0	0	15	75	17	8	
<b>TOTAL LUANDA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>17</b>	<b>8</b>	
<b>TOTAL ANGOLA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>17</b>	<b>8</b>	
<b>ARGENTINA</b>																
BUENOS AIRES	BRITISH AIRWAYS PLC	S	27	0	0	59	30	7	4	0	0	17	60	20	25	
<b>TOTAL BUENOS AIRES</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>30</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>60</b>	<b>20</b>	<b>25</b>	
<b>TOTAL ARGENTINA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>30</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>60</b>	<b>20</b>	<b>25</b>	
<b>AUSTRALIA</b>																
MELBOURNE	BRITISH AIRWAYS PLC	S	62	0	0	61	24	5	8	2	0	20	52	30	44	
	QANTAS	S	61	0	0	67	18	7	5	3	0	25	53	44	75	
<b>TOTAL MELBOURNE</b>			<b>123</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>21</b>	<b>6</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>53</b>	<b>39</b>	<b>119</b>	
SYDNEY	BRITISH AIRWAYS PLC	S	124	0	0	78	11	6	4	1	0	12	71	26	121	
	QANTAS	S	125	1	0	50	29	11	8	2	0	25	42	41	110	
<b>TOTAL SYDNEY</b>			<b>249</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>20</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>57</b>	<b>33</b>	<b>231</b>	
<b>TOTAL AUSTRALIA</b>			<b>372</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>20</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>56</b>	<b>35</b>	<b>350</b>	
<b>AUSTRIA</b>																
VIENNA	AUSTRIAN AIRLINES	S	284	0	6	52	18	20	9	2	0	27	57	26	294	
	BRITISH AIRWAYS PLC	S	243	1	0	60	19	12	9	1	0	21	63	27	240	
<b>TOTAL VIENNA</b>			<b>527</b>	<b>1</b>	<b>6</b>	<b>56</b>	<b>18</b>	<b>16</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>60</b>	<b>26</b>	<b>534</b>	
<b>TOTAL AUSTRIA</b>			<b>527</b>	<b>1</b>	<b>6</b>	<b>56</b>	<b>18</b>	<b>16</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>60</b>	<b>26</b>	<b>534</b>	
<b>AZERBAIJAN</b>																
BAKU	BRITISH MEDITERRANEAN AIRWA	S	7	1	0	29	43	29	0	0	0	23	54	44	13	
<b>TOTAL BAKU</b>			<b>7</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>43</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>54</b>	<b>44</b>	<b>13</b>	
<b>TOTAL AZERBAIJAN</b>			<b>7</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>43</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>54</b>	<b>44</b>	<b>13</b>	
<b>BAHRAIN</b>																
BAHRAIN	GULF AIR	S	62	0	0	52	19	21	8	0	0	25	76	13	75	
<b>TOTAL BAHRAIN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>19</b>	<b>21</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>76</b>	<b>13</b>	<b>75</b>	
<b>TOTAL BAHRAIN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>19</b>	<b>21</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>76</b>	<b>13</b>	<b>75</b>	
<b>BANGLADESH</b>																
DACCA	BIMAN BANGLADESH AIRLINES	S	52	0	0	10	17	19	29	10	15	161	15	166	48	
	BRITISH AIRWAYS PLC	S	27	0	1	30	22	37	7	0	4	98	0	243	27	
<b>TOTAL DACCA</b>			<b>79</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>19</b>	<b>25</b>	<b>22</b>	<b>6</b>	<b>11</b>	<b>139</b>	<b>9</b>	<b>194</b>	<b>75</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2003		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 BANGLADESH</b>			<b>79</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>19</b>	<b>25</b>	<b>22</b>	<b>6</b>	<b>11</b>	<b>139</b>	<b>9</b>	<b>194</b>	<b>75</b>
<b>BARBADOS</b>															
BRIDGETOWN	BRITISH AIRWAYS PLC	S	9	0	0	67	33	0	0	0	0	9	30	33	10
<b>TOTAL BRIDGETOWN</b>			<b>9</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>9</b>	<b>30</b>	<b>33</b>	<b>10</b>
<b>TOTAL BARBADOS</b>			<b>9</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>9</b>	<b>30</b>	<b>33</b>	<b>10</b>
<b>BELGIUM</b>															
BRUSSELS	BMI BRITISH MIDLAND	S	341	0	2	77	12	7	3	1	0	13	67	18	340
	BRITISH AIRWAYS PLC	S	438	0	0	83	8	5	4	1	0	11	71	18	492
	SN BRUSSELS AIRLINES	S	9	0	0	67	22	11	0	0	0	10	0	0	0
<b>TOTAL BRUSSELS</b>			<b>788</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>69</b>	<b>18</b>	<b>880</b>
<b>TOTAL BELGIUM</b>			<b>788</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>69</b>	<b>18</b>	<b>880</b>
<b>BRAZIL</b>															
RIO DE JANEIRO (GALEAO)	BRITISH AIRWAYS PLC	S	35	0	0	74	20	3	3	0	0	14	72	31	60
	VARIG	S	62	0	0	53	13	23	8	3	0	29	44	52	61
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>			<b>97</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>15</b>	<b>15</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>58</b>	<b>42</b>	<b>121</b>
<b>TOTAL BRAZIL</b>			<b>97</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>15</b>	<b>15</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>58</b>	<b>42</b>	<b>121</b>
<b>BRUNEI</b>															
BANDAR SERI BEGAWAN	ROYAL BRUNEI AIRLINES	S	62	0	0	37	23	24	15	2	0	34	50	27	62
<b>TOTAL BANDAR SERI BEGAWAN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>23</b>	<b>24</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>34</b>	<b>50</b>	<b>27</b>	<b>62</b>
<b>TOTAL BRUNEI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>23</b>	<b>24</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>34</b>	<b>50</b>	<b>27</b>	<b>62</b>
<b>BULGARIA</b>															
SOFIA	BRITISH AIRWAYS PLC	S	60	0	0	62	17	8	10	3	0	27	75	13	60
<b>TOTAL SOFIA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>17</b>	<b>8</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>75</b>	<b>13</b>	<b>60</b>
<b>TOTAL BULGARIA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>17</b>	<b>8</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>75</b>	<b>13</b>	<b>60</b>
<b>CANADA</b>															
CALGARY	AIR CANADA	S	61	1	1	59	21	10	7	3	0	25	44	42	62
<b>TOTAL CALGARY</b>			<b>61</b>	<b>1</b>	<b>1</b>	<b>59</b>	<b>21</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>44</b>	<b>42</b>	<b>62</b>
HALIFAX INT	AIR CANADA	S	56	0	0	57	16	18	9	0	0	24	63	29	54
<b>TOTAL HALIFAX INT</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>16</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>63</b>	<b>29</b>	<b>54</b>
MONTREAL (DORVAL)	AIR CANADA	S	62	0	0	42	15	21	15	6	2	53	56	28	62
	BRITISH AIRWAYS PLC	S	62	0	0	77	15	5	3	0	0	9	71	19	58
<b>TOTAL MONTREAL (DORVAL)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>15</b>	<b>13</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>31</b>	<b>63</b>	<b>24</b>	<b>120</b>
OTTAWA INTERNATIONAL	AIR CANADA	S	58	0	0	67	24	2	3	2	2	22	68	23	56
<b>TOTAL OTTAWA INTERNATIONAL</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>24</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>22</b>	<b>68</b>	<b>23</b>	<b>56</b>
TORONTO	AIR CANADA	S	242	0	2	52	20	17	10	1	0	26	52	31	243
	BRITISH AIRWAYS PLC	S	119	0	1	57	21	16	6	0	0	20	57	31	119
<b>TOTAL TORONTO</b>			<b>361</b>	<b>0</b>	<b>3</b>	<b>54</b>	<b>20</b>	<b>16</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>54</b>	<b>31</b>	<b>362</b>
<b>VANCOUVER</b>	AIR CANADA	S	62	0	0	61	24	10	5	0	0	16	58	22	62

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

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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)										
VANCOUVER	BRITISH AIRWAYS PLC	S	62	0	0	69	13	6	10	2	0	22	63	14	57
<b>TOTAL VANCOUVER</b>			<b>124</b>	<b>0</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>61</b>	<b>18</b>	<b>119</b>
<b>TOTAL CANADA</b>			<b>784</b>	<b>1</b>	<b>4</b>	<b>58</b>	<b>19</b>	<b>13</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>57</b>	<b>28</b>	<b>773</b>
CAYMAN ISLANDS															
GRAND CAYMAN	BRITISH AIRWAYS PLC	S	35	1	1	69	23	3	6	0	0	16	72	19	36
<b>TOTAL GRAND CAYMAN</b>			<b>35</b>	<b>1</b>	<b>1</b>	<b>69</b>	<b>23</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>72</b>	<b>19</b>	<b>36</b>
<b>TOTAL CAYMAN ISLANDS</b>			<b>35</b>	<b>1</b>	<b>1</b>	<b>69</b>	<b>23</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>72</b>	<b>19</b>	<b>36</b>
CHINA															
BEIJING	AIR CHINA	S	35	0	1	40	11	29	20	0	0	33	41	59	34
	BRITISH AIRWAYS PLC	S	27	0	0	74	19	4	4	0	0	11	54	26	24
<b>TOTAL BEIJING</b>			<b>62</b>	<b>0</b>	<b>1</b>	<b>55</b>	<b>15</b>	<b>18</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>47</b>	<b>45</b>	<b>58</b>
SHANGHAI (PU DONG)	VIRGIN ATLANTIC AIRWAYS LTD	S	35	0	0	40	17	26	11	6	0	38	31	34	26
<b>TOTAL SHANGHAI (PU DONG)</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>17</b>	<b>26</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>38</b>	<b>31</b>	<b>34</b>	<b>26</b>
<b>TOTAL CHINA</b>			<b>97</b>	<b>0</b>	<b>1</b>	<b>49</b>	<b>15</b>	<b>21</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>42</b>	<b>42</b>	<b>84</b>
COLOMBIA															
BOGOTA	BRITISH AIRWAYS PLC	S	25	1	1	60	16	20	4	0	0	17	0	0	0
<b>TOTAL BOGOTA</b>			<b>25</b>	<b>1</b>	<b>1</b>	<b>60</b>	<b>16</b>	<b>20</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL COLOMBIA</b>			<b>25</b>	<b>1</b>	<b>1</b>	<b>60</b>	<b>16</b>	<b>20</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
CROATIA															
ZAGREB	CROATIA AIRLINES	S	60	0	0	58	23	13	5	0	0	17	57	42	58
<b>TOTAL ZAGREB</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>23</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>64</b>	<b>31</b>	<b>92</b>
<b>TOTAL CROATIA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>23</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>64</b>	<b>31</b>	<b>92</b>
CYPRUS															
LARNACA	BRITISH AIRWAYS PLC	S	62	0	0	71	13	6	10	0	0	18	65	35	62
	CYPRUS AIRWAYS	S	117	0	0	44	32	14	9	0	1	25	50	37	115
<b>TOTAL LARNACA</b>			<b>179</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>25</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>23</b>	<b>55</b>	<b>36</b>	<b>177</b>
<b>TOTAL CYPRUS</b>			<b>179</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>25</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>23</b>	<b>55</b>	<b>36</b>	<b>177</b>
CZECH REPUBLIC															
PRAGUE	BRITISH AIRWAYS PLC	S	184	0	1	52	18	21	8	1	0	25	61	28	183
	CSA	S	172	1	12	57	14	16	10	3	0	28	65	25	123
<b>TOTAL PRAGUE</b>			<b>356</b>	<b>1</b>	<b>13</b>	<b>54</b>	<b>16</b>	<b>19</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>63</b>	<b>27</b>	<b>306</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>356</b>	<b>1</b>	<b>13</b>	<b>54</b>	<b>16</b>	<b>19</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>63</b>	<b>27</b>	<b>306</b>
DENMARK															
COPENHAGEN	BRITISH AIRWAYS PLC	S	346	0	1	70	14	7	8	0	1	24	65	32	291
	SAS	S	365	0	10	78	8	8	5	0	0	13	72	20	403
	VARIG	S	26	0	0	38	8	27	27	0	0	41	36	81	25
<b>TOTAL COPENHAGEN</b>			<b>737</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>11</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>68</b>	<b>27</b>	<b>719</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

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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 DENMARK			737	0	11	73	11	8	7	0	0	19	68	27	719
EGYPT															
CAIRO	BRITISH AIRWAYS PLC	S	60	0	0	65	20	8	5	2	0	19	69	32	61
	EGYPT AIR	S	63	0	0	2	13	48	37	2	0	59	24	37	62
TOTAL CAIRO			123	0	0	33	16	28	21	2	0	40	46	35	123
LUXOR	EGYPT AIR	S	8	0	0	0	13	38	25	13	13	145	0	60	8
TOTAL LUXOR			8	0	0	0	13	38	25	13	13	145	0	60	8
SHARM EL SHEIKH (OPHIRA)	EGYPT AIR	S	7	0	0	86	0	14	0	0	0	8	75	12	8
TOTAL SHARM EL SHEIKH (OPHIRA)			7	0	0	86	0	14	0	0	0	8	75	12	8
TOTAL EGYPT			138	0	0	33	15	28	20	2	1	44	45	35	139
ETHIOPIA															
ADDIS ABABA	BRITISH MEDITERRANEAN AIRWA	S	36	0	0	39	19	17	22	3	0	39	31	57	26
	ETHIOPIAN AIRLINES	S	36	1	0	11	8	31	47	3	0	63	6	63	36
TOTAL ADDIS ABABA			72	1	0	25	14	24	35	3	0	51	16	60	62
TOTAL ETHIOPIA			72	1	0	25	14	24	35	3	0	51	16	60	62
FED REP YUGO SERBIA M'ENEGRO															
BELGRADE	BRITISH AIRWAYS PLC	S	34	0	0	71	24	0	6	0	0	12	0	0	0
	JATAIRWAYS	S	52	0	0	42	21	15	21	0	0	38	27	32	51
TOTAL BELGRADE			86	0	0	53	22	9	15	0	0	28	27	32	51
TOTAL FED REP YUGO SERBIA M'ENEGRO			86	0	0	53	22	9	15	0	0	28	27	32	51
FINLAND															
HELSINKI	BRITISH AIRWAYS PLC	S	140	0	1	81	9	7	3	0	0	9	67	22	118
	FINNAIR	S	217	0	3	78	10	9	3	0	0	14	70	18	209
TOTAL HELSINKI			357	0	4	79	10	8	3	0	0	12	69	19	327
TOTAL FINLAND			357	0	4	79	10	8	3	0	0	12	69	19	327
FRANCE															
LYON	BRITISH AIRWAYS PLC	S	179	0	0	69	13	10	7	1	1	23	55	24	185
	FLYBE.BRITISH EUROPEAN	S	168	0	0	81	8	7	4	0	0	12	76	18	152
TOTAL LYON			347	0	0	75	11	8	5	0	0	17	64	22	337
NICE	BMI BRITISH MIDLAND	S	102	0	0	74	13	7	6	1	0	16	80	13	124
	BRITISH AIRWAYS PLC	S	241	0	0	78	11	4	6	0	0	13	72	19	236
TOTAL NICE			343	1	0	77	12	5	6	1	0	14	74	17	360
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	725	5	4	52	20	18	9	0	0	24	46	37	672
	BMI BRITISH MIDLAND	S	324	0	4	63	16	12	9	1	0	22	58	25	329
	BRITISH AIRWAYS PLC	S	614	0	1	69	13	10	7	1	0	22	61	30	603
TOTAL PARIS (CHARLES DE GAULLE)			1663	7	9	60	17	14	8	1	0	23	54	32	1604
TOULOUSE (BLAGNAC)	FLYBE.BRITISH EUROPEAN	S	154	0	0	73	14	10	3	0	0	12	73	17	156
TOTAL TOULOUSE (BLAGNAC)			154	0	0	73	14	10	3	0	0	12	73	17	156
TOTAL FRANCE			2507	11	9	65	15	12	7	1	0	20	60	27	2457



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			Actual (7)	Plan (8)											
<b>GERMANY</b>															
BERLIN (TEGEL)	BRITISH AIRWAYS PLC	S	297	0	1	77	8	8	6	1	0	17	68	24	302
<b>TOTAL BERLIN (TEGEL)</b>			<b>297</b>	<b>1</b>	<b>1</b>	<b>77</b>	<b>8</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>68</b>	<b>24</b>	<b>302</b>
COLOGNE (BONN)	BRITISH AIRWAYS PLC	S	181	0	0	84	9	4	3	0	0	9	76	19	173
	LUFTHANSA CITY LINE	S	129	0	0	76	8	12	4	0	0	12	70	18	166
<b>TOTAL COLOGNE (BONN)</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>18</b>	<b>339</b>
DUSSELDORF	BRITISH AIRWAYS PLC	S	344	0	2	84	7	5	3	1	0	13	68	22	280
	LUFTHANSA	S	248	0	0	81	8	6	4	1	0	12	79	13	229
	LUFTHANSA CITY LINE	S	30	0	0	80	13	7	0	0	0	7	0	0	0
<b>TOTAL DUSSELDORF</b>			<b>622</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>18</b>	<b>509</b>
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	428	0	0	70	15	9	5	1	0	17	58	29	524
	LUFTHANSA	S	597	0	17	66	19	11	4	0	0	15	63	21	599
<b>TOTAL FRANKFURT MAIN</b>			<b>1025</b>	<b>1</b>	<b>17</b>	<b>68</b>	<b>17</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>60</b>	<b>25</b>	<b>1123</b>
HAMBURG	BRITISH AIRWAYS PLC	S	234	0	0	75	9	9	6	1	0	18	66	21	232
	LUFTHANSA	S	136	0	4	82	9	7	1	0	0	9	85	9	188
	LUFTHANSA CITY LINE	S	26	0	0	69	8	15	8	0	0	16	67	18	42
<b>TOTAL HAMBURG</b>			<b>396</b>	<b>0</b>	<b>4</b>	<b>77</b>	<b>9</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>74</b>	<b>16</b>	<b>462</b>
HANOVER	BMI BRITISH MIDLAND	S	156	0	0	68	13	9	10	1	0	18	73	16	172
<b>TOTAL HANOVER</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>13</b>	<b>9</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>73</b>	<b>16</b>	<b>172</b>
MUNICH	BRITISH AIRWAYS PLC	S	282	0	0	68	14	10	7	1	0	19	64	28	275
	LUFTHANSA	S	358	0	6	69	13	11	7	0	0	16	76	14	347
<b>TOTAL MUNICH</b>			<b>640</b>	<b>0</b>	<b>6</b>	<b>69</b>	<b>13</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>71</b>	<b>20</b>	<b>622</b>
STUTTGART	BRITISH AIRWAYS PLC	S	184	0	0	74	10	7	7	2	0	19	68	22	183
	LUFTHANSA CITY LINE	S	156	0	0	69	17	6	8	0	0	16	73	15	178
<b>TOTAL STUTTGART</b>			<b>340</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>6</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>70</b>	<b>19</b>	<b>361</b>
<b>TOTAL GERMANY</b>			<b>3786</b>	<b>4</b>	<b>30</b>	<b>73</b>	<b>12</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>68</b>	<b>20</b>	<b>3890</b>
<b>GHANA</b>															
ACCRA	BRITISH AIRWAYS PLC	S	62	0	0	69	11	13	5	2	0	20	67	49	60
	GHANA AIRWAYS	S	27	0	2	11	4	37	44	0	4	123	43	31	30
<b>TOTAL ACCRA</b>			<b>89</b>	<b>0</b>	<b>2</b>	<b>52</b>	<b>9</b>	<b>20</b>	<b>17</b>	<b>1</b>	<b>1</b>	<b>51</b>	<b>59</b>	<b>43</b>	<b>90</b>
<b>TOTAL GHANA</b>			<b>89</b>	<b>0</b>	<b>2</b>	<b>52</b>	<b>9</b>	<b>20</b>	<b>17</b>	<b>1</b>	<b>1</b>	<b>51</b>	<b>59</b>	<b>43</b>	<b>90</b>
<b>GREECE</b>															
ATHENS	BRITISH AIRWAYS PLC	S	179	0	0	73	12	8	5	2	0	18	63	22	183
	HELLAS JET	S	62	0	0	65	18	15	3	0	0	17	0	0	0
	OLYMPIC AIRWAYS	S	134	0	0	45	17	25	13	0	0	29	58	24	140
<b>TOTAL ATHENS</b>			<b>375</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>15</b>	<b>15</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>61</b>	<b>23</b>	<b>323</b>
<b>TOTAL GREECE</b>			<b>375</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>15</b>	<b>15</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>61</b>	<b>23</b>	<b>323</b>
<b>HONG KONG</b>															
HONG KONG (CHEP LAP KOK)	BRITISH AIRWAYS PLC	S	122	0	0	85	10	3	2	0	0	7	76	37	119
	CATHAY PACIFIC AIRWAYS	S	186	0	0	80	13	3	3	1	0	10	66	22	160

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2003		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
HONG KONG (CHEP LAP KOK)	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	2	75	8	10	7	0	0	16	74	11	62
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>			<b>368</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>11</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>25</b>	<b>341</b>
<b>TOTAL HONG KONG</b>			<b>368</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>11</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>25</b>	<b>341</b>
<b>HUNGARY</b>															
BUDAPEST	BRITISH AIRWAYS PLC	S	122	0	0	70	17	7	5	1	0	15	62	29	120
	MALEV (HUNGARIAN AIRLINES)	S	121	0	0	72	14	9	5	0	0	15	68	26	124
<b>TOTAL BUDAPEST</b>			<b>243</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>65</b>	<b>27</b>	<b>244</b>
<b>TOTAL HUNGARY</b>			<b>243</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>65</b>	<b>27</b>	<b>244</b>
<b>ICELAND</b>															
KEFLAVIK	ICELANDAIR	S	108	0	0	81	12	4	4	0	0	10	77	19	90
<b>TOTAL KEFLAVIK</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>19</b>	<b>90</b>
<b>TOTAL ICELAND</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>19</b>	<b>90</b>
<b>INDIA</b>															
CALCUTTA	BRITISH AIRWAYS PLC	S	25	0	0	56	4	20	12	4	4	94	0	136	18
<b>TOTAL CALCUTTA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>4</b>	<b>20</b>	<b>12</b>	<b>4</b>	<b>4</b>	<b>94</b>	<b>0</b>	<b>136</b>	<b>18</b>
DELHI	BRITISH AIRWAYS PLC	S	61	1	1	56	13	11	15	5	0	39	23	293	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	27	0	0	26	7	19	33	4	11	161	32	75	19
<b>TOTAL DELHI</b>			<b>88</b>	<b>1</b>	<b>1</b>	<b>47</b>	<b>11</b>	<b>14</b>	<b>20</b>	<b>5</b>	<b>3</b>	<b>76</b>	<b>25</b>	<b>240</b>	<b>79</b>
MADRAS/CHENNAI	BRITISH AIRWAYS PLC	S	17	0	0	53	41	6	0	0	0	13	65	13	17
<b>TOTAL MADRAS/CHENNAI</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>41</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>65</b>	<b>13</b>	<b>17</b>
MUMBAI	AIR INDIA	S	88	0	0	31	26	28	15	0	0	32	15	162	98
	BRITISH AIRWAYS PLC	S	62	0	0	61	21	13	3	0	2	37	66	22	62
<b>TOTAL MUMBAI</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>24</b>	<b>22</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>34</b>	<b>35</b>	<b>108</b>	<b>160</b>
<b>TOTAL INDIA</b>			<b>280</b>	<b>1</b>	<b>1</b>	<b>46</b>	<b>19</b>	<b>18</b>	<b>13</b>	<b>2</b>	<b>2</b>	<b>51</b>	<b>32</b>	<b>142</b>	<b>274</b>
<b>IRAN</b>															
TEHRAN	BRITISH MEDITERRANEAN AIRWA	S	34	1	0	68	18	9	3	3	0	22	41	38	32
	IRAN AIR	S	27	1	0	26	11	37	22	4	0	47	23	60	26
<b>TOTAL TEHRAN</b>			<b>61</b>	<b>2</b>	<b>0</b>	<b>49</b>	<b>15</b>	<b>21</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>48</b>	<b>58</b>
<b>TOTAL IRAN</b>			<b>61</b>	<b>2</b>	<b>0</b>	<b>49</b>	<b>15</b>	<b>21</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>48</b>	<b>58</b>
<b>IRISH REPUBLIC</b>															
CORK	AER LINGUS	S	186	0	0	88	5	4	2	1	0	8	71	24	186
<b>TOTAL CORK</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>71</b>	<b>24</b>	<b>186</b>
DUBLIN	AER LINGUS	S	758	0	2	80	9	6	5	0	0	12	64	22	762
	BMI BRITISH MIDLAND	S	438	0	2	80	12	6	2	0	0	9	77	14	477
<b>TOTAL DUBLIN</b>			<b>1196</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>11</b>	<b>69</b>	<b>19</b>	<b>1239</b>
SHANNON	AER LINGUS	S	187	0	0	85	5	5	4	0	0	9	71	21	186
<b>TOTAL SHANNON</b>			<b>187</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>5</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>71</b>	<b>21</b>	<b>186</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>1569</b>	<b>0</b>	<b>4</b>	<b>81</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>69</b>	<b>20</b>	<b>1611</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2003		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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>ISRAEL</b>															
OVDA	EL AL	S	5	0	0	60	0	40	0	0	0	21	63	13	8
<b>TOTAL OVDA</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>0</b>	<b>21</b>	<b>63</b>	<b>13</b>	<b>8</b>
TEL AVIV	ARKIA	C	2	0	0	50	0	50	0	0	0	23	0	0	0
	BRITISH AIRWAYS PLC	S	122	0	0	66	11	16	7	0	0	18	62	23	116
	EL AL	S	100	0	0	45	25	15	11	3	1	36	63	25	107
<b>TOTAL TEL AVIV</b>			<b>225</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>17</b>	<b>16</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>62</b>	<b>24</b>	<b>223</b>
<b>TOTAL ISRAEL</b>			<b>230</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>17</b>	<b>17</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>62</b>	<b>24</b>	<b>231</b>
<b>ITALY</b>															
MILAN (LINATE)	ALITALIA	S	162	0	7	73	13	10	4	0	0	13	66	18	163
	BMI BRITISH MIDLAND	S	170	0	0	75	14	6	5	1	0	13	71	17	175
	BRITISH AIRWAYS PLC	S	172	0	0	69	12	12	5	1	0	18	57	24	179
<b>TOTAL MILAN (LINATE)</b>			<b>504</b>	<b>1</b>	<b>7</b>	<b>72</b>	<b>13</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>65</b>	<b>20</b>	<b>517</b>
MILAN (MALPENSA)	ALITALIA	S	284	0	13	53	20	20	7	0	0	24	36	36	293
	BRITISH AIRWAYS PLC	S	172	0	0	60	19	11	8	2	0	24	54	34	176
<b>TOTAL MILAN (MALPENSA)</b>			<b>456</b>	<b>0</b>	<b>13</b>	<b>55</b>	<b>20</b>	<b>16</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>43</b>	<b>35</b>	<b>469</b>
PALERMO	BMI BRITISH MIDLAND	C	2	0	0	0	0	100	0	0	0	39	17	48	6
<b>TOTAL PALERMO</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>39</b>	<b>17</b>	<b>48</b>	<b>6</b>
ROME (FIUMICINO)	ALITALIA	S	297	0	7	46	22	22	9	0	0	26	39	34	295
	BRITISH AIRWAYS PLC	S	296	0	1	65	16	11	6	1	0	19	58	23	293
<b>TOTAL ROME (FIUMICINO)</b>			<b>593</b>	<b>0</b>	<b>8</b>	<b>56</b>	<b>19</b>	<b>17</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>49</b>	<b>29</b>	<b>588</b>
VENICE	BMI BRITISH MIDLAND	S	60	0	0	55	13	20	12	0	0	27	0	0	0
<b>TOTAL VENICE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>13</b>	<b>20</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ITALY</b>			<b>1615</b>	<b>2</b>	<b>28</b>	<b>61</b>	<b>17</b>	<b>15</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>52</b>	<b>28</b>	<b>1580</b>
<b>JAMAICA</b>															
KINGSTON	AIR JAMAICA	S	58	0	0	48	21	17	14	0	0	27	40	37	40
<b>TOTAL KINGSTON</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>21</b>	<b>17</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>40</b>	<b>37</b>	<b>40</b>
MONTEGO BAY	AIR JAMAICA	S	18	0	0	39	22	11	28	0	0	34	23	61	31
<b>TOTAL MONTEGO BAY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>22</b>	<b>11</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>23</b>	<b>61</b>	<b>31</b>
<b>TOTAL JAMAICA</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>21</b>	<b>16</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>32</b>	<b>47</b>	<b>71</b>
<b>JAPAN</b>															
OSAKA (KANSAI)	JAPAN AIRLINES	S	60	1	2	73	17	3	3	0	3	38	75	11	61
<b>TOTAL OSAKA (KANSAI)</b>			<b>60</b>	<b>1</b>	<b>2</b>	<b>73</b>	<b>17</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>38</b>	<b>75</b>	<b>11</b>	<b>61</b>
TOKYO (NARITA)	ALL NIPPON AIRWAYS	S	61	0	0	77	15	7	0	2	0	13	82	16	62
	BRITISH AIRWAYS PLC	S	123	0	1	67	19	8	7	0	0	16	60	23	116
	JAPAN AIRLINES	S	120	2	2	74	15	8	2	0	2	30	75	18	102
	VIRGIN ATLANTIC AIRWAYS LTD	S	58	4	4	62	14	16	7	2	0	22	54	41	46
<b>TOTAL TOKYO (NARITA)</b>			<b>362</b>	<b>6</b>	<b>7</b>	<b>70</b>	<b>16</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>21</b>	<b>66</b>	<b>24</b>	<b>342</b>
<b>TOTAL JAPAN</b>			<b>422</b>	<b>7</b>	<b>9</b>	<b>71</b>	<b>16</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>23</b>	<b>67</b>	<b>22</b>	<b>403</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

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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>JORDAN</b>															
AMMAN	BRITISH MEDITERRANEAN AIRWA	S	43	0	0	58	26	2	9	5	0	31	55	31	44
	ROYAL JORDANIAN	S	62	0	0	13	34	32	19	0	2	62	52	25	62
<b>TOTAL AMMAN</b>			<b>105</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>30</b>	<b>20</b>	<b>15</b>	<b>2</b>	<b>1</b>	<b>50</b>	<b>53</b>	<b>28</b>	106
<b>TOTAL JORDAN</b>			<b>105</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>30</b>	<b>20</b>	<b>15</b>	<b>2</b>	<b>1</b>	<b>50</b>	<b>53</b>	<b>28</b>	106
<b>KAZAKHSTAN</b>															
ALMA ATA	BRITISH MEDITERRANEAN AIRWA	S	26	0	0	46	15	15	19	0	4	52	44	59	25
<b>TOTAL ALMA ATA</b>			<b>26</b>	<b>16</b>	<b>0</b>	<b>46</b>	<b>15</b>	<b>15</b>	<b>19</b>	<b>0</b>	<b>4</b>	<b>52</b>	<b>44</b>	<b>59</b>	25
<b>TOTAL KAZAKHSTAN</b>			<b>26</b>	<b>16</b>	<b>0</b>	<b>46</b>	<b>15</b>	<b>15</b>	<b>19</b>	<b>0</b>	<b>4</b>	<b>52</b>	<b>44</b>	<b>59</b>	25
<b>KENYA</b>															
MOMBASA	EAST AFRICAN SAFARI AIR LTD	S	8	0	0	38	13	25	25	0	0	36	0	0	0
<b>TOTAL MOMBASA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>	0
NAIROBI	BRITISH AIRWAYS PLC	S	34	0	0	74	9	12	6	0	0	15	86	14	35
	EAST AFRICAN SAFARI AIR LTD	S	34	0	0	68	12	18	3	0	0	15	0	0	0
	KENYA AIRWAYS	S	72	0	0	56	18	21	4	0	1	31	70	28	64
<b>TOTAL NAIROBI</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>14</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>23</b>	<b>76</b>	<b>23</b>	99
<b>TOTAL KENYA</b>			<b>148</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>14</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>24</b>	<b>76</b>	<b>23</b>	99
<b>KUWAIT</b>															
KUWAIT	BRITISH AIRWAYS PLC	S	60	0	0	73	13	8	5	0	0	12	75	25	59
	KUWAIT AIRWAYS	S	62	0	0	48	34	13	3	2	0	22	52	28	62
<b>TOTAL KUWAIT</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>24</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>63</b>	<b>27</b>	121
<b>TOTAL KUWAIT</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>24</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>63</b>	<b>27</b>	121
<b>KYRGYZSTAN</b>															
BISHKEK (FRUNZE)	BRITISH MEDITERRANEAN AIRWA	S	27	0	0	44	15	11	19	11	0	57	45	63	22
<b>TOTAL BISHKEK (FRUNZE)</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>15</b>	<b>11</b>	<b>19</b>	<b>11</b>	<b>0</b>	<b>57</b>	<b>45</b>	<b>63</b>	22
<b>TOTAL KYRGYZSTAN</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>15</b>	<b>11</b>	<b>19</b>	<b>11</b>	<b>0</b>	<b>57</b>	<b>45</b>	<b>63</b>	22
<b>LATVIA</b>															
RIGA	BRITISH AIRWAYS PLC	S	45	0	0	69	16	9	7	0	0	17	61	15	41
<b>TOTAL RIGA</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>61</b>	<b>15</b>	41
<b>TOTAL LATVIA</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>61</b>	<b>15</b>	41
<b>LEBANON</b>															
BEIRUT	BRITISH MEDITERRANEAN AIRWA	S	17	0	0	53	29	6	12	0	0	26	50	16	2
	MEA	S	44	0	0	30	36	27	7	0	0	25	59	24	44
<b>TOTAL BEIRUT</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>34</b>	<b>21</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>59</b>	<b>23</b>	46
<b>TOTAL LEBANON</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>34</b>	<b>21</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>59</b>	<b>23</b>	46
<b>LIBYA</b>															
TRIPOLI	BRITISH AIRWAYS PLC	S	36	0	0	47	25	14	11	3	0	33	73	56	26
	LIBYAN ARAB AIRLINES	S	16	0	0	38	0	25	19	19	0	75	56	24	18

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2003		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 TRIPOLI			52	0	0	44	17	17	13	8	0	46	66	43	44
TOTAL LIBYA			52	0	0	44	17	17	13	8	0	46	69	37	52
LUXEMBOURG															
LUXEMBOURG	LUXAIR	S	122	3	0	56	24	12	7	2	0	23	60	19	118
TOTAL LUXEMBOURG			122	4	0	56	24	12	7	2	0	23	60	19	118
TOTAL LUXEMBOURG			122	4	0	56	24	12	7	2	0	23	60	19	118
MALAWI															
LILONGWE	BRITISH AIRWAYS PLC	S	9	0	0	67	22	0	11	0	0	23	50	26	8
TOTAL LILONGWE			9	0	0	67	22	0	11	0	0	23	50	26	8
TOTAL MALAWI			9	0	0	67	22	0	11	0	0	23	50	26	8
MALAYSIA															
KUALA LUMPUR (SEPANG)	MALAYSIAN AIRLINES SYSTEM-MA	S	150	7	8	85	7	4	2	0	1	13	74	19	156
TOTAL KUALA LUMPUR (SEPANG)			150	7	8	85	7	4	2	0	1	13	74	19	156
TOTAL MALAYSIA			150	7	8	85	7	4	2	0	1	13	74	19	156
MALDIVE ISLANDS															
MALE INTERNATIONAL	SRILANKAN AIRLINES	S	4	0	0	75	0	0	25	0	0	16	0	0	0
TOTAL MALE INTERNATIONAL			4	0	0	75	0	0	25	0	0	16	0	0	0
TOTAL MALDIVE ISLANDS			4	0	0	75	0	0	25	0	0	16	0	0	0
MALTA															
MALTA	AIR MALTA	S	124	0	0	51	23	21	6	0	0	20	69	17	128
TOTAL MALTA			124	0	0	51	23	21	6	0	0	20	69	17	128
TOTAL MALTA			124	0	0	51	23	21	6	0	0	20	69	17	128
MAURITIUS															
MAURITIUS	AIR MAURITIUS LTD	S	35	0	1	9	14	26	37	11	3	99	18	40	34
	BRITISH AIRWAYS PLC	S	27	0	0	67	4	30	0	0	0	17	33	165	27
TOTAL MAURITIUS			62	0	1	34	10	27	21	6	2	63	24	93	63
TOTAL MAURITIUS			62	0	1	34	10	27	21	6	2	63	24	93	63
MEXICO															
MEXICO CITY	BRITISH AIRWAYS PLC	S	27	0	0	67	22	7	4	0	0	13	48	44	27
TOTAL MEXICO CITY			27	0	0	67	22	7	4	0	0	13	48	44	27
TOTAL MEXICO			27	0	0	67	22	7	4	0	0	13	48	44	27
MOROCCO															
CASABLANCA MOHAMED V	EUROPEAN AIR CHARTER	C	2	0	0	100	0	0	0	0	0	4	0	0	0
	ROYAL AIR MAROC	S	58	0	0	40	17	17	17	3	5	61	60	32	62
TOTAL CASABLANCA MOHAMED V			60	0	0	42	17	17	17	3	5	59	60	32	62
MARRAKESH	GB AIRWAYS LTD	S	62	0	0	71	6	10	13	0	0	24	63	30	62

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2003		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 MARRAKESH			62	0	0	71	6	10	13	0	0	24	63	30	62
TOTAL MOROCCO			122	0	0	57	11	13	15	2	2	41	61	31	124
NATIONALIST CHINA (TAIWAN)															
TAIPEI	EVA AIR	S	44	0	0	30	23	41	5	0	2	38	47	29	34
TOTAL TAIPEI			44	0	0	30	23	41	5	0	2	38	47	29	34
TOTAL NATIONALIST CHINA (TAIWAN)			44	0	0	30	23	41	5	0	2	38	47	29	34
NETHERLANDS															
AMSTERDAM	BMI BRITISH MIDLAND	S	451	0	2	67	16	12	5	1	0	17	71	18	452
	BRITISH AIRWAYS PLC	S	454	2	0	75	12	8	4	0	0	13	69	23	389
	KLM	S	489	1	4	75	12	8	4	1	0	14	74	18	505
TOTAL AMSTERDAM			1394	3	6	73	13	9	4	1	0	14	72	19	1346
EINDHOVEN	HOLLANDEXEL	S	77	0	0	61	25	12	3	0	0	15	64	18	84
TOTAL EINDHOVEN			77	0	0	61	25	12	3	0	0	15	64	18	84
ROTTERDAM	KLM	S	140	0	2	71	14	12	2	1	0	13	68	17	142
	KLM CITYHOPPER	S	6	0	0	100	0	0	0	0	0	4	100	1	6
TOTAL ROTTERDAM			146	0	2	73	13	12	2	1	0	13	70	16	148
TOTAL NETHERLANDS			1617	3	8	72	14	10	4	1	0	14	71	19	1578
NEW ZEALAND															
AUCKLAND INTERNATIONAL	AIR NEW ZEALAND LTD	S	62	0	0	69	24	3	3	0	0	14	43	80	61
TOTAL AUCKLAND INTERNATIONAL			62	0	0	69	24	3	3	0	0	14	43	80	61
TOTAL NEW ZEALAND			62	0	0	69	24	3	3	0	0	14	43	80	61
NIGERIA															
ABUJA	BRITISH AIRWAYS PLC	S	44	0	0	70	9	16	5	0	0	14	65	34	26
TOTAL ABUJA			44	0	0	70	9	16	5	0	0	14	65	34	26
LAGOS	BRITISH AIRWAYS PLC	S	62	0	0	48	26	18	5	3	0	28	59	46	61
	VIRGIN ATLANTIC AIRWAYS LTD	S	61	1	1	28	26	34	10	2	0	35	15	134	46
TOTAL LAGOS			123	1	1	38	26	26	7	2	0	31	38	85	117
TOTAL NIGERIA			167	1	1	47	22	23	7	2	0	27	43	76	143
NORWAY															
OSLO (GARDERMOEN)	BRITISH AIRWAYS PLC	S	239	0	0	72	14	10	4	1	0	16	63	29	240
	SAS	S	297	0	0	80	9	9	3	0	0	10	67	15	294
TOTAL OSLO (GARDERMOEN)			536	0	0	76	11	9	3	0	0	13	65	22	534
STAVANGER	SAS	S	102	0	0	78	7	11	4	0	0	13	87	11	54
TOTAL STAVANGER			102	0	0	78	7	11	4	0	0	13	87	11	54
TOTAL NORWAY			638	0	0	76	10	10	3	0	0	13	67	21	588
OMAN															
MUSCAT	BRITISH AIRWAYS PLC	S	62	0	0	76	10	10	2	0	3	28	87	11	60
	GULF AIR	S	90	0	0	47	18	12	14	7	2	52	63	28	62

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

		Reporting Airport: HEATHROW (Full Analysis)											JAN 2003		
		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 MUSCAT			152	0	0	59	14	11	9	4	3	42	75	20	122
TOTAL OMAN			152	0	0	59	14	11	9	4	3	42	75	20	122
PAKISTAN															
ISLAMABAD	BRITISH AIRWAYS PLC	S	26	0	0	62	8	4	12	15	0	65	0	0	0
	PAKISTAN INTL AIRLINES	S	28	1	0	32	21	25	21	0	0	39	13	69	23
TOTAL ISLAMABAD			54	1	0	46	15	15	17	7	0	52	13	69	23
KARACHI	PAKISTAN INTL AIRLINES	S	27	0	1	26	33	15	11	11	4	105	31	74	32
TOTAL KARACHI			27	0	1	26	33	15	11	11	4	105	31	74	32
LAHORE	PAKISTAN INTL AIRLINES	S	28	0	0	14	25	32	21	4	4	90	0	153	26
TOTAL LAHORE			28	0	0	14	25	32	21	4	4	90	0	153	26
TOTAL PAKISTAN			109	1	1	33	22	19	17	7	2	75	16	98	81
POLAND															
WARSAW	BRITISH AIRWAYS PLC	S	176	0	0	77	12	2	8	1	0	15	72	19	172
	LOT-POLISH AIRLINES	S	183	0	0	70	13	12	4	0	0	15	64	22	183
TOTAL WARSAW			359	0	0	74	13	7	6	0	0	15	68	21	355
TOTAL POLAND			359	0	0	74	13	7	6	0	0	15	68	21	355
PORTUGAL(EXCLUDING MADEIRA)															
FARO	AIR PORTUGAL	S	36	0	0	44	28	22	6	0	0	28	59	24	54
TOTAL FARO			36	0	0	44	28	22	6	0	0	28	59	24	54
LISBON	AIR PORTUGAL	S	202	0	0	46	18	22	13	0	0	26	38	42	158
	BRITISH AIRWAYS PLC	S	244	0	0	73	13	8	6	0	0	15	64	25	246
TOTAL LISBON			446	0	0	61	15	15	9	0	0	20	54	32	404
OPORTO (PORTUGAL)	AIR PORTUGAL	S	80	1	1	49	24	13	15	0	0	29	39	28	94
TOTAL OPORTO (PORTUGAL)			80	1	1	49	24	13	15	0	0	29	39	28	94
TOTAL PORTUGAL(EXCLUDING MADEIRA)			562	1	1	58	17	15	10	0	0	22	52	30	552
PORTUGAL(MADEIRA)															
FUNCHAL	AIR PORTUGAL	S	18	0	0	56	33	0	11	0	0	21	6	52	18
TOTAL FUNCHAL			18	0	0	56	33	0	11	0	0	21	6	52	18
TOTAL PORTUGAL(MADEIRA)			18	0	0	56	33	0	11	0	0	21	6	52	18
PUERTO RICO															
SAN JUAN (PUERTO RICO)	VIRGIN ATLANTIC AIRWAYS LTD	C	2	0	0	50	0	50	0	0	0	27	0	0	0
TOTAL SAN JUAN (PUERTO RICO)			2	0	0	50	0	50	0	0	0	27	0	0	0
TOTAL PUERTO RICO			2	0	0	50	0	50	0	0	0	27	0	0	0
QATAR															
DOHA	BRITISH AIRWAYS PLC	S	62	0	0	77	18	3	2	0	0	9	75	17	59
	QATAR AIRWAYS	S	116	0	0	72	18	9	0	1	0	13	67	23	96
TOTAL DOHA			178	0	0	74	18	7	1	1	0	12	70	21	155

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

Reporting Airport: HEATHROW (Full Analysis)

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				Actual (7)	Plan (8)										
TOTAL QATAR			178	0	0	74	18	7	1	1	0	12	70	21	155
REPUBLIC OF KOREA															
SEOUL (INCHEON)	ASIANA AIRLINES	S	28	0	0	86	11	4	0	0	0	7	42	28	26
	KOREAN AIR	S	44	0	0	61	11	20	2	2	2	51	48	23	44
TOTAL SEOUL (INCHEON)			72	0	0	71	11	14	1	1	1	34	46	25	70
TOTAL REPUBLIC OF KOREA			72	0	0	71	11	14	1	1	1	34	46	25	70
REPUBLIC OF SOUTH AFRICA															
CAPE TOWN	BRITISH AIRWAYS PLC	S	89	0	0	67	19	11	2	0	0	15	62	29	85
	SOUTH AFRICAN AIRWAYS	S	79	1	1	72	13	13	3	0	0	15	78	27	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	36	0	0	53	22	17	8	0	0	25	61	44	23
TOTAL CAPE TOWN			204	1	1	67	17	13	3	0	0	17	68	30	168
JOHANNESBURG	BRITISH AIRWAYS PLC	S	124	0	0	72	13	10	5	1	0	18	68	19	121
	SOUTH AFRICAN AIRWAYS	S	124	1	2	58	23	13	6	0	0	17	70	41	124
	VIRGIN ATLANTIC AIRWAYS LTD	S	61	1	1	43	31	21	3	2	0	29	46	51	61
TOTAL JOHANNESBURG			309	2	3	61	21	13	5	1	0	20	64	34	306
TOTAL REPUBLIC OF SOUTH AFRICA			513	3	4	63	19	13	4	0	0	19	66	33	474
REPUBLIC OF YEMEN															
SANAA	YEMENIA	S	18	0	0	17	22	6	28	22	6	118	77	13	13
TOTAL SANAA			18	0	0	17	22	6	28	22	6	118	77	13	13
TOTAL REPUBLIC OF YEMEN			18	0	0	17	22	6	28	22	6	118	56	21	18
RUMANIA															
BUCHAREST (OTOPENI)	BRITISH AIRWAYS PLC	S	60	0	0	75	10	12	3	0	0	12	78	16	60
	TAROM	S	60	0	0	67	17	13	3	0	0	15	60	22	60
TOTAL BUCHAREST (OTOPENI)			120	0	0	71	13	13	3	0	0	14	69	19	120
TOTAL RUMANIA			120	0	0	71	13	13	3	0	0	14	69	19	120
RUSSIA															
MOSCOW (DOMODEDOVO)	BRITISH AIRWAYS PLC	S	120	0	0	55	24	12	9	0	0	22	0	0	0
TOTAL MOSCOW (DOMODEDOVO)			120	0	0	55	24	12	9	0	0	22	0	0	0
MOSCOW (SHEREMETYEVO)	AEROFLOT	S	142	0	0	58	20	13	6	4	0	26	46	22	124
TOTAL MOSCOW (SHEREMETYEVO)			142	0	0	58	20	13	6	4	0	26	59	19	238
ST PETERSBURG	AEROFLOT	S	10	0	0	50	20	20	10	0	0	22	75	13	12
	BRITISH AIRWAYS PLC	C	2	0	0	0	50	50	0	0	0	30	0	0	0
	BRITISH AIRWAYS PLC	S	43	0	1	79	12	7	2	0	0	8	80	16	44
TOTAL ST PETERSBURG			55	0	1	71	15	11	4	0	0	11	79	15	56
TOTAL RUSSIA			317	0	1	59	21	12	7	2	0	22	63	18	294
SAUDI ARABIA															
JEDDAH	BRITISH AIRWAYS PLC	S	33	0	0	79	12	6	3	0	0	12	68	15	34
	SAUDI ARABIAN AIRLINES	S	56	0	0	61	21	16	2	0	0	16	65	24	46
TOTAL JEDDAH			89	0	0	67	18	12	2	0	0	14	66	20	80



## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

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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)										
MEDINA	SAUDI ARABIAN AIRLINES	C	3	0	0	67	0	33	0	0	0	14	0	0	0
<b>TOTAL MEDINA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
RIYADH	BRITISH AIRWAYS PLC	S	23	0	0	74	9	0	9	0	9	74	81	36	26
	SAUDI ARABIAN AIRLINES	S	24	0	0	75	17	8	0	0	0	12	68	19	28
<b>TOTAL RIYADH</b>			<b>47</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>43</b>	<b>74</b>	<b>27</b>	<b>54</b>
<b>TOTAL SAUDI ARABIA</b>			<b>139</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>16</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>24</b>	<b>69</b>	<b>23</b>	<b>134</b>
<b>SEYCHELLES</b>															
SEYCHELLES	AIR SEYCHELLES	S	18	0	0	39	6	39	17	0	0	35	0	0	0
	BRITISH AIRWAYS PLC	S	17	0	0	76	12	6	6	0	0	12	82	7	17
<b>TOTAL SEYCHELLES</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>9</b>	<b>23</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>82</b>	<b>7</b>	<b>17</b>
<b>TOTAL SEYCHELLES</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>9</b>	<b>23</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>82</b>	<b>7</b>	<b>17</b>
<b>SINGAPORE</b>															
SINGAPORE	SINGAPORE AIRLINES	S	186	0	0	68	19	9	4	0	0	15	58	21	186
<b>TOTAL SINGAPORE</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>19</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>58</b>	<b>21</b>	<b>186</b>
<b>TOTAL SINGAPORE</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>19</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>58</b>	<b>21</b>	<b>186</b>
<b>SPAIN</b>															
ALICANTE	BMI BRITISH MIDLAND	S	61	0	0	57	23	16	3	0	0	17	0	0	0
<b>TOTAL ALICANTE</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>23</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
BARCELONA	BRITISH AIRWAYS PLC	S	240	0	0	67	17	9	7	0	0	17	65	20	243
	IBERIA	S	237	1	0	80	13	5	3	0	0	9	70	20	229
<b>TOTAL BARCELONA</b>			<b>477</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>68</b>	<b>20</b>	<b>472</b>
BILBAO	BRITISH AIRWAYS PLC	S	62	0	0	76	13	6	5	0	0	12	0	0	0
	IBERIA	S	59	0	1	81	8	5	5	0	0	12	77	10	57
<b>TOTAL BILBAO</b>			<b>121</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>11</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>10</b>	<b>57</b>
MADRID	BMI BRITISH MIDLAND	S	122	0	0	71	14	6	8	0	1	20	77	14	121
	BRITISH AIRWAYS PLC	S	300	0	1	69	14	6	9	2	0	22	62	24	302
	IBERIA	S	362	0	3	72	11	9	6	2	0	17	60	25	351
<b>TOTAL MADRID</b>			<b>784</b>	<b>0</b>	<b>4</b>	<b>71</b>	<b>13</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>63</b>	<b>23</b>	<b>774</b>
MALAGA	GB AIRWAYS LTD	S	114	0	0	67	18	5	11	0	0	20	72	20	124
	IBERIA	S	60	0	2	67	12	10	12	0	0	19	63	20	60
<b>TOTAL MALAGA</b>			<b>174</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>16</b>	<b>7</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>69</b>	<b>20</b>	<b>184</b>
PALMA DE MALLORCA	BMI BRITISH MIDLAND	S	60	0	1	45	33	15	3	3	0	26	66	24	58
<b>TOTAL PALMA DE MALLORCA</b>			<b>60</b>	<b>0</b>	<b>1</b>	<b>45</b>	<b>33</b>	<b>15</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>66</b>	<b>24</b>	<b>58</b>
SANTIAGO DE COMPOSTELA (SPAIN)	BMI BRITISH MIDLAND	C	2	0	0	100	0	0	0	0	0	6	0	36	2
	IBERIA	S	59	0	1	86	3	5	5	0	0	10	78	15	58
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>3</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>16</b>	<b>60</b>
SEVILLE	IBERIA	S	60	0	0	87	8	3	2	0	0	9	79	15	58
<b>TOTAL SEVILLE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>15</b>	<b>58</b>
VALENCIA	IBERIA	S	62	0	0	79	15	2	5	0	0	11	61	22	62

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

Reporting Airport: HEATHROW (Full Analysis)

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			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
TOTAL VALENCIA			62	0	0	79	15	2	5	0	0	11	61	22	62
TOTAL SPAIN			1860	1	9	72	14	7	6	1	0	17	66	21	1725
SPAIN(CANARY ISLANDS)															
TENERIFE (NORTE LOS RODEOS)	BMI BRITISH MIDLAND	S	18	0	0	61	33	6	0	0	0	14	0	0	0
TOTAL TENERIFE (NORTE LOS RODEOS)			18	0	0	61	33	6	0	0	0	14	0	0	0
TENERIFE (SURREINA SOFIA)	BMI BRITISH MIDLAND	S	44	0	0	43	20	27	9	0	0	27	0	0	0
TOTAL TENERIFE (SURREINA SOFIA)			44	0	0	43	20	27	9	0	0	27	0	0	0
TOTAL SPAIN(CANARY ISLANDS)			62	0	0	48	24	21	6	0	0	23	0	0	0
SRI LANKA															
COLOMBO	SRILANKAN AIRLINES	S	94	0	0	56	17	12	11	4	0	29	59	18	74
TOTAL COLOMBO			94	0	0	56	17	12	11	4	0	29	59	18	74
TOTAL SRI LANKA			94	0	0	56	17	12	11	4	0	29	59	18	74
SUDAN															
KHARTOUM	SUDAN AIRWAYS	S	10	0	0	0	0	0	90	10	0	132	31	269	16
TOTAL KHARTOUM			10	0	0	0	0	0	90	10	0	132	31	269	16
TOTAL SUDAN			10	0	0	0	0	0	90	10	0	132	31	269	16
SWEDEN															
GOTEBORG	SAS	S	116	0	0	81	12	3	3	0	0	9	83	10	120
TOTAL GOTEBORG			116	0	0	81	12	3	3	0	0	9	83	10	120
STOCKHOLM (ARLANDA)	BRITISH AIRWAYS PLC	S	340	0	0	70	13	9	7	1	0	21	64	27	335
	SAS	S	326	0	4	75	11	9	5	1	0	14	73	17	390
TOTAL STOCKHOLM (ARLANDA)			666	0	4	73	12	9	6	1	0	18	69	22	725
TOTAL SWEDEN			782	0	4	74	12	8	6	1	0	16	71	20	845
SWITZERLAND															
BASLE MULHOUSE	SWISS AIRLINES	S	184	0	0	81	7	8	4	0	0	11	67	16	174
TOTAL BASLE MULHOUSE			184	0	0	81	7	8	4	0	0	11	67	16	174
GENEVA	BMI BRITISH MIDLAND	C	8	0	0	75	25	0	0	0	0	5	54	36	24
	BRITISH AIRWAYS PLC	S	359	0	0	66	18	11	5	0	0	17	59	28	324
	SWISS AIRLINES	S	242	1	2	77	11	6	6	0	0	14	68	19	237
TOTAL GENEVA			609	2	2	70	15	9	5	0	0	16	62	24	585
SION	SWISS AIRLINES	C	8	0	0	25	25	25	25	0	0	52	0	0	0
TOTAL SION			8	0	0	25	25	25	25	0	0	52	25	38	8
ZURICH	BRITISH AIRWAYS PLC	S	355	0	0	61	18	13	7	1	0	22	58	24	345
	SWISS AIRLINES	S	422	0	9	53	20	18	8	0	0	22	60	22	416
TOTAL ZURICH			777	1	9	57	19	16	8	0	0	22	59	23	761
TOTAL SWITZERLAND			1578	3	11	65	16	12	6	0	0	18	61	23	1528

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

Reporting Airport: HEATHROW (Full Analysis)

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>SYRIA</b>															
DAMASCUS	BRITISH MEDITERRANEAN AIRWA	S	33	0	0	70	9	9	6	6	0	31	58	46	33
	SYRIANAIR	S	26	1	0	15	23	27	19	15	0	75	44	37	36
	SYRIANAIR	C	5	0	0	60	20	0	0	20	0	59	100	5	2
<b>TOTAL DAMASCUS</b>			<b>64</b>	<b>1</b>	<b>0</b>	<b>47</b>	<b>16</b>	<b>16</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>51</b>	<b>52</b>	<b>40</b>	<b>71</b>
<b>TOTAL SYRIA</b>			<b>64</b>	<b>1</b>	<b>0</b>	<b>47</b>	<b>16</b>	<b>16</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>51</b>	<b>52</b>	<b>40</b>	<b>71</b>
<b>TANZANIA</b>															
DAR-ES-SALAAM	BRITISH AIRWAYS PLC	S	27	0	0	37	22	37	4	0	0	27	42	54	26
<b>TOTAL DAR-ES-SALAAM</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>22</b>	<b>37</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>42</b>	<b>54</b>	<b>26</b>
<b>TOTAL TANZANIA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>22</b>	<b>37</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>42</b>	<b>54</b>	<b>26</b>
<b>THAILAND</b>															
BANGKOK	THAI AIRWAYS INTERNATIONAL	S	106	0	0	74	12	10	4	0	0	12	33	39	98
<b>TOTAL BANGKOK</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>33</b>	<b>39</b>	<b>98</b>
<b>TOTAL THAILAND</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>33</b>	<b>39</b>	<b>98</b>
<b>TRINIDAD AND TOBAGO</b>															
PORT OF SPAIN	BWIA	S	62	0	0	48	24	15	10	3	0	29	39	41	61
<b>TOTAL PORT OF SPAIN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>24</b>	<b>15</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>39</b>	<b>41</b>	<b>61</b>
<b>TOTAL TRINIDAD AND TOBAGO</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>24</b>	<b>15</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>39</b>	<b>41</b>	<b>61</b>
<b>TUNISIA</b>															
TUNIS	TUNISAIR	S	36	0	0	17	33	31	17	3	0	46	47	34	30
<b>TOTAL TUNIS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>33</b>	<b>31</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>46</b>	<b>47</b>	<b>34</b>	<b>30</b>
<b>TOTAL TUNISIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>33</b>	<b>31</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>46</b>	<b>47</b>	<b>34</b>	<b>30</b>
<b>TURKEY</b>															
ISTANBUL	BRITISH AIRWAYS PLC	S	124	0	0	62	18	10	9	1	0	21	77	18	123
	THY TURK HAVA YOLLARI TURKIS	S	181	0	0	38	16	23	20	3	1	43	56	25	185
<b>TOTAL ISTANBUL</b>			<b>306</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>17</b>	<b>18</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>34</b>	<b>64</b>	<b>22</b>	<b>308</b>
IZMIR (ADNAM MENDERES)	KIBRIS TURKISH AIRLINES - KTHY	S	22	0	0	5	45	27	14	9	0	50	0	81	17
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>45</b>	<b>27</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>81</b>	<b>17</b>
<b>TOTAL TURKEY</b>			<b>328</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>19</b>	<b>19</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>35</b>	<b>61</b>	<b>26</b>	<b>326</b>
<b>TURKMENISTAN</b>															
ASHKHABAD	TURKMENISTAN AIRLINES	S	18	0	0	39	11	11	28	0	11	86	0	221	11
<b>TOTAL ASHKHABAD</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>11</b>	<b>11</b>	<b>28</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>0</b>	<b>221</b>	<b>11</b>
<b>TOTAL TURKMENISTAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>11</b>	<b>11</b>	<b>28</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>0</b>	<b>221</b>	<b>11</b>
<b>TURKS AND CAICOS ISLANDS</b>															
PROVIDENCIALES	BRITISH AIRWAYS PLC	S	8	0	0	100	0	0	0	0	0	3	75	14	8
<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>3</b>	<b>75</b>	<b>14</b>	<b>8</b>
<b>TOTAL TURKS AND CAICOS ISLANDS</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>75</b>	<b>14</b>	<b>8</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

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			Actual (7)	Plan (8)											
<b>UGANDA</b>															
ENTEBBE	BRITISH AIRWAYS PLC	S	26	0	0	46	12	15	12	0	15	171	72	58	25
TOTAL ENTEBBE			26	0	0	46	12	15	12	0	15	171	72	58	25
TOTAL UGANDA			26	0	0	46	12	15	12	0	15	171	72	58	25
<b>UKRAINE</b>															
KIEV (BORISPOL)	BRITISH AIRWAYS PLC	S	44	0	0	82	9	5	5	0	0	10	40	33	42
TOTAL KIEV (BORISPOL)			44	0	0	82	9	5	5	0	0	10	40	33	42
TOTAL UKRAINE			44	0	0	82	9	5	5	0	0	10	40	33	42
<b>UNITED ARAB EMIRATES</b>															
ABU DHABI INTERNATIONAL	GULF AIR	S	62	0	0	55	18	11	10	2	5	57	72	16	69
TOTAL ABU DHABI INTERNATIONAL			62	0	0	55	18	11	10	2	5	57	72	16	69
DUBAI	BRITISH AIRWAYS PLC	S	122	0	0	82	11	6	2	0	0	8	73	21	120
	EMIRATES	S	188	1	0	56	20	19	4	1	0	22	42	28	186
TOTAL DUBAI			310	1	0	66	16	14	3	1	0	17	54	25	306
TOTAL UNITED ARAB EMIRATES			372	1	0	64	16	13	4	1	1	23	57	23	375
<b>UNITED KINGDOM</b>															
ABERDEEN	BRITISH AIRWAYS PLC	S	368	1	1	78	12	3	6	0	0	14	67	25	359
TOTAL ABERDEEN			368	1	1	78	12	3	6	0	0	14	67	25	359
BELFAST CITY	BMI BRITISH MIDLAND	S	516	0	0	81	11	6	3	0	0	9	71	22	476
TOTAL BELFAST CITY			516	0	0	81	11	6	3	0	0	9	71	22	476
EDINBURGH	BMI BRITISH MIDLAND	S	464	0	0	79	14	4	4	0	0	10	71	16	516
	BRITISH AIRWAYS PLC	S	669	0	1	77	12	6	4	1	0	15	67	23	644
TOTAL EDINBURGH			1133	0	1	77	13	5	4	1	0	13	69	20	1162
GLASGOW	BMI BRITISH MIDLAND	S	456	0	1	82	10	7	1	0	0	8	72	16	446
	BRITISH AIRWAYS PLC	S	628	0	1	80	10	6	4	1	0	12	67	25	630
TOTAL GLASGOW			1084	0	2	81	10	6	3	0	0	10	69	21	1076
LEEDS BRADFORD	BMI BRITISH MIDLAND	S	210	0	0	85	8	5	2	0	0	6	84	10	210
TOTAL LEEDS BRADFORD			210	0	0	85	8	5	2	0	0	6	84	10	210
MANCHESTER	BMI BRITISH MIDLAND	S	455	0	2	76	12	8	4	0	0	13	73	18	450
	BRITISH AIRWAYS PLC	S	564	0	0	76	12	8	4	1	0	15	68	19	574
TOTAL MANCHESTER			1019	2	2	76	12	8	4	0	0	14	70	18	1024
NEWCASTLE	BRITISH AIRWAYS PLC	S	393	0	0	76	11	6	5	1	0	16	67	17	332
TOTAL NEWCASTLE			393	1	0	76	11	6	5	1	0	16	67	17	332
TEESSIDE	BMI BRITISH MIDLAND	S	174	0	1	78	13	5	3	1	0	13	74	18	180
TOTAL TEESSIDE			174	0	1	78	13	5	3	1	0	13	74	18	180
TOTAL UNITED KINGDOM			4897	7	7	78	11	6	4	0	0	12	70	19	4995
<b>USA</b>															
BALTIMORE	BRITISH AIRWAYS PLC	S	58	0	2	60	21	9	9	2	0	21	75	16	61

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			Actual (7)	Plan (8)											
<b>TOTAL BALTIMORE</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>60</b>	<b>21</b>	<b>9</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>75</b>	<b>16</b>	61
<b>BOSTON</b>	AMERICAN AIRLINES	S	110	0	0	76	13	7	3	1	0	13	75	25	114
	BRITISH AIRWAYS PLC	S	177	0	0	81	10	6	2	0	1	19	77	24	176
	VIRGIN ATLANTIC AIRWAYS LTD	S	61	0	1	84	10	5	2	0	0	9	67	21	61
<b>TOTAL BOSTON</b>			<b>348</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>24</b>	351
<b>CHICAGO (O'HARE)</b>	AIR INDIA	S	26	0	0	54	8	31	8	0	0	23	27	33	26
	AMERICAN AIRLINES	S	246	0	0	76	12	7	3	1	0	13	75	16	184
	BRITISH AIRWAYS PLC	S	119	0	0	85	8	7	1	0	0	8	74	22	119
	UNITED AIRLINES	S	186	0	1	68	10	13	9	0	0	18	73	16	183
<b>TOTAL CHICAGO (O'HARE)</b>			<b>577</b>	<b>1</b>	<b>1</b>	<b>75</b>	<b>10</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>19</b>	512
<b>DENVER INTERNATIONAL</b>	BRITISH AIRWAYS PLC	S	59	0	0	76	10	8	2	2	2	34	59	30	59
<b>TOTAL DENVER INTERNATIONAL</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>34</b>	<b>59</b>	<b>30</b>	59
<b>DETROIT</b>	BRITISH AIRWAYS PLC	S	58	0	0	84	12	3	0	0	0	6	73	19	59
<b>TOTAL DETROIT</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>73</b>	<b>19</b>	59
<b>HOUSTON</b>	BRITISH AIRWAYS PLC	S	61	0	0	72	8	11	8	0	0	16	85	8	60
<b>TOTAL HOUSTON</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>8</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>85</b>	<b>8</b>	60
<b>LOS ANGELES INTERNATIONAL</b>	AMERICAN AIRLINES	S	62	0	0	69	26	0	5	0	0	16	76	19	62
	BRITISH AIRWAYS PLC	S	122	0	0	70	20	6	5	0	0	13	53	40	124
	UNITED AIRLINES	S	65	0	0	91	3	5	2	0	0	8	71	19	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	85	0	0	47	28	13	9	2	0	29	49	29	120
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>334</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>20</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>59</b>	<b>29</b>	368
<b>MIAMI INTERNATIONAL</b>	AMERICAN AIRLINES	S	87	0	0	75	17	2	6	0	0	13	77	10	123
	BRITISH AIRWAYS PLC	S	124	0	0	66	15	12	6	0	1	19	54	36	124
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	44	35	16	5	0	0	21	0	0	0
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>273</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>21</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>65</b>	<b>23</b>	248
<b>NEW YORK (JF KENNEDY)</b>	AIR INDIA	S	62	0	0	52	19	16	13	0	0	23	16	206	62
	AMERICAN AIRLINES	S	324	1	0	74	10	9	6	2	0	18	72	24	365
	BRITISH AIRWAYS PLC	S	407	0	0	73	13	6	6	1	1	22	69	20	454
	KUWAIT AIRWAYS	S	27	0	0	44	22	30	4	0	0	23	52	21	27
	UNITED AIRLINES	S	121	0	0	84	5	6	4	1	0	11	85	23	122
	VIRGIN ATLANTIC AIRWAYS LTD	S	179	0	2	45	20	19	13	2	0	35	62	33	178
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>1120</b>	<b>1</b>	<b>2</b>	<b>68</b>	<b>13</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>67</b>	<b>33</b>	1210
<b>NEW YORK (NEWARK)</b>	BRITISH AIRWAYS PLC	S	164	0	0	85	7	5	2	0	0	8	82	16	119
	VIRGIN ATLANTIC AIRWAYS LTD	S	115	0	0	50	10	11	21	8	0	49	46	40	99
<b>TOTAL NEW YORK (NEWARK)</b>			<b>279</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>9</b>	<b>8</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>71</b>	<b>22</b>	338
<b>PHILADELPHIA INTERNATIONAL</b>	BRITISH AIRWAYS PLC	S	118	0	0	86	8	3	2	2	0	11	72	25	119
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>25</b>	119
<b>PHOENIX</b>	BRITISH AIRWAYS PLC	S	62	0	0	71	16	10	3	0	0	15	48	30	62
<b>TOTAL PHOENIX</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>48</b>	<b>30</b>	62
<b>SAN FRANCISCO</b>	BRITISH AIRWAYS PLC	S	119	0	0	71	16	10	3	0	0	13	69	23	114
	UNITED AIRLINES	S	124	0	0	81	10	6	3	0	0	12	69	18	124
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	47	23	21	8	2	0	29	43	29	60

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2003		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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 SAN FRANCISCO</b>			<b>305</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>64</b>	<b>22</b>	298
SEATTLE (TACOMA)	BRITISH AIRWAYS PLC	S	61	0	0	70	13	7	8	0	2	35	75	13	59
<b>TOTAL SEATTLE (TACOMA)</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>7</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>35</b>	<b>75</b>	<b>13</b>	59
WASHINGTON (DULLES)	BRITISH AIRWAYS PLC	S	173	0	0	62	13	8	12	4	1	38	74	19	111
	UNITED AIRLINES	S	185	0	0	76	12	6	4	2	0	17	81	15	189
	VIRGIN ATLANTIC AIRWAYS LTD	S	61	0	0	52	25	11	8	3	0	25	67	23	61
<b>TOTAL WASHINGTON (DULLES)</b>			<b>419</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>14</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>77</b>	<b>18</b>	361
<b>TOTAL USA</b>			<b>4132</b>	<b>3</b>	<b>6</b>	<b>71</b>	<b>13</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>68</b>	<b>25</b>	4208
<b>UZBEKISTAN</b>															
TASHKENT	BRITISH MEDITERRANEAN AIRWA	S	27	0	0	37	26	19	19	0	0	33	0	0	0
	UZBEKISTAN AIRLINES	S	36	2	0	50	6	6	19	11	8	126	15	147	34
<b>TOTAL TASHKENT</b>			<b>63</b>	<b>2</b>	<b>0</b>	<b>44</b>	<b>14</b>	<b>11</b>	<b>19</b>	<b>6</b>	<b>5</b>	<b>86</b>	<b>15</b>	<b>147</b>	34
<b>TOTAL UZBEKISTAN</b>			<b>63</b>	<b>2</b>	<b>0</b>	<b>44</b>	<b>14</b>	<b>11</b>	<b>19</b>	<b>6</b>	<b>5</b>	<b>86</b>	<b>15</b>	<b>147</b>	34
<b>ZAMBIA</b>															
LUSAKA	BRITISH AIRWAYS PLC	S	25	1	2	60	20	16	0	0	4	84	44	40	18
<b>TOTAL LUSAKA</b>			<b>25</b>	<b>1</b>	<b>2</b>	<b>60</b>	<b>20</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>44</b>	<b>40</b>	18
<b>TOTAL ZAMBIA</b>			<b>25</b>	<b>1</b>	<b>2</b>	<b>60</b>	<b>20</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>44</b>	<b>40</b>	18
<b>ZIMBABWE</b>															
HARARE	BRITISH AIRWAYS PLC	S	27	0	0	52	22	15	7	0	4	69	29	105	17
<b>TOTAL HARARE</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>22</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>4</b>	<b>69</b>	<b>29</b>	<b>105</b>	17
<b>TOTAL ZIMBABWE</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>22</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>4</b>	<b>69</b>	<b>29</b>	<b>105</b>	17
<b>TOTAL HEATHROW</b>			<b>37925</b>	<b>94</b>	<b>193</b>	<b>68</b>	<b>14</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>64</b>	<b>26</b>	37370

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2003		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>BELGIUM</b>															
ANTWERP	VLM (BELGIUM)	S	228	0	4	86	10	3	1	0	0	9	93	5	220
<b>TOTAL ANTWERP</b>			<b>228</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>93</b>	<b>5</b>	<b>220</b>
BRUSSELS	VLM (BELGIUM)	S	247	0	11	80	9	4	6	0	0	15	75	11	202
<b>TOTAL BRUSSELS</b>			<b>247</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>9</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>11</b>	<b>202</b>
<b>TOTAL BELGIUM</b>			<b>475</b>	<b>0</b>	<b>15</b>	<b>83</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>84</b>	<b>8</b>	<b>422</b>
<b>FRANCE</b>															
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS CITIEXPRESS L	S	121	0	0	65	12	8	14	0	0	25	0	0	0
	CITY JET	S	39	0	0	67	21	10	3	0	0	15	53	29	38
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>14</b>	<b>9</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>53</b>	<b>29</b>	<b>38</b>
PARIS (ORLY)	CITY JET	S	191	0	0	72	18	6	4	0	0	15	67	15	193
<b>TOTAL PARIS (ORLY)</b>			<b>191</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>18</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>67</b>	<b>15</b>	<b>193</b>
<b>TOTAL FRANCE</b>			<b>351</b>	<b>3</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>65</b>	<b>17</b>	<b>231</b>
<b>GERMANY</b>															
BREMEN	OLTOSTFRIESISCHE LUFTTRANSP	S	93	0	3	88	6	3	0	2	0	9	0	0	0
<b>TOTAL BREMEN</b>			<b>93</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
FRANKFURT MAIN	AUGSBURG AIRWAYS GMBH	S	38	0	0	63	16	11	11	0	0	20	51	26	39
	BRITISH AIRWAYS CITIEXPRESS L	S	118	3	0	58	18	13	11	0	0	23	0	0	0
	LUFTHANSA CITY LINE	S	81	1	0	63	19	7	11	0	0	20	50	24	120
<b>TOTAL FRANKFURT MAIN</b>			<b>237</b>	<b>4</b>	<b>0</b>	<b>61</b>	<b>18</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>50</b>	<b>25</b>	<b>159</b>
LEIPZIG	CIRRUS LUFTFAHRT	S	84	0	8	77	10	5	6	2	0	21	0	0	0
<b>TOTAL LEIPZIG</b>			<b>84</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>10</b>	<b>5</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GERMANY</b>			<b>414</b>	<b>4</b>	<b>11</b>	<b>70</b>	<b>14</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>79</b>	<b>11</b>	<b>622</b>
<b>IRISH REPUBLIC</b>															
CORK	JETMAGIC	S	90	27	10	73	21	6	0	0	0	9	0	0	0
<b>TOTAL CORK</b>			<b>90</b>	<b>27</b>	<b>10</b>	<b>73</b>	<b>21</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
DUBLIN	CITY JET	S	198	0	0	90	7	2	1	0	0	5	0	0	0
<b>TOTAL DUBLIN</b>			<b>198</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>58</b>	<b>24</b>	<b>194</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>288</b>	<b>27</b>	<b>10</b>	<b>85</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>58</b>	<b>24</b>	<b>194</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	LUXAIR	S	132	0	6	80	13	3	2	2	0	13	0	0	0
	VLM (BELGIUM)	S	141	0	1	60	28	6	5	1	0	18	72	9	140
<b>TOTAL LUXEMBOURG</b>			<b>273</b>	<b>1</b>	<b>7</b>	<b>70</b>	<b>21</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>72</b>	<b>9</b>	<b>140</b>
<b>TOTAL LUXEMBOURG</b>			<b>273</b>	<b>1</b>	<b>7</b>	<b>70</b>	<b>21</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>72</b>	<b>9</b>	<b>140</b>
<b>NETHERLANDS</b>															
AMSTERDAM	KLM CITYHOPPER	S	250	2	0	72	13	6	7	1	0	19	68	19	224
<b>TOTAL AMSTERDAM</b>			<b>250</b>	<b>2</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>6</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>68</b>	<b>19</b>	<b>224</b>
ROTTERDAM	VLM (BELGIUM)	S	302	0	16	95	3	1	0	1	0	5	87	7	262

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2003		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 ROTTERDAM			302	3	16	95	3	1	0	1	0	5	87	7	262
TOTAL NETHERLANDS			552	5	16	85	8	3	3	1	0	11	79	12	486
<b>SWITZERLAND</b>															
GENEVA	BRITISH AIRWAYS CITIEXPRESS L	S	124	10	0	66	9	8	13	4	0	31	0	0	0
TOTAL GENEVA			124	11	0	66	9	8	13	4	0	31	65	19	184
ZURICH	SWISS AIRLINES	S	190	0	6	53	27	11	8	1	0	21	51	23	334
TOTAL ZURICH			190	1	6	53	27	11	8	1	0	21	51	23	334
TOTAL SWITZERLAND			314	14	6	58	20	10	10	2	0	25	61	20	643
<b>UNITED KINGDOM</b>															
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	94	0	0	94	3	2	1	0	0	5	89	10	178
TOTAL BELFAST CITY			94	0	0	94	3	2	1	0	0	5	89	10	178
DUNDEE	SCOT AIRWAYS	S	181	0	47	89	7	4	1	0	0	7	71	18	168
TOTAL DUNDEE			181	0	47	89	7	4	1	0	0	7	71	18	168
EDINBURGH	BRITISH AIRWAYS CITIEXPRESS L	S	153	0	0	71	13	5	12	0	0	21	0	0	0
	SCOT AIRWAYS	S	347	2	57	81	12	3	3	0	0	11	70	15	461
TOTAL EDINBURGH			500	2	57	78	12	4	6	0	0	14	70	15	461
ISLE OF MAN	FLYBE.BRITISH EUROPEAN	S	50	0	0	94	2	2	2	0	0	4	94	4	96
TOTAL ISLE OF MAN			50	0	0	94	2	2	2	0	0	4	94	4	96
JERSEY	FLYBE.BRITISH EUROPEAN	S	146	0	6	94	4	1	1	0	0	4	94	4	170
TOTAL JERSEY			146	0	6	94	4	1	1	0	0	4	94	4	170
MANCHESTER	VLM (BELGIUM)	S	361	2	27	88	8	3	0	1	0	6	90	4	218
TOTAL MANCHESTER			361	2	27	88	8	3	0	1	0	6	90	4	218
SWANSEA	AIR WALES LTD	S	68	1	44	69	13	4	13	0	0	20	0	0	0
TOTAL SWANSEA			68	1	44	69	13	4	13	0	0	20	0	0	0
TOTAL UNITED KINGDOM			1400	6	181	85	9	3	3	0	0	9	81	11	1291
TOTAL LONDON CITY			4067	63	246	79	12	5	4	1	0	13	75	13	4029



## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2003		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	AUSTRIAN AIRLINES	C	8	0	0	0	25	0	50	0	25	166	0	0	0
<b>TOTAL INNSBRUCK</b>			<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>166</b>	<b>38</b>	<b>47</b>	<b>8</b>
SALZBURG	BRITANNIA AIRWAYS	C	10	0	0	80	20	0	0	0	0	5	50	20	8
<b>TOTAL SALZBURG</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>50</b>	<b>20</b>	<b>8</b>
<b>TOTAL AUSTRIA</b>			<b>18</b>	<b>2</b>	<b>0</b>	<b>44</b>	<b>22</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>44</b>	<b>34</b>	<b>16</b>
<b>CYPRUS</b>															
LARNACA	HELIOS AIRWAYS LTD	S	34	0	0	68	26	0	6	0	0	15	65	22	46
<b>TOTAL LARNACA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>26</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>65</b>	<b>22</b>	<b>46</b>
PAPHOS	BRITANNIA AIRWAYS	C	7	0	0	71	14	0	14	0	0	22	100	0	12
	HELIOS AIRWAYS LTD	S	10	0	1	50	10	20	0	20	0	80	0	0	0
<b>TOTAL PAPHOS</b>			<b>17</b>	<b>0</b>	<b>1</b>	<b>59</b>	<b>12</b>	<b>12</b>	<b>6</b>	<b>12</b>	<b>0</b>	<b>56</b>	<b>100</b>	<b>0</b>	<b>12</b>
<b>TOTAL CYPRUS</b>			<b>51</b>	<b>0</b>	<b>1</b>	<b>65</b>	<b>22</b>	<b>4</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>28</b>	<b>72</b>	<b>17</b>	<b>58</b>
<b>FRANCE</b>															
NICE	EASYJET AIRLINE COMPANY LTD	S	181	2	3	62	14	13	9	1	0	22	64	22	178
<b>TOTAL NICE</b>			<b>181</b>	<b>4</b>	<b>3</b>	<b>62</b>	<b>14</b>	<b>13</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>64</b>	<b>22</b>	<b>178</b>
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	261	4	7	75	10	10	4	1	0	15	73	21	277
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>261</b>	<b>5</b>	<b>7</b>	<b>75</b>	<b>10</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>21</b>	<b>277</b>
TOULOUSE (BLAGNAC)	CHANNEL EXPRESS (AIR SVS)	C	2	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>50</b>	<b>16</b>	<b>2</b>
<b>TOTAL FRANCE</b>			<b>444</b>	<b>17</b>	<b>10</b>	<b>70</b>	<b>12</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>69</b>	<b>21</b>	<b>465</b>
<b>GIBRALTAR</b>															
GIBRALTAR	MONARCH AIRLINES	S	42	1	2	93	5	2	0	0	0	4	75	39	40
<b>TOTAL GIBRALTAR</b>			<b>42</b>	<b>1</b>	<b>2</b>	<b>93</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>75</b>	<b>39</b>	<b>40</b>
<b>TOTAL GIBRALTAR</b>			<b>42</b>	<b>1</b>	<b>2</b>	<b>93</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>75</b>	<b>39</b>	<b>40</b>
<b>GREECE</b>															
ATHENS	EASYJET AIRLINE COMPANY LTD	S	121	0	2	68	17	8	5	2	0	19	73	25	119
<b>TOTAL ATHENS</b>			<b>121</b>	<b>0</b>	<b>2</b>	<b>68</b>	<b>17</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>73</b>	<b>25</b>	<b>119</b>
<b>TOTAL GREECE</b>			<b>121</b>	<b>0</b>	<b>2</b>	<b>68</b>	<b>17</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>73</b>	<b>25</b>	<b>119</b>
<b>IRISH REPUBLIC</b>															
DUBLIN	RYANAIR	S	287	0	4	94	3	2	0	0	0	3	93	4	293
<b>TOTAL DUBLIN</b>			<b>287</b>	<b>0</b>	<b>4</b>	<b>94</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>93</b>	<b>4</b>	<b>293</b>
GALWAY	AER ARRAN	S	59	0	3	80	12	5	3	0	0	10	92	6	60
<b>TOTAL GALWAY</b>			<b>59</b>	<b>0</b>	<b>3</b>	<b>80</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>92</b>	<b>6</b>	<b>60</b>
WATERFORD	AER ARRAN	S	62	0	0	87	3	5	5	0	0	8	0	0	0
<b>TOTAL WATERFORD</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>3</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>408</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>93</b>	<b>4</b>	<b>353</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2003		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	FIRST CHOICE AIRWAYS LTD	C	6	0	0	83	17	0	0	0	0	8	0	0	0
TOTAL OVDA			7	3	0	71	14	14	0	0	0	13	50	17	2
TOTAL ISRAEL			8	4	0	63	13	25	0	0	0	16	50	17	2
<b>ITALY</b>															
BERGAMO	RYANAIR	S	108	0	4	91	8	1	0	0	0	4	0	0	0
TOTAL BERGAMO			108	0	4	91	8	1	0	0	0	4	0	0	0
CAGLIARI (ELMAS)	VOLARE AIRLINES	S	26	0	0	4	27	15	50	4	0	75	0	0	0
TOTAL CAGLIARI (ELMAS)			26	0	0	4	27	15	50	4	0	75	0	0	0
PALERMO	TITAN AIRWAYS LTD	C	2	0	0	0	0	50	50	0	0	60	0	0	0
TOTAL PALERMO			2	0	0	0	0	50	50	0	0	60	0	0	0
RIMINI	VOLARE AIRLINES	S	8	0	0	0	13	25	63	0	0	75	0	0	0
TOTAL RIMINI			8	0	0	0	13	25	63	0	0	75	0	0	0
VENICE	VOLARE AIRLINES	S	16	0	0	13	0	31	50	6	0	86	0	0	0
TOTAL VENICE			16	0	0	13	0	31	50	6	0	86	0	0	0
TOTAL ITALY			160	3	4	63	11	8	17	1	0	28	0	0	0
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	307	2	13	70	13	11	5	1	0	17	77	17	334
TOTAL AMSTERDAM			307	3	13	70	13	11	5	1	0	17	77	17	334
TOTAL NETHERLANDS			307	3	13	70	13	11	5	1	0	17	77	17	334
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	EASYJET AIRLINE COMPANY LTD	S	60	0	2	60	10	15	12	3	0	25	0	0	0
	MONARCH AIRLINES	S	14	0	0	86	0	7	7	0	0	9	83	8	18
TOTAL FARO			74	0	2	65	8	14	11	3	0	22	83	8	18
TOTAL PORTUGAL(EXCLUDING MADEIRA)			74	1	2	65	8	14	11	3	0	22	83	8	18
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL FUNCHAL			8	0	0	100	0	0	0	0	0	2	88	6	8
TOTAL PORTUGAL(MADEIRA)			8	0	0	100	0	0	0	0	0	2	88	6	8
<b>SPAIN</b>															
ALICANTE	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	2	100	4	8
	EASYJET AIRLINE COMPANY LTD	S	119	2	16	66	13	13	7	2	0	21	0	0	0
	MONARCH AIRLINES	S	56	0	0	77	2	11	11	0	0	19	84	17	61
TOTAL ALICANTE			183	2	16	70	9	11	8	1	0	19	86	16	69
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	178	2	6	81	8	10	1	0	0	9	74	17	189
TOTAL BARCELONA			178	3	6	81	8	10	1	0	0	9	73	17	191
MADRID	EASYJET AIRLINE COMPANY LTD	S	119	2	3	75	8	7	10	1	0	19	68	17	120

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>TOTAL MADRID</b>			<b>119</b>	<b>2</b>	<b>3</b>	<b>75</b>	<b>8</b>	<b>7</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>68</b>	<b>17</b>	120
MAHON	MONARCH AIRLINES	S	12	0	0	92	8	0	0	0	0	2	90	3	10
<b>TOTAL MAHON</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>3</b>	10
MALAGA	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	6	88	3	8
	EASYJET AIRLINE COMPANY LTD	S	129	10	10	67	16	9	9	0	0	19	68	24	134
	MONARCH AIRLINES	S	56	1	0	82	11	2	5	0	0	11	78	7	64
<b>TOTAL MALAGA</b>			<b>193</b>	<b>12</b>	<b>10</b>	<b>72</b>	<b>14</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>72</b>	<b>18</b>	206
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	77	10	3	6	3	0	21	76	14	62
<b>TOTAL PALMA DE MALLORCA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>3</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>76</b>	<b>14</b>	62
<b>TOTAL SPAIN</b>			<b>747</b>	<b>23</b>	<b>35</b>	<b>75</b>	<b>10</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>74</b>	<b>17</b>	658
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	3	63	23	8
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	60	10	10	0	20	0	49	0	0	0
	MONARCH AIRLINES	C	10	0	0	60	20	0	20	0	0	37	64	122	11
<b>TOTAL ARRECIFE</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>14</b>	<b>4</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>31</b>	<b>63</b>	<b>80</b>	19
FUERTEVENTURA	FIRST CHOICE AIRWAYS LTD	C	7	0	0	71	0	0	29	0	0	27	100	3	10
<b>TOTAL FUERTEVENTURA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>100</b>	<b>2</b>	18
LAS PALMAS	BRITANNIA AIRWAYS	C	12	1	0	50	17	17	0	17	0	47	100	1	9
	MONARCH AIRLINES	C	8	0	0	75	25	0	0	0	0	7	75	8	8
<b>TOTAL LAS PALMAS</b>			<b>20</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>31</b>	<b>88</b>	<b>5</b>	17
TENERIFE (SURREINA SOFIA)	BRITANNIA AIRWAYS	C	18	0	0	100	0	0	0	0	0	2	50	39	10
	FIRST CHOICE AIRWAYS LTD	C	12	0	0	75	8	0	17	0	0	13	0	0	0
	MONARCH AIRLINES	S	36	0	1	89	6	0	6	0	0	11	54	19	26
	MONARCH AIRLINES	C	11	0	0	64	18	18	0	0	0	13	27	53	11
	MY TRAVEL AIRWAYS UK	C	10	0	0	40	40	20	0	0	0	18	60	23	10
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>87</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>49</b>	<b>30</b>	57
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>143</b>	<b>1</b>	<b>1</b>	<b>75</b>	<b>12</b>	<b>5</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>66</b>	<b>30</b>	111
<b>SWITZERLAND</b>															
GENEVA	EASYJET AIRLINE COMPANY LTD	S	76	0	0	66	32	3	0	0	0	10	53	23	74
	EASYJET SWITZERLAND	S	247	2	4	72	14	7	7	0	0	18	74	16	243
<b>TOTAL GENEVA</b>			<b>323</b>	<b>5</b>	<b>4</b>	<b>70</b>	<b>18</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>18</b>	317
ZURICH	EASYJET AIRLINE COMPANY LTD	S	174	3	10	59	19	13	8	1	0	22	68	19	118
<b>TOTAL ZURICH</b>			<b>174</b>	<b>5</b>	<b>10</b>	<b>59</b>	<b>19</b>	<b>13</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>71</b>	<b>18</b>	180
<b>TOTAL SWITZERLAND</b>			<b>497</b>	<b>11</b>	<b>14</b>	<b>66</b>	<b>19</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>69</b>	<b>18</b>	497
<b>TUNISIA</b>															
MONASTIR	BRITANNIA AIRWAYS	C	2	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL MONASTIR</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL TUNISIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2003		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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>UNITED KINGDOM</b>															
ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	108	0	2	73	14	7	6	0	0	16	72	18	108
<b>TOTAL ABERDEEN</b>			<b>108</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>14</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>72</b>	<b>18</b>	<b>108</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	304	2	18	81	8	3	7	1	0	12	79	12	341
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>304</b>	<b>2</b>	<b>18</b>	<b>81</b>	<b>8</b>	<b>3</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>12</b>	<b>341</b>
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	349	0	10	82	8	5	5	1	0	12	78	14	382
<b>TOTAL EDINBURGH</b>			<b>349</b>	<b>1</b>	<b>10</b>	<b>82</b>	<b>8</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>14</b>	<b>382</b>
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	356	0	15	89	5	3	3	1	0	7	85	9	370
<b>TOTAL GLASGOW</b>			<b>356</b>	<b>0</b>	<b>15</b>	<b>89</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>9</b>	<b>370</b>
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	83	1	1	66	11	11	12	0	0	21	72	15	61
<b>TOTAL INVERNESS</b>			<b>83</b>	<b>1</b>	<b>1</b>	<b>66</b>	<b>11</b>	<b>11</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>72</b>	<b>15</b>	<b>61</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	62	0	0	92	2	2	5	0	0	6	0	33	1
<b>TOTAL ISLE OF MAN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>2</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>33</b>	<b>1</b>
LEEDS BRADFORD	FLIGHTLINE LTD	C	2	0	0	50	0	50	0	0	0	28	0	0	0
<b>TOTAL LEEDS BRADFORD</b>			<b>2</b>	<b>2</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>0</b>	<b>0</b>	<b>0</b>
LIVERPOOL	FLIGHTLINE LTD	C	2	0	0	50	0	0	50	0	0	36	100	7	2
<b>TOTAL LIVERPOOL</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>100</b>	<b>7</b>	<b>2</b>
MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	6	0	0	83	17	0	0	0	0	3	0	0	0
<b>TOTAL MANCHESTER</b>			<b>6</b>	<b>4</b>	<b>0</b>	<b>83</b>	<b>17</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 UNITED KINGDOM</b>			<b>1273</b>	<b>12</b>	<b>46</b>	<b>82</b>	<b>8</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>12</b>	<b>1265</b>
<b>TOTAL LUTON</b>			<b>4304</b>	<b>101</b>	<b>137</b>	<b>76</b>	<b>10</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>77</b>	<b>15</b>	<b>4130</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2003		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	ASTRAEUS LTD	C	8	0	0	0	0	25	75	0	0	81	0	0	0
	AUSTRIAN AIRLINES	C	10	0	0	0	0	30	70	0	0	80	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	C	10	0	0	80	10	10	0	0	0	7	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	80	20	0	0	0	0	8	50	22	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	0	20	0	0	0	11	100	4	8
<b>TOTAL INNSBRUCK</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>6</b>	<b>17</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>67</b>	<b>16</b>	<b>24</b>
<b>SALZBURG</b>															
	BRITANNIA AIRWAYS	C	10	0	0	80	0	20	0	0	0	12	50	30	8
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	4	50	20	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	50	20	20	10	0	0	17	25	79	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	2	100	1	8
<b>TOTAL SALZBURG</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>8</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>56</b>	<b>33</b>	<b>32</b>
<b>VIENNA</b>															
	BRITISH AIRWAYS CITIEXPRESS L	S	58	0	0	66	10	5	17	2	0	25	0	0	0
<b>TOTAL VIENNA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>10</b>	<b>5</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>70</b>	<b>14</b>	<b>61</b>
<b>TOTAL AUSTRIA</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>8</b>	<b>10</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>66</b>	<b>19</b>	<b>117</b>
<b>BARBADOS</b>															
<b>BRIDGETOWN</b>															
	BRITANNIA AIRWAYS	C	12	0	0	67	0	8	17	8	0	38	56	42	9
	MY TRAVEL AIRWAYS UK	C	13	0	0	69	0	0	31	0	0	30	38	46	16
	THOMAS COOK AIRLINES LTD	C	17	0	0	71	6	0	24	0	0	26	0	0	0
<b>TOTAL BRIDGETOWN</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>2</b>	<b>2</b>	<b>24</b>	<b>2</b>	<b>0</b>	<b>30</b>	<b>44</b>	<b>45</b>	<b>25</b>
<b>TOTAL BARBADOS</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>2</b>	<b>2</b>	<b>24</b>	<b>2</b>	<b>0</b>	<b>30</b>	<b>44</b>	<b>45</b>	<b>25</b>
<b>BELGIUM</b>															
<b>BRUSSELS</b>															
	BRITISH AIRWAYS CITIEXPRESS L	S	128	0	0	91	2	2	5	1	0	8	0	0	0
	SN BRUSSELS AIRLINES	S	157	1	1	88	7	2	3	0	0	8	87	5	203
<b>TOTAL BRUSSELS</b>			<b>285</b>	<b>1</b>	<b>1</b>	<b>89</b>	<b>5</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>7</b>	<b>399</b>
<b>TOTAL BELGIUM</b>			<b>285</b>	<b>1</b>	<b>1</b>	<b>89</b>	<b>5</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>7</b>	<b>483</b>
<b>BULGARIA</b>															
<b>PLOVDIV</b>															
	BH AIR	C	10	0	0	50	30	0	0	20	0	60	0	0	0
<b>TOTAL PLOVDIV</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>60</b>	<b>78</b>	<b>8</b>	<b>9</b>
<b>SOFIA</b>															
	ASTRAEUS LTD	C	10	0	0	40	20	20	20	0	0	33	0	0	0
	BH AIR	C	5	0	0	20	40	20	20	0	0	50	0	0	0
	BRITANNIA AIRWAYS	C	10	1	0	30	30	0	30	10	0	52	83	12	6
<b>TOTAL SOFIA</b>			<b>25</b>	<b>1</b>	<b>0</b>	<b>32</b>	<b>28</b>	<b>12</b>	<b>24</b>	<b>4</b>	<b>0</b>	<b>44</b>	<b>83</b>	<b>12</b>	<b>6</b>
<b>TOTAL BULGARIA</b>			<b>35</b>	<b>1</b>	<b>0</b>	<b>37</b>	<b>29</b>	<b>9</b>	<b>17</b>	<b>9</b>	<b>0</b>	<b>49</b>	<b>80</b>	<b>9</b>	<b>15</b>
<b>CANADA</b>															
<b>CALGARY</b>															
	MY TRAVEL AIRWAYS UK	C	18	0	0	50	11	17	22	0	0	30	39	61	18
<b>TOTAL CALGARY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>11</b>	<b>17</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>39</b>	<b>61</b>	<b>18</b>
<b>TORONTO</b>															
	AIR TRANSAT	S	8	0	0	0	63	38	0	0	0	33	90	6	10
	MY TRAVEL AIRWAYS UK	C	2	0	0	50	50	0	0	0	0	14	0	91	2
<b>TOTAL TORONTO</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>60</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>64</b>	<b>39</b>	<b>14</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2003		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
VANCOUVER	THOMAS COOK AIRLINES LTD	C	2	0	0	0	0	50	50	0	0	76	0	0	0
<b>TOTAL VANCOUVER</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>76</b>	<b>89</b>	<b>21</b>	<b>9</b>
<b>TOTAL CANADA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>27</b>	<b>23</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>59</b>	<b>45</b>	<b>41</b>
<b>CUBA</b>															
CUNAGUA	THOMAS COOK AIRLINES LTD	C	7	0	0	57	29	0	14	0	0	15	0	0	0
<b>TOTAL CUNAGUA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>29</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CUBA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>29</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>100</b>	<b>1</b>	<b>1</b>
<b>CYPRUS</b>															
LARNACA	CYPRUS AIRWAYS	S	26	0	0	54	23	12	12	0	0	23	55	32	20
	EUROCYPRIA AIRLINES LTD	C	2	0	0	0	0	0	50	50	0	182	0	39	2
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	13	13	0	0	16	100	1	10
<b>TOTAL LARNACA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>17</b>	<b>11</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>30</b>	<b>70</b>	<b>18</b>	<b>44</b>
<b>PAPHOS</b>															
	BRITANNIA AIRWAYS	C	18	0	0	56	17	0	17	11	0	59	83	96	18
	EUROCYPRIA AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	3	50	32	4
	FIRST CHOICE AIRWAYS LTD	S	8	1	0	100	0	0	0	0	0	1	90	47	10
	HELIOS AIRWAYS LTD	S	18	0	0	44	11	22	22	0	0	35	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	25	13	0	0	0	13	100	7	2
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	3	100	0	8
<b>TOTAL PAPHOS</b>			<b>68</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>12</b>	<b>7</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>79</b>	<b>51</b>	<b>56</b>
<b>TOTAL CYPRUS</b>			<b>104</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>9</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>28</b>	<b>75</b>	<b>37</b>	<b>100</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	BMI BRITISH MIDLAND	S	62	0	0	35	19	21	18	6	0	43	0	0	0
	CSA	S	84	1	4	82	11	5	2	0	0	10	83	6	77
<b>TOTAL PRAGUE</b>			<b>146</b>	<b>1</b>	<b>4</b>	<b>62</b>	<b>14</b>	<b>12</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>82</b>	<b>7</b>	<b>79</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>146</b>	<b>1</b>	<b>4</b>	<b>62</b>	<b>14</b>	<b>12</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>82</b>	<b>7</b>	<b>79</b>
<b>DENMARK</b>															
BILLUND	SUN AIR OF SCANDINAVIA	S	90	0	2	74	11	8	6	1	0	14	69	15	94
<b>TOTAL BILLUND</b>			<b>90</b>	<b>0</b>	<b>2</b>	<b>74</b>	<b>11</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>69</b>	<b>15</b>	<b>94</b>
<b>COPENHAGEN</b>															
	BRITISH AIRWAYS CITIEXPRESS L	S	89	0	0	70	8	12	10	0	0	22	0	0	0
	SAS	S	183	0	9	72	14	7	7	0	0	17	84	11	158
<b>TOTAL COPENHAGEN</b>			<b>272</b>	<b>1</b>	<b>9</b>	<b>71</b>	<b>12</b>	<b>9</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>84</b>	<b>11</b>	<b>158</b>
<b>TOTAL DENMARK</b>			<b>362</b>	<b>1</b>	<b>11</b>	<b>72</b>	<b>12</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>79</b>	<b>12</b>	<b>252</b>
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	1	0	0	0
	MY TRAVEL AIRWAYS UK	C	4	0	0	50	0	0	0	50	0	122	75	56	8
	THOMAS COOK AIRLINES LTD	C	11	0	0	91	0	9	0	0	0	6	0	156	2
<b>TOTAL PUERTO PLATA</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>24</b>	<b>58</b>	<b>45</b>	<b>24</b>
<b>PUNTA CANA</b>															
	BRITANNIA AIRWAYS	C	8	0	0	75	13	0	13	0	0	14	0	0	0
	THOMAS COOK AIRLINES LTD	C	9	0	0	44	0	33	22	0	0	48	0	0	0
<b>TOTAL PUNTA CANA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>6</b>	<b>18</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL DOMINICAN REPUBLIC			40	0	0	75	3	10	8	5	0	28	60	44	25
EGYPT															
CAIRO	EGYPT AIR	S	10	0	1	20	10	30	20	0	20	228	22	39	9
TOTAL CAIRO			10	0	1	20	10	30	20	0	20	228	22	39	9
HURGHADA	BRITANNIA AIRWAYS	C	8	0	0	38	25	0	38	0	0	43	0	0	0
	EXCEL AIRWAYS LTD	C	8	0	0	25	25	13	25	13	0	73	83	7	6
	THOMAS COOK AIRLINES LTD	C	10	0	0	70	20	10	0	0	0	12	56	57	9
TOTAL HURGHADA			26	0	0	46	23	8	19	4	0	40	67	37	15
LUXOR	BRITANNIA AIRWAYS	C	8	0	0	63	13	0	25	0	0	23	60	12	10
TOTAL LUXOR			8	0	0	63	13	0	25	0	0	23	78	7	18
TOTAL EGYPT			45	0	1	42	18	11	22	2	4	80	65	22	55
FINLAND															
HELSINKI	CITY AIRLINE	S	34	0	1	82	3	9	6	0	0	12	70	10	43
	FINNAIR	S	90	0	0	71	20	7	2	0	0	12	83	9	77
TOTAL HELSINKI			125	1	1	74	15	7	4	0	0	13	78	9	121
KITTILA	AIR MALTA	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	AZZURRA AIR	C	4	0	0	0	25	50	25	0	0	53	38	29	8
	MY TRAVEL AIRWAYS UK	C	2	0	0	50	0	50	0	0	0	26	0	0	0
TOTAL KITTILA			8	0	0	38	13	38	13	0	0	33	38	29	8
TOTAL FINLAND			133	1	1	71	15	9	5	0	0	14	75	11	129
FRANCE															
CHAMBERY	ASTRAEUS LTD	C	18	0	0	28	17	22	33	0	0	46	0	0	0
	EXCEL AIRWAYS LTD	C	16	0	0	75	6	19	0	0	0	12	50	30	8
	FLYBE.BRITISH EUROPEAN	C	8	0	0	13	0	50	38	0	0	52	0	0	0
TOTAL CHAMBERY			42	0	0	43	10	26	21	0	0	34	33	44	24
GRENOBLE	BMI BRITISH MIDLAND	C	10	0	0	60	20	10	0	10	0	30	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	20	0	0	55	5	15	15	10	0	41	38	28	8
	MONARCH AIRLINES	C	8	2	0	38	63	0	0	0	0	19	80	4	10
TOTAL GRENOBLE			38	2	0	53	21	11	8	8	0	33	61	15	18
LYON	AIR MALTA	C	4	0	0	50	25	0	25	0	0	28	0	0	0
	AZZURRA AIR	C	6	0	0	17	17	50	17	0	0	42	0	0	0
	BRITANNIA AIRWAYS	C	10	0	0	40	20	20	20	0	0	29	38	39	8
	BRITISH AIRWAYS CITIEXPRESS L	S	60	0	0	87	7	3	3	0	0	8	86	9	70
	BRITISH AIRWAYS CITIEXPRESS L	C	9	7	0	56	22	22	0	0	0	16	0	0	0
	EXCEL AIRWAYS LTD	C	2	0	0	0	50	0	50	0	0	77	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	20	0	0	0	0	6	88	6	8
TOTAL LYON			101	7	0	71	13	9	7	0	0	15	71	25	134
NICE	BRITISH AIRWAYS CITIEXPRESS L	S	44	0	0	91	5	2	2	0	0	4	73	14	44
TOTAL NICE			44	0	0	91	5	2	2	0	0	4	73	14	44
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	341	1	0	72	9	11	7	0	0	17	60	25	333
	BRITISH AIRWAYS CITIEXPRESS L	S	205	0	0	69	11	11	9	0	0	17	0	0	0
	EUROPEAN AIR CHARTER	C	2	0	0	50	50	0	0	0	0	18	0	0	0

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2003		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 PARIS (CHARLES DE GAULLE)</b>			<b>548</b>	<b>2</b>	<b>0</b>	<b>71</b>	<b>10</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>61</b>	<b>24</b>	591
<b>TOULOUSE (BLAGNAC)</b>	BMI REGIONAL	S	47	0	0	94	4	2	0	0	0	3	97	2	59
	BRITANNIA AIRWAYS	C	8	0	0	75	13	13	0	0	0	10	63	31	8
	BRITISH AIRWAYS CITIEXPRESS L	C	8	0	0	38	13	50	0	0	0	27	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	0	13	25	0	0	31	50	192	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	25	13	13	50	0	0	51	0	0	0
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>6</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>84</b>	<b>29</b>	83
<b>TOTAL FRANCE</b>			<b>852</b>	<b>11</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>65</b>	<b>25</b>	894
<b>GAMBIA</b>															
<b>BANJUL</b>	FIRST CHOICE AIRWAYS LTD	C	10	0	0	50	50	0	0	0	0	13	30	61	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	50	10	0	20	20	0	66	40	27	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	25	0	0	0	0	5	56	31	9
<b>TOTAL BANJUL</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>29</b>	<b>0</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>30</b>	<b>41</b>	<b>40</b>	29
<b>TOTAL GAMBIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>29</b>	<b>0</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>30</b>	<b>41</b>	<b>40</b>	29
<b>GERMANY</b>															
<b>BERLIN (TEGEL)</b>	BRITISH AIRWAYS CITIEXPRESS L	S	59	0	0	81	3	7	5	3	0	20	80	11	61
<b>TOTAL BERLIN (TEGEL)</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>3</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>81</b>	<b>11</b>	62
<b>COLOGNE (BONN)</b>	HAPAG LLOYD EXPRESS	S	62	0	0	73	16	6	3	2	0	15	0	0	0
<b>TOTAL COLOGNE (BONN)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>16</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	0
<b>DUSSELDORF</b>	BRITISH AIRWAYS CITIEXPRESS L	S	184	0	0	79	7	5	9	1	0	15	0	0	0
	LUFTHANSA CITY LINE	S	139	2	0	83	5	6	6	0	0	12	90	6	156
<b>TOTAL DUSSELDORF</b>			<b>323</b>	<b>2</b>	<b>0</b>	<b>80</b>	<b>6</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>83</b>	<b>9</b>	355
<b>FRANKFURT MAIN</b>	BRITISH AIRWAYS CITIEXPRESS L	S	255	0	0	80	9	6	4	1	0	14	0	0	0
	LUFTHANSA	S	182	1	3	70	13	10	7	1	0	16	66	18	183
<b>TOTAL FRANKFURT MAIN</b>			<b>437</b>	<b>1</b>	<b>3</b>	<b>76</b>	<b>11</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>68</b>	<b>17</b>	446
<b>HAMBURG</b>	LUFTHANSA CITY LINE	S	94	0	0	91	4	3	1	0	0	4	87	7	98
<b>TOTAL HAMBURG</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>87</b>	<b>7</b>	98
<b>HANOVER</b>	BRITISH AIRWAYS CITIEXPRESS L	S	91	0	0	96	3	0	1	0	0	2	75	14	60
<b>TOTAL HANOVER</b>			<b>91</b>	<b>1</b>	<b>0</b>	<b>96</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>14</b>	60
<b>MUNICH</b>	LUFTHANSA CITY LINE	S	245	0	0	60	14	12	13	0	0	23	69	18	231
<b>TOTAL MUNICH</b>			<b>245</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>14</b>	<b>12</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>69</b>	<b>18</b>	231
<b>NIEDERRHEIN</b>	DUTCHBIRD	S	4	0	0	0	25	75	0	0	0	38	0	0	0
<b>TOTAL NIEDERRHEIN</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	0
<b>STUTTGART</b>	BRITISH AIRWAYS CITIEXPRESS L	S	50	0	0	72	16	4	4	4	0	20	0	0	0
<b>TOTAL STUTTGART</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>20</b>	<b>84</b>	<b>8</b>	58
<b>TOTAL GERMANY</b>			<b>1365</b>	<b>5</b>	<b>3</b>	<b>76</b>	<b>9</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>14</b>	1311
<b>GIBRALTAR</b>															
<b>GIBRALTAR</b>	MONARCH AIRLINES	S	26	0	0	77	4	15	4	0	0	11	0	0	0
<b>TOTAL GIBRALTAR</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>4</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	0



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2003		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 GIBRALTAR			26	0	0	77	4	15	4	0	0	11	0	0	0
GREECE															
ATHENS	EXCEL AIRWAYS LTD	C	2	0	0	0	50	50	0	0	0	32	0	144	2
	OLYMPIC AIRWAYS	S	18	0	2	17	56	22	6	0	0	29	39	27	18
TOTAL ATHENS			20	0	2	15	55	25	5	0	0	29	35	38	20
TOTAL GREECE			22	0	2	14	50	23	14	0	0	33	36	37	22
INDIA															
GOA	MONARCH AIRLINES	C	28	1	0	54	25	11	11	0	0	24	82	13	17
	MY TRAVEL AIRWAYS UK	C	10	0	0	40	0	20	40	0	0	44	0	0	0
TOTAL GOA			38	1	0	50	18	13	18	0	0	29	82	13	17
TOTAL INDIA			38	1	0	50	18	13	18	0	0	29	82	13	17
IRISH REPUBLIC															
CONNAUGHT	BRITISH AIRWAYS CITIEXPRESS L	S	55	0	0	85	4	5	5	0	0	8	79	11	38
TOTAL CONNAUGHT			55	0	0	85	4	5	5	0	0	8	79	11	38
CORK	BMI BRITISH MIDLAND	S	113	1	7	59	20	11	10	0	0	19	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	150	2	0	83	6	7	4	1	0	11	85	9	143
TOTAL CORK			263	3	7	73	12	8	6	0	0	15	85	9	143
DUBLIN	AER ARRAN	C	3	0	0	100	0	0	0	0	0	4	75	7	4
	AER LINGUS	S	294	0	0	89	6	2	2	0	0	7	78	11	304
	LUXAIR	S	58	0	2	90	3	0	2	5	0	18	90	6	60
	RYANAIR	S	234	3	0	94	1	3	2	0	0	5	88	6	196
TOTAL DUBLIN			589	3	2	92	4	2	2	1	0	7	82	9	564
GALWAY	AER ARRAN	S	62	0	0	94	2	3	2	0	0	4	0	0	0
TOTAL GALWAY			62	0	0	94	2	3	2	0	0	4	0	0	0
SHANNON	BRITISH AIRWAYS CITIEXPRESS L	S	64	0	0	77	6	11	6	0	0	12	66	30	61
TOTAL SHANNON			64	0	0	77	6	11	6	0	0	12	66	30	61
TOTAL IRISH REPUBLIC			1033	6	9	86	6	4	4	0	0	9	81	10	806
ISRAEL															
OVDA	FIRST CHOICE AIRWAYS LTD	C	6	0	0	83	17	0	0	0	0	6	0	0	0
	FLYJET LTD	C	3	0	0	33	0	33	33	0	0	72	0	0	0
TOTAL OVDA			9	0	0	67	11	11	11	0	0	28	100	6	1
TOTAL ISRAEL			9	0	0	67	11	11	11	0	0	28	100	6	1
ITALY															
BERGAMO	BRITISH AIRWAYS CITIEXPRESS L	C	9	0	0	33	22	11	33	0	0	35	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	10	10	20	0	0	23	50	34	8
TOTAL BERGAMO			19	0	0	47	16	11	26	0	0	29	56	23	16
BOLOGNA	BRITISH AIRWAYS CITIEXPRESS L	S	21	0	0	71	14	5	5	5	0	24	0	0	0
TOTAL BOLOGNA			21	0	0	71	14	5	5	5	0	24	0	0	0
MILAN (MALPENSA)	BRITISH AIRWAYS CITIEXPRESS L	S	94	0	0	81	10	5	4	0	0	10	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							JAN 2003		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 MILAN (MALPENSA)</b>			<b>94</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>10</b>	<b>62</b>	<b>17</b>	<b>106</b>
PISA	BRITISH AIRWAYS CITIEXPRESS L	S	42	0	0	69	12	14	5	0	0	15	0	0	0
<b>TOTAL PISA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>12</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
ROME (FIUMICINO)	BRITISH AIRWAYS CITIEXPRESS L	S	57	0	0	84	5	0	9	2	0	15	0	0	0
<b>TOTAL ROME (FIUMICINO)</b>			<b>57</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>5</b>	<b>0</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>39</b>	<b>33</b>	<b>36</b>
TURIN	BRITANNIA AIRWAYS	C	8	0	0	63	0	13	25	0	0	26	63	30	8
	BRITISH AIRWAYS CITIEXPRESS L	C	10	0	0	80	0	20	0	0	0	9	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	69	13	13	6	0	0	16	67	53	15
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	3	63	8	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	0	25	13	0	0	20	0	0	0
<b>TOTAL TURIN</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>4</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>60</b>	<b>45</b>	<b>47</b>
VENICE	BRITISH AIRWAYS CITIEXPRESS L	S	44	0	0	70	7	9	14	0	0	26	79	16	43
<b>TOTAL VENICE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>7</b>	<b>9</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>79</b>	<b>16</b>	<b>43</b>
VERONA	BRITANNIA AIRWAYS	C	10	0	0	50	10	30	10	0	0	27	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	38	76	8
<b>TOTAL VERONA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>6</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>38</b>	<b>76</b>	<b>8</b>
<b>TOTAL ITALY</b>			<b>345</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>60</b>	<b>26</b>	<b>258</b>
<b>JAMAICA</b>															
KINGSTON	AIR JAMAICA	S	9	0	0	78	0	11	11	0	0	15	75	44	8
<b>TOTAL KINGSTON</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>44</b>	<b>8</b>
MONTEGO BAY	AIR JAMAICA	S	9	0	0	89	0	11	0	0	0	4	63	52	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	38	0	13	0	0	17	56	35	9
	MY TRAVEL AIRWAYS UK	C	12	0	0	67	8	0	25	0	0	22	24	87	21
<b>TOTAL MONTEGO BAY</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>14</b>	<b>3</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>39</b>	<b>67</b>	<b>38</b>
<b>TOTAL JAMAICA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>11</b>	<b>5</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>46</b>	<b>63</b>	<b>46</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	LUXAIR	S	58	0	2	90	5	2	2	2	0	10	88	8	60
<b>TOTAL LUXEMBOURG</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>8</b>	<b>60</b>
<b>TOTAL LUXEMBOURG</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>8</b>	<b>60</b>
<b>MALAYSIA</b>															
KUALA LUMPUR (SEPANG)	MALAYSIAN AIRLINES SYSTEM-MA	S	36	0	0	67	17	14	3	0	0	16	73	12	26
<b>TOTAL KUALA LUMPUR (SEPANG)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>73</b>	<b>12</b>	<b>26</b>
<b>TOTAL MALAYSIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>73</b>	<b>12</b>	<b>26</b>
<b>MALDIVE ISLANDS</b>															
MALE INTERNATIONAL	BRITANNIA AIRWAYS	C	8	0	0	63	0	25	13	0	0	30	0	0	0
	MY TRAVEL AIRWAYS UK	C	7	1	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL MALE INTERNATIONAL</b>			<b>15</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL MALDIVE ISLANDS</b>			<b>15</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

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## Reporting Airport: MANCHESTER (Full Analysis)

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			Actual (7)	Plan (8)											
<b>MALTA</b>															
MALTA	AIR MALTA	S	68	0	0	68	12	18	3	0	0	15	96	1	51
	ASTRAEUS LTD	S	4	0	0	0	50	0	50	0	0	61	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	5	67	11	12
	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	0	8	63	24	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	0	100	0	2
<b>TOTAL MALTA</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>12</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>89</b>	<b>5</b>	<b>85</b>
<b>TOTAL MALTA</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>12</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>89</b>	<b>5</b>	<b>85</b>
<b>MEXICO</b>															
CANCUN	BRITANNIA AIRWAYS	C	10	0	0	80	10	0	10	0	0	12	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	3	78	11	9
	MY TRAVEL AIRWAYS UK	C	4	0	0	25	0	25	50	0	0	63	70	49	10
<b>TOTAL CANCUN</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>5</b>	<b>5</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>71</b>	<b>30</b>	<b>21</b>
<b>TOTAL MEXICO</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>5</b>	<b>5</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>71</b>	<b>30</b>	<b>21</b>
<b>MOROCCO</b>															
AGADIR	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	0	0	100	5	2
<b>TOTAL AGADIR</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>5</b>	<b>2</b>
<b>TOTAL MOROCCO</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>5</b>	<b>2</b>
<b>NETHERLANDS</b>															
AMSTERDAM	BRITISH AIRWAYS CITIEXPRESS L	S	160	0	0	81	4	6	8	1	0	14	0	0	0
	KLM	S	137	0	3	75	12	7	6	1	0	13	0	0	0
	KLM CITYHOPPER	S	217	0	0	75	7	11	6	1	0	15	65	23	417
<b>TOTAL AMSTERDAM</b>			<b>514</b>	<b>0</b>	<b>3</b>	<b>77</b>	<b>8</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>20</b>	<b>666</b>
<b>TOTAL NETHERLANDS</b>			<b>514</b>	<b>0</b>	<b>3</b>	<b>77</b>	<b>8</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>20</b>	<b>666</b>
<b>NORWAY</b>															
BERGEN	WIDEROE FLYVESELSKAP A/S	S	50	0	0	82	10	8	0	0	0	8	0	0	0
<b>TOTAL BERGEN</b>			<b>50</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
OSLO (GARDERMOEN)	BRITISH AIRWAYS CITIEXPRESS L	S	95	0	0	87	5	4	2	1	0	9	85	8	106
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>95</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>8</b>	<b>106</b>
<b>TOTAL NORWAY</b>			<b>145</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>8</b>	<b>106</b>
<b>PAKISTAN</b>															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	34	0	0	15	21	26	26	6	6	95	58	23	24
<b>TOTAL ISLAMABAD</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>21</b>	<b>26</b>	<b>26</b>	<b>6</b>	<b>6</b>	<b>95</b>	<b>58</b>	<b>23</b>	<b>24</b>
KARACHI	PAKISTAN INTL AIRLINES	S	46	0	1	39	15	9	24	9	4	80	26	149	50
<b>TOTAL KARACHI</b>			<b>46</b>	<b>0</b>	<b>1</b>	<b>39</b>	<b>15</b>	<b>9</b>	<b>24</b>	<b>9</b>	<b>4</b>	<b>80</b>	<b>26</b>	<b>149</b>	<b>50</b>
LAHORE	PAKISTAN INTL AIRLINES	S	12	0	0	42	8	17	33	0	0	44	0	209	11
<b>TOTAL LAHORE</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>8</b>	<b>17</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>209</b>	<b>11</b>
<b>TOTAL PAKISTAN</b>			<b>92</b>	<b>0</b>	<b>1</b>	<b>30</b>	<b>16</b>	<b>16</b>	<b>26</b>	<b>7</b>	<b>4</b>	<b>81</b>	<b>32</b>	<b>121</b>	<b>85</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2003		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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>POLAND</b>															
WARSAW	LOT-POLISH AIRLINES	S	52	0	1	79	4	6	6	2	4	54	91	5	53
TOTAL WARSAW			<b>52</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>4</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>4</b>	<b>54</b>	<b>91</b>	<b>5</b>	<b>53</b>
TOTAL POLAND			<b>52</b>	<b>1</b>	<b>1</b>	<b>79</b>	<b>4</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>4</b>	<b>54</b>	<b>91</b>	<b>5</b>	<b>53</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AZZURRA AIR	C	2	0	0	0	100	0	0	0	0	19	0	35	4
	BMI BRITISH MIDLAND	C	2	0	0	0	0	0	0	100	0	295	0	0	0
	BRITANNIA AIRWAYS	C	10	0	0	70	20	10	0	0	0	12	80	9	10
	FIRST CHOICE AIRWAYS LTD	C	12	0	0	75	0	8	17	0	0	16	83	10	12
	MONARCH AIRLINES	S	62	0	0	74	13	2	6	5	0	24	88	6	26
	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	0	100	2	4
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	20	20	0	0	0	13	42	15	12
	THOMAS COOK AIRLINES LTD	C	10	0	0	70	10	20	0	0	0	12	90	6	10
TOTAL FARO			<b>110</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>6</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>24</b>	<b>76</b>	<b>10</b>	<b>78</b>
LISBON	PORTUGALIA	S	50	0	0	80	4	10	2	4	0	20	72	12	58
TOTAL LISBON			<b>50</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>4</b>	<b>10</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>20</b>	<b>72</b>	<b>12</b>	<b>58</b>
TOTAL PORTUGAL(EXCLUDING MADEIRA)			<b>160</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>11</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>23</b>	<b>74</b>	<b>11</b>	<b>136</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	0	88	4	8
	EXCEL AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	88	8	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	50	17	2
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	0	88	3	8
TOTAL FUNCHAL			<b>26</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>89</b>	<b>5</b>	<b>36</b>
TOTAL PORTUGAL(MADEIRA)			<b>26</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>89</b>	<b>5</b>	<b>36</b>
<b>QATAR</b>															
DOHA	QATAR AIRWAYS	S	34	0	0	79	3	9	9	0	0	17	0	0	0
TOTAL DOHA			<b>34</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>3</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL QATAR			<b>34</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>3</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>REPUBLIC OF SOUTH AFRICA</b>															
CAPE TOWN	ICELANDAIR	C	17	0	0	35	12	0	35	18	0	88	0	0	0
TOTAL CAPE TOWN			<b>17</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>12</b>	<b>0</b>	<b>35</b>	<b>18</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL REPUBLIC OF SOUTH AFRICA			<b>17</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>12</b>	<b>0</b>	<b>35</b>	<b>18</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SAUDI ARABIA</b>															
TOTAL SAUDI ARABIA			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>139</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SINGAPORE</b>															
SINGAPORE	SINGAPORE AIRLINES	S	62	0	0	55	13	19	13	0	0	24	37	38	62
TOTAL SINGAPORE			<b>62</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>13</b>	<b>19</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>37</b>	<b>38</b>	<b>62</b>
TOTAL SINGAPORE			<b>62</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>13</b>	<b>19</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>37</b>	<b>38</b>	<b>62</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

## Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2003		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>SPAIN</b>															
<b>ALICANTE</b>	AIR CORDIAL LTD	C	2	0	0	0	0	0	0	100	0	229	0	0	0
	BMI BRITISH MIDLAND	C	4	0	0	0	25	0	75	0	0	80	0	0	0
	BMI BRITISH MIDLAND	S	62	1	0	29	23	31	15	3	0	43	0	0	0
	BRITANNIA AIRWAYS	C	36	2	0	78	3	11	8	0	0	15	78	16	36
	EXCEL AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	18	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	42	0	0	88	5	7	0	0	0	6	60	25	45
	MONARCH AIRLINES	S	102	0	0	82	10	2	6	0	0	9	97	3	62
	MONARCH AIRLINES	C	10	0	0	80	10	10	0	0	0	13	50	14	8
	MY TRAVEL AIRWAYS UK	C	20	1	0	80	5	5	0	10	0	27	75	21	20
	THOMAS COOK AIRLINES LTD	C	30	0	0	80	13	3	3	0	0	8	96	3	24
<b>TOTAL ALICANTE</b>			<b>311</b>	<b>4</b>	<b>0</b>	<b>70</b>	<b>11</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>80</b>	<b>14</b>	<b>197</b>
<b>ALMERIA</b>	FIRST CHOICE AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	12	0	0	0
	MY TRAVEL AIRWAYS UK	C	2	0	0	50	50	0	0	0	0	16	80	9	10
<b>TOTAL ALMERIA</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>14</b>	<b>80</b>	<b>9</b>	<b>10</b>
<b>BARCELONA</b>	BMI BRITISH MIDLAND	S	52	0	0	65	13	10	12	0	0	20	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	0	50	0	0	0	19	63	8	8
	IBERIA	S	60	0	2	87	2	8	2	2	0	12	67	20	60
	MONARCH AIRLINES	S	56	0	0	86	9	4	2	0	0	7	0	0	0
<b>TOTAL BARCELONA</b>			<b>176</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>7</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>19</b>	<b>72</b>
<b>MADRID</b>	BRITISH AIRWAYS CITIEXPRESS L	S	102	0	0	79	8	6	6	0	1	15	0	0	0
<b>TOTAL MADRID</b>			<b>102</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>8</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>15</b>	<b>59</b>	<b>21</b>	<b>106</b>
<b>MALAGA</b>	AIR CORDIAL LTD	C	3	0	0	0	0	0	100	0	0	126	0	0	0
	AZZURRA AIR	C	2	0	0	50	50	0	0	0	0	21	0	0	0
	BMI BRITISH MIDLAND	S	61	0	1	62	11	15	11	0	0	23	0	0	0
	BRITANNIA AIRWAYS	C	20	1	0	80	15	5	0	0	0	7	81	6	26
	FIRST CHOICE AIRWAYS LTD	C	30	0	0	83	7	7	3	0	0	9	65	14	34
	ICELANDAIR	C	2	0	0	0	0	0	0	100	0	241	0	0	0
	MONARCH AIRLINES	C	4	0	0	50	25	25	0	0	0	21	75	12	12
	MONARCH AIRLINES	S	100	0	4	81	9	4	5	1	0	10	84	9	62
	MY TRAVEL AIRWAYS UK	C	12	0	0	50	17	8	25	0	0	37	55	117	20
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	10	10	0	0	0	6	100	2	16
<b>TOTAL MALAGA</b>			<b>245</b>	<b>1</b>	<b>5</b>	<b>73</b>	<b>11</b>	<b>8</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>75</b>	<b>23</b>	<b>178</b>
<b>MURCIA SAN JAVIER</b>	BMI BRITISH MIDLAND	S	10	0	0	30	40	10	20	0	0	30	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	C	2	0	0	0	0	100	0	0	0	46	0	0	0
	MY TRAVEL AIRWAYS UK	S	48	1	0	58	21	10	10	0	0	18	0	0	0
<b>TOTAL MURCIA SAN JAVIER</b>			<b>60</b>	<b>1</b>	<b>0</b>	<b>52</b>	<b>23</b>	<b>13</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>71</b>	<b>2</b>
<b>PALMA DE MALLORCA</b>	BMI BRITISH MIDLAND	S	62	0	0	50	21	18	11	0	0	28	0	0	0
	BRITANNIA AIRWAYS	C	12	0	0	58	17	0	25	0	0	38	89	6	18
	FIRST CHOICE AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	4	60	22	10
	MONARCH AIRLINES	S	12	0	0	83	0	8	8	0	0	12	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	80	0	10	10	0	0	23	100	2	16
	THOMAS COOK AIRLINES LTD	C	11	0	0	45	27	27	0	0	0	19	100	0	8
<b>TOTAL PALMA DE MALLORCA</b>			<b>111</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>16</b>	<b>14</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>88</b>	<b>7</b>	<b>52</b>
<b>TOTAL SPAIN</b>			<b>1009</b>	<b>7</b>	<b>7</b>	<b>71</b>	<b>11</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>73</b>	<b>19</b>	<b>624</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2003		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	AIR CORDIAL LTD	C	2	0	0	0	50	50	0	0	0	36	0	0	0
	AZZURRA AIR	C	3	0	0	67	0	33	0	0	0	19	50	16	4
	BRITANNIA AIRWAYS	C	26	0	0	54	4	23	19	0	0	36	89	16	18
	EXCEL AIRWAYS LTD	C	12	0	0	67	17	17	0	0	0	13	63	20	8
	FIRST CHOICE AIRWAYS LTD	C	38	1	0	76	8	5	8	3	0	17	67	55	49
	MONARCH AIRLINES	C	13	1	0	69	8	0	23	0	0	32	50	34	14
	MY TRAVEL AIRWAYS UK	C	18	0	0	72	22	6	0	0	0	7	61	35	18
	THOMAS COOK AIRLINES LTD	C	33	1	0	79	6	6	9	0	0	12	90	6	42
<b>TOTAL ARRECIFE</b>			<b>147</b>	<b>3</b>	<b>0</b>	<b>69</b>	<b>10</b>	<b>12</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>73</b>	<b>30</b>	<b>155</b>
<b>FUERTEVENTURA</b>	BRITANNIA AIRWAYS	C	18	0	0	83	6	6	6	0	0	9	88	8	16
	EXCEL AIRWAYS LTD	C	2	0	0	50	0	50	0	0	0	18	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	83	6	0	11	0	0	9	70	16	20
	MY TRAVEL AIRWAYS UK	C	19	2	0	47	5	16	32	0	0	49	77	18	26
	THOMAS COOK AIRLINES LTD	C	20	1	0	80	0	15	5	0	0	12	100	0	18
<b>TOTAL FUERTEVENTURA</b>			<b>77</b>	<b>3</b>	<b>0</b>	<b>73</b>	<b>4</b>	<b>10</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>83</b>	<b>11</b>	<b>80</b>
<b>LAS PALMAS</b>	AIR MALTA	C	2	0	0	50	50	0	0	0	0	16	0	0	0
	AZZURRA AIR	C	6	0	0	67	33	0	0	0	0	11	0	0	0
	BRITANNIA AIRWAYS	C	28	0	0	57	11	7	25	0	0	30	89	3	18
	EXCEL AIRWAYS LTD	C	3	0	0	67	33	0	0	0	0	5	71	8	7
	FIRST CHOICE AIRWAYS LTD	C	20	0	0	100	0	0	0	0	0	0	31	36	16
	MONARCH AIRLINES	C	8	0	0	63	13	0	25	0	0	25	90	7	10
	MY TRAVEL AIRWAYS UK	C	18	0	0	72	6	17	6	0	0	16	70	25	27
	THOMAS COOK AIRLINES LTD	C	25	0	0	92	4	4	0	0	0	5	85	4	26
<b>TOTAL LAS PALMAS</b>			<b>111</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>9</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>15</b>	<b>106</b>
<b>SANTA CRUZ DE LA PALMA</b>	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	0	90	2	10
<b>TOTAL SANTA CRUZ DE LA PALMA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>2</b>	<b>10</b>
<b>TENERIFE (NORTE LOS RODEOS)</b>	BRITANNIA AIRWAYS	C	10	0	0	50	30	20	0	0	0	17	0	0	0
<b>TOTAL TENERIFE (NORTE LOS RODEOS)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>30</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TENERIFE (SURREINA SOFIA)</b>	AIR CORDIAL LTD	C	2	0	0	0	0	50	50	0	0	93	0	0	0
	ASTRAEUS LTD	C	4	0	0	75	25	0	0	0	0	6	25	45	12
	AZZURRA AIR	C	14	0	0	21	21	36	21	0	0	53	38	36	16
	BRITANNIA AIRWAYS	C	48	0	0	83	6	6	4	0	0	11	80	9	45
	EXCEL AIRWAYS LTD	C	13	0	0	54	15	8	23	0	0	39	45	31	22
	FIRST CHOICE AIRWAYS LTD	C	67	0	0	90	6	1	3	0	0	6	74	21	53
	FUTURA AIRLINES	C	2	0	0	50	0	50	0	0	0	29	7	54	14
	IBERWORLD	C	2	0	0	0	0	0	100	0	0	63	0	45	5
	ICELANDAIR	C	15	0	0	53	13	13	20	0	0	28	0	0	0
	MONARCH AIRLINES	S	49	0	0	73	8	16	2	0	0	12	0	0	0
	MONARCH AIRLINES	C	25	1	0	80	4	12	0	0	4	22	61	31	23
	MY TRAVEL AIRWAYS UK	C	40	0	0	80	5	10	5	0	0	12	67	19	55
	MY TRAVEL AIRWAYS UK	S	48	0	0	83	8	4	4	0	0	11	0	0	0
	SPANAIR	C	2	0	0	0	0	100	0	0	0	42	0	0	0
	THOMAS COOK AIRLINES LTD	C	61	0	0	92	5	2	2	0	0	4	82	10	71
	VOLAR AIRLINES	C	4	0	0	25	25	0	50	0	0	85	67	21	9
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>396</b>	<b>2</b>	<b>0</b>	<b>78</b>	<b>8</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>64</b>	<b>23</b>	<b>335</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2003		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 SPAIN(CANARY ISLANDS)			751	8	0	75	8	9	8	0	0	16	70	21	686
SUDAN															
KHARTOUM	SUDAN AIRWAYS	C	6	0	0	0	0	0	33	67	0	193	0	0	0
TOTAL KHARTOUM			6	0	2	0	0	0	33	67	0	193	33	46	3
TOTAL SUDAN			6	0	2	0	0	0	33	67	0	193	33	46	3
SWEDEN															
GOTEBORG	CITY AIRLINE	S	45	1	0	84	4	4	7	0	0	12	83	8	46
TOTAL GOTEBORG			45	1	0	84	4	4	7	0	0	12	88	5	98
STOCKHOLM (ARLANDA)	SKYWAYS EXPRESS	S	108	0	0	89	7	3	1	0	0	5	92	6	92
TOTAL STOCKHOLM (ARLANDA)			108	1	0	89	7	3	1	0	0	5	89	6	113
TOTAL SWEDEN			153	2	0	88	7	3	3	0	0	7	88	6	212
SWITZERLAND															
BASLE MULHOUSE	SWISS AIRLINES	S	100	0	2	60	25	11	4	0	0	17	78	16	150
TOTAL BASLE MULHOUSE			100	0	2	60	25	11	4	0	0	17	78	16	150
BERNE	INTERSKY LUFTFAHRT GMBH	C	10	0	0	40	60	0	0	0	0	16	0	0	0
TOTAL BERNE			10	0	0	40	60	0	0	0	0	16	63	19	8
GENEVA	BMI BRITISH MIDLAND	S	62	0	0	56	13	15	15	2	0	29	0	0	0
	BRITANNIA AIRWAYS	C	20	0	0	75	10	15	0	0	0	9	56	20	16
	BRITISH AIRWAYS CITIEXPRESS L	S	120	0	0	76	8	8	6	3	0	18	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	C	10	0	0	40	0	20	40	0	0	44	0	0	0
	EXCEL AIRWAYS LTD	C	8	0	0	63	0	38	0	0	0	17	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	60	20	10	10	0	0	18	13	42	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	50	20	0	10	0	20	125	50	26	10
TOTAL GENEVA			240	0	0	67	10	11	9	2	1	26	57	30	122
ZURICH	BRITISH AIRWAYS CITIEXPRESS L	S	114	0	0	67	19	10	3	2	0	17	0	0	0
	SWISS AIRLINES	S	124	0	0	49	27	19	6	0	0	21	57	22	183
TOTAL ZURICH			238	0	0	58	23	14	4	1	0	19	59	21	297
TOTAL SWITZERLAND			588	0	2	62	19	12	6	1	0	21	63	22	577
SYRIA															
DAMASCUS	SYRIANAIR	C	10	1	0	0	20	20	60	0	0	77	0	17	1
TOTAL DAMASCUS			10	1	0	0	20	20	60	0	0	77	0	17	1
TOTAL SYRIA			10	1	0	0	20	20	60	0	0	77	0	17	1
TRINIDAD AND TOBAGO															
PORT OF SPAIN	BWIA	S	12	0	0	8	25	33	17	17	0	71	75	8	8
TOTAL PORT OF SPAIN			12	0	0	8	25	33	17	17	0	71	75	8	8
TOTAL TRINIDAD AND TOBAGO			12	0	0	8	25	33	17	17	0	71	75	8	8
TUNISIA															
MONASTIR	BRITANNIA AIRWAYS	C	8	1	0	63	25	13	0	0	0	13	100	5	10
	FIRST CHOICE AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	6	88	8	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2003		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
MONASTIR	MY TRAVEL AIRWAYS UK	C	8	0	0	75	13	13	0	0	0	10	70	13	10
	NOUVELAIR TUNISIE	C	2	0	0	0	0	0	100	0	0	142	0	0	0
	THOMAS COOK AIRLINES LTD	C	6	0	0	100	0	0	0	0	0	4	100	2	8
<b>TOTAL MONASTIR</b>			<b>28</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>89</b>	<b>7</b>	<b>36</b>
<b>TOTAL TUNISIA</b>			<b>28</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>89</b>	<b>7</b>	<b>36</b>
<b>TURKEY</b>															
ANTALYA	FIRST CHOICE AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	11	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	13	13	0	0	26	88	6	16
<b>TOTAL ANTALYA</b>			<b>10</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>77</b>	<b>12</b>	<b>22</b>
DALAMAN	KIBRIS TURKISH AIRLINES - KTHY	S	11	0	0	9	36	55	0	0	0	36	0	0	0
<b>TOTAL DALAMAN</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>36</b>	<b>55</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>
ISTANBUL	THY TURK HAVA YOLLARI TURKIS	S	44	0	0	5	16	36	39	5	0	62	64	13	36
<b>TOTAL ISTANBUL</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>16</b>	<b>36</b>	<b>39</b>	<b>5</b>	<b>0</b>	<b>62</b>	<b>64</b>	<b>13</b>	<b>36</b>
<b>TOTAL TURKEY</b>			<b>65</b>	<b>0</b>	<b>1</b>	<b>15</b>	<b>18</b>	<b>35</b>	<b>28</b>	<b>3</b>	<b>0</b>	<b>52</b>	<b>69</b>	<b>13</b>	<b>58</b>
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	124	0	0	55	27	13	5	0	0	18	66	16	62
<b>TOTAL DUBAI</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>27</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>66</b>	<b>16</b>	<b>62</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>27</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>66</b>	<b>16</b>	<b>62</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BMI REGIONAL	S	150	0	0	87	7	2	4	0	1	11	95	2	148
	BRITISH AIRWAYS CITIEXPRESS L	S	158	0	0	89	2	4	5	0	0	9	83	11	205
<b>TOTAL ABERDEEN</b>			<b>308</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>87</b>	<b>8</b>	<b>396</b>
BELFAST CITY	BRITISH AIRWAYS CITIEXPRESS L	S	309	0	0	81	7	6	5	0	0	12	88	6	287
<b>TOTAL BELFAST CITY</b>			<b>309</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>7</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>88</b>	<b>6</b>	<b>287</b>
BELFAST INTERNATIONAL	BMI BRITISH MIDLAND	S	159	0	5	73	10	8	8	1	0	16	0	0	0
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>159</b>	<b>0</b>	<b>5</b>	<b>73</b>	<b>10</b>	<b>8</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	2	2	2	100	0	0	0	0	0	0	0	0	0
<b>TOTAL BIRMINGHAM</b>			<b>3</b>	<b>4</b>	<b>2</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
CITY OF DERRY (EGLINTON)	LOGANAIR	S	30	0	0	80	13	0	7	0	0	9	0	0	0
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>12</b>	<b>74</b>
EDINBURGH	BMI REGIONAL	S	238	0	0	89	6	3	2	0	0	5	87	10	242
	BRITISH AIRWAYS CITIEXPRESS L	S	293	0	0	81	7	6	3	2	0	14	79	8	43
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL EDINBURGH</b>			<b>533</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>11</b>	<b>524</b>
GATWICK	BRITISH AIRWAYS PLC	S	377	1	0	91	2	3	3	1	0	10	89	7	383
<b>TOTAL GATWICK</b>			<b>377</b>	<b>18</b>	<b>0</b>	<b>91</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>89</b>	<b>7</b>	<b>387</b>
GLASGOW	BMI REGIONAL	S	200	0	0	88	5	4	4	0	0	7	93	4	219
	BRITISH AIRWAYS CITIEXPRESS L	S	272	1	0	83	4	6	6	0	0	10	74	13	231
<b>TOTAL GLASGOW</b>			<b>472</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>9</b>	<b>450</b>



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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
GUERNSEY	AURIGNY AIR SERVICES	S	123	4	15	78	7	6	6	3	0	20	83	11	112
<b>TOTAL GUERNSEY</b>			<b>123</b>	<b>4</b>	<b>15</b>	<b>78</b>	<b>7</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>83</b>	<b>11</b>	<b>112</b>
HEATHROW	BMI BRITISH MIDLAND	S	454	1	11	80	10	6	4	0	0	11	76	15	446
	BRITISH AIRWAYS PLC	S	563	2	0	78	11	7	4	1	0	13	72	16	574
<b>TOTAL HEATHROW</b>			<b>1017</b>	<b>3</b>	<b>11</b>	<b>79</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>74</b>	<b>16</b>	<b>1020</b>
INVERNESS	EASTERN AIRWAYS	S	130	0	8	89	4	5	2	0	0	6	89	9	125
<b>TOTAL INVERNESS</b>			<b>130</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>4</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>9</b>	<b>125</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	187	2	0	93	4	2	1	0	0	5	90	6	189
<b>TOTAL ISLE OF MAN</b>			<b>187</b>	<b>2</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>90</b>	<b>6</b>	<b>189</b>
JERSEY	BRITISH AIRWAYS CITIEXPRESS L	S	62	0	0	81	2	5	10	3	0	21	71	23	97
<b>TOTAL JERSEY</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>2</b>	<b>5</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>71</b>	<b>23</b>	<b>97</b>
LONDON CITY	VLM (BELGIUM)	S	362	0	26	90	6	3	0	1	0	5	94	3	218
<b>TOTAL LONDON CITY</b>			<b>362</b>	<b>0</b>	<b>26</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>94</b>	<b>3</b>	<b>218</b>
NORWICH	BMI REGIONAL	S	7	0	0	71	14	14	0	0	0	10	0	0	0
	EASTERN AIRWAYS	S	104	0	4	91	4	1	3	1	0	8	88	11	124
<b>TOTAL NORWICH</b>			<b>111</b>	<b>0</b>	<b>4</b>	<b>90</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>11</b>	<b>124</b>
SOUTHAMPTON	BRITISH AIRWAYS CITIEXPRESS L	S	185	0	0	76	10	7	6	1	0	16	87	8	132
<b>TOTAL SOUTHAMPTON</b>			<b>185</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>16</b>	<b>87</b>	<b>8</b>	<b>132</b>
STANSTED	EASTERN AIRWAYS	S	118	3	4	93	3	0	3	1	0	6	0	0	0
<b>TOTAL STANSTED</b>			<b>118</b>	<b>4</b>	<b>4</b>	<b>93</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>13</b>	<b>119</b>
SUMBURGH	BRITANNIA AIRWAYS	C	2	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL SUMBURGH</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>4489</b>	<b>36</b>	<b>75</b>	<b>84</b>	<b>7</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>10</b>	<b>4375</b>
<b>USA</b>															
ATLANTA	DELTA AIRLINES	S	62	0	0	90	6	3	0	0	0	5	82	10	60
<b>TOTAL ATLANTA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>10</b>	<b>60</b>
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	62	0	0	58	10	19	10	3	0	30	82	12	62
	BMI BRITISH MIDLAND	S	62	0	0	68	15	11	6	0	0	16	87	6	60
<b>TOTAL CHICAGO (O'HARE)</b>			<b>124</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>12</b>	<b>15</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>84</b>	<b>9</b>	<b>122</b>
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	56	0	0	88	4	4	5	0	0	8	88	4	59
	PAKISTAN INTL AIRLINES	S	46	0	0	35	15	13	22	11	4	81	33	165	42
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>9</b>	<b>8</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>41</b>	<b>65</b>	<b>71</b>	<b>101</b>
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	60	1	0	82	5	3	10	0	0	14	87	9	52
<b>TOTAL NEW YORK (NEWARK)</b>			<b>60</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>5</b>	<b>3</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>87</b>	<b>9</b>	<b>52</b>
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	48	0	0	90	4	4	0	2	0	9	0	0	0
<b>TOTAL ORLANDO</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	62	0	0	68	11	15	5	2	0	21	74	20	62
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>11</b>	<b>15</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>74</b>	<b>20</b>	<b>62</b>
SANFORD	BRITANNIA AIRWAYS	C	9	0	0	56	22	11	11	0	0	30	100	0	1

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2003		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
SANFORD	EUROPEAN AIR CHARTER	C	9	0	0	33	22	11	11	11	11	189	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	11	0	0	45	27	9	0	18	0	65	80	12	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	50	40	10	0	0	0	10	50	96	8
<b>TOTAL SANFORD</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>28</b>	<b>10</b>	<b>5</b>	<b>8</b>	<b>3</b>	<b>72</b>	<b>73</b>	<b>40</b>	<b>22</b>
WASHINGTON (DULLES)	BMI BRITISH MIDLAND	S	52	0	2	87	6	4	2	0	2	26	0	0	0
<b>TOTAL WASHINGTON (DULLES)</b>			<b>52</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL USA</b>			<b>550</b>	<b>2</b>	<b>2</b>	<b>72</b>	<b>10</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>26</b>	<b>77</b>	<b>27</b>	<b>427</b>
VENEZUELA															
PORLAMAR	FIRST CHOICE AIRWAYS LTD	C	5	0	0	60	0	40	0	0	0	16	0	0	0
<b>TOTAL PORLAMAR</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>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL VENEZUELA</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>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL MANCHESTER</b>			<b>14249</b>	<b>91</b>	<b>128</b>	<b>76</b>	<b>9</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>76</b>	<b>16</b>	<b>13151</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2003		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	BRITISH AIRWAYS PLC	C	10	0	0	50	20	20	10	0	0	24	88	4	8
<b>TOTAL INNSBRUCK</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>20</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>88</b>	<b>4</b>	<b>8</b>
SALZBURG	BRITANNIA AIRWAYS	C	10	0	0	70	10	0	20	0	0	21	50	51	8
<b>TOTAL SALZBURG</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>50</b>	<b>51</b>	<b>8</b>
<b>TOTAL AUSTRIA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>15</b>	<b>10</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>69</b>	<b>27</b>	<b>16</b>
<b>BELGIUM</b>															
BRUSSELS	SN BRUSSELS AIRLINES	S	140	0	2	92	5	1	1	0	0	5	82	7	148
<b>TOTAL BRUSSELS</b>			<b>140</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>7</b>	<b>148</b>
<b>TOTAL BELGIUM</b>			<b>140</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>7</b>	<b>148</b>
<b>BULGARIA</b>															
PLOVDIV	BH AIR	C	10	0	0	30	30	40	0	0	0	23	0	0	0
<b>TOTAL PLOVDIV</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>30</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL BULGARIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>30</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	62	0	0	35	29	24	11	0	0	29	0	0	0
<b>TOTAL PRAGUE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>29</b>	<b>24</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>29</b>	<b>24</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>DENMARK</b>															
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	58	0	4	62	12	5	21	0	0	27	0	0	0
<b>TOTAL COPENHAGEN</b>			<b>58</b>	<b>1</b>	<b>4</b>	<b>62</b>	<b>12</b>	<b>5</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>50</b>	<b>24</b>	<b>2</b>
<b>TOTAL DENMARK</b>			<b>58</b>	<b>1</b>	<b>4</b>	<b>62</b>	<b>12</b>	<b>5</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>50</b>	<b>24</b>	<b>2</b>
<b>FRANCE</b>															
CHAMBERY	FLYBE.BRITISH EUROPEAN	C	10	0	0	20	30	30	20	0	0	32	0	73	8
<b>TOTAL CHAMBERY</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>30</b>	<b>30</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>73</b>	<b>8</b>
CLERMONT FERRAND	HOLLANDEXEL	C	2	0	0	0	0	50	50	0	0	77	0	0	0
<b>TOTAL CLERMONT FERRAND</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>77</b>	<b>0</b>	<b>0</b>	<b>0</b>
GRENOBLE	MONARCH AIRLINES	C	7	0	0	43	29	29	0	0	0	21	100	5	5
<b>TOTAL GRENOBLE</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>19</b>	<b>100</b>	<b>5</b>	<b>5</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	150	0	0	60	16	19	4	1	0	20	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	65	18	8	8	2	0	25	0	0	0
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>212</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>17</b>	<b>16</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>61</b>	<b>26</b>	<b>144</b>
TOULOUSE (BLAGNAC)	EUROPEAN AIR CHARTER	C	8	0	0	25	13	63	0	0	0	29	50	83	8
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>13</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>50</b>	<b>83</b>	<b>8</b>
<b>TOTAL FRANCE</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>17</b>	<b>18</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>58</b>	<b>30</b>	<b>175</b>
<b>GERMANY</b>															
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	40	0	0	80	8	3	10	0	0	11	85	4	48

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2003		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 DUSSELDORF			40	0	0	80	8	3	10	0	0	11	85	4	48
TOTAL GERMANY			40	0	0	80	8	3	10	0	0	11	85	4	48
IRISH REPUBLIC															
DUBLIN	RYANAIR	S	124	0	0	97	2	2	0	0	0	2	98	2	56
TOTAL DUBLIN			124	0	0	97	2	2	0	0	0	2	86	6	86
TOTAL IRISH REPUBLIC			124	0	0	97	2	2	0	0	0	2	86	6	86
ITALY															
TURIN	FLYBE.BRITISH EUROPEAN	C	8	0	0	38	25	25	13	0	0	31	13	46	8
TOTAL TURIN			8	0	0	38	25	25	13	0	0	31	13	46	8
TOTAL ITALY			8	0	0	38	25	25	13	0	0	31	20	40	10
MALTA															
MALTA	AIR MALTA	C	2	0	0	0	50	50	0	0	0	30	0	0	0
TOTAL MALTA			2	0	0	0	50	50	0	0	0	30	0	0	0
TOTAL MALTA			2	0	0	0	50	50	0	0	0	30	0	0	0
NETHERLANDS															
AMSTERDAM	KLM CITYHOPPER	S	272	2	0	75	11	9	4	0	0	13	65	19	294
TOTAL AMSTERDAM			272	2	0	75	11	9	4	0	0	13	65	19	294
TOTAL NETHERLANDS			272	2	0	75	11	9	4	0	0	13	65	19	294
NORWAY															
STAVANGER	WIDEROE FLYVESELSKAP A/S	S	50	0	0	78	10	2	10	0	0	14	78	14	54
TOTAL STAVANGER			50	0	0	78	10	2	10	0	0	14	78	14	54
TOTAL NORWAY			50	0	0	78	10	2	10	0	0	14	78	14	54
PORTUGAL(EXCLUDING MADEIRA)															
FARO	MY TRAVEL AIRWAYS UK	C	2	0	0	50	50	0	0	0	0	11	0	17	2
TOTAL FARO			2	0	0	50	50	0	0	0	0	11	0	17	2
TOTAL PORTUGAL(EXCLUDING MADEIRA)			2	0	0	50	50	0	0	0	0	11	0	17	2
PORTUGAL(MADEIRA)															
FUNCHAL	SATA	C	8	0	0	75	25	0	0	0	0	6	0	0	0
TOTAL FUNCHAL			8	0	0	75	25	0	0	0	0	6	0	0	0
TOTAL PORTUGAL(MADEIRA)			8	0	0	75	25	0	0	0	0	6	0	0	0
SPAIN															
ALICANTE	BRITANNIA AIRWAYS	C	28	0	0	86	0	4	7	4	0	22	92	3	25
	EASYJET AIRLINE COMPANY LTD	S	72	0	0	56	19	8	15	1	0	27	0	0	0
	MY TRAVEL AIRWAYS UK	C	4	0	0	25	50	0	25	0	0	48	75	9	4
TOTAL ALICANTE			104	0	0	63	15	7	13	2	0	26	90	3	29
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	69	15	13	3	0	0	15	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2003		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 BARCELONA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	0
<b>MALAGA</b>	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	3	88	7	8
	EASYJET AIRLINE COMPANY LTD	S	60	0	2	58	8	17	13	3	0	33	0	0	0
<b>TOTAL MALAGA</b>			<b>68</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>7</b>	<b>15</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>30</b>	<b>90</b>	<b>6</b>	10
<b>TOTAL SPAIN</b>			<b>234</b>	<b>0</b>	<b>2</b>	<b>65</b>	<b>13</b>	<b>11</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>90</b>	<b>4</b>	41
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	BRITANNIA AIRWAYS	C	8	0	0	88	0	13	0	0	0	10	100	0	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	30	10	0	0	0	16	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	70	10	10	10	0	0	13	60	270	10
<b>TOTAL ARRECIFE</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>100</b>	28
<b>FUERTEVENTURA</b>	MY TRAVEL AIRWAYS UK	C	8	0	0	63	25	13	0	0	0	12	80	7	10
<b>TOTAL FUERTEVENTURA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>7</b>	10
<b>LAS PALMAS</b>	BRITANNIA AIRWAYS	C	8	0	0	75	0	0	25	0	0	37	100	5	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	13	25	0	0	0	15	88	7	8
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	4	0	30	1
<b>TOTAL LAS PALMAS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>6</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>88</b>	<b>8</b>	17
<b>TENERIFE (SURREINA SOFIA)</b>	BRITANNIA AIRWAYS	C	18	0	0	72	17	0	11	0	0	13	76	10	17
	FUTURA AIRLINES	C	10	0	0	40	20	40	0	0	0	25	0	0	0
	MY TRAVEL AIRWAYS UK	C	18	0	0	56	11	11	11	11	0	46	83	6	18
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	0	78	69	9
	VOLAR AIRLINES	C	12	0	0	25	25	42	8	0	0	30	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>15</b>	<b>16</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>70</b>	<b>29</b>	56
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>14</b>	<b>14</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>74</b>	<b>42</b>	111
<b>SWITZERLAND</b>															
<b>GENEVA</b>	FLYBE.BRITISH EUROPEAN	C	10	0	0	70	10	0	20	0	0	23	88	12	8
<b>TOTAL GENEVA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>88</b>	<b>12</b>	8
<b>TOTAL SWITZERLAND</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>88</b>	<b>12</b>	8
<b>UNITED KINGDOM</b>															
<b>ABERDEEN</b>	EASTERN AIRWAYS	S	205	3	11	81	6	6	5	1	0	17	0	0	0
<b>TOTAL ABERDEEN</b>			<b>205</b>	<b>3</b>	<b>11</b>	<b>81</b>	<b>6</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>88</b>	<b>9</b>	203
<b>BELFAST CITY</b>	FLYBE.BRITISH EUROPEAN	S	213	0	4	88	3	4	4	0	0	10	88	10	264
<b>TOTAL BELFAST CITY</b>			<b>213</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>3</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>10</b>	264
<b>BELFAST INTERNATIONAL</b>	EASYJET AIRLINE COMPANY LTD	S	118	0	4	72	9	8	9	2	0	22	0	0	0
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>118</b>	<b>0</b>	<b>4</b>	<b>72</b>	<b>9</b>	<b>8</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	0
<b>BIRMINGHAM</b>	EASTERN AIRWAYS	S	151	2	11	74	5	11	9	1	0	18	0	0	0
<b>TOTAL BIRMINGHAM</b>			<b>151</b>	<b>2</b>	<b>11</b>	<b>74</b>	<b>5</b>	<b>11</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>79</b>	<b>13</b>	164
<b>BRISTOL</b>	EASYJET AIRLINE COMPANY LTD	S	157	0	9	66	11	10	11	1	1	30	0	0	0
<b>TOTAL BRISTOL</b>			<b>157</b>	<b>0</b>	<b>9</b>	<b>66</b>	<b>11</b>	<b>10</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>30</b>	<b>79</b>	<b>17</b>	157
<b>CARDIFF WALES</b>	AIR WALES LTD	S	63	3	3	59	10	8	22	2	0	36	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

Reporting Airport: NEWCASTLE (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 CARDIFF WALES			<b>63</b>	<b>3</b>	<b>3</b>	<b>59</b>	<b>10</b>	<b>8</b>	<b>22</b>	<b>2</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>	0
GATWICK	BRITISH AIRWAYS PLC	S	231	0	0	90	6	3	1	1	0	7	0	0	0
TOTAL GATWICK			<b>231</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>11</b>	231
HEATHROW	BRITISH AIRWAYS PLC	S	392	0	1	77	11	7	4	1	0	16	73	16	331
TOTAL HEATHROW			<b>392</b>	<b>2</b>	<b>1</b>	<b>77</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>73</b>	<b>16</b>	331
ISLE OF MAN	EASTERN AIRWAYS	S	38	0	3	92	0	3	5	0	0	9	0	0	0
TOTAL ISLE OF MAN			<b>38</b>	<b>0</b>	<b>3</b>	<b>92</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	0
LIVERPOOL	AIR WALES LTD	S	20	0	0	50	20	10	20	0	0	30	0	0	0
TOTAL LIVERPOOL			<b>20</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>20</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	0
SOUTHAMPTON	EASTERN AIRWAYS	S	129	0	4	78	7	8	4	3	0	20	0	0	0
TOTAL SOUTHAMPTON			<b>129</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>7</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>86</b>	<b>10</b>	152
STANSTED	EASYJET AIRLINE COMPANY LTD	S	232	0	4	75	10	9	5	2	0	17	73	15	218
TOTAL STANSTED			<b>232</b>	<b>0</b>	<b>4</b>	<b>75</b>	<b>10</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>73</b>	<b>15</b>	218
TOTAL UNITED KINGDOM			<b>1951</b>	<b>11</b>	<b>54</b>	<b>78</b>	<b>8</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>80</b>	<b>13</b>	1723
TOTAL NEWCASTLE			<b>3354</b>	<b>14</b>	<b>62</b>	<b>75</b>	<b>10</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>77</b>	<b>15</b>	2723

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2003		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
GRAZ	RYANAIR	S	62	0	0	94	3	3	0	0	0	4	57	16	61
<b>TOTAL GRAZ</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>57</b>	<b>16</b>	<b>61</b>
INNSBRUCK	AUSTRIAN AIRLINES	C	8	0	0	100	0	0	0	0	0	4	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	70	10	20	0	0	0	13	50	19	8
<b>TOTAL INNSBRUCK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>40</b>	<b>22</b>	<b>15</b>
KLAGENFURT	RYANAIR	S	62	0	0	87	6	5	2	0	0	6	90	5	60
<b>TOTAL KLAGENFURT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>5</b>	<b>60</b>
LINZ	RYANAIR	S	32	0	2	94	3	3	0	0	0	4	0	0	0
<b>TOTAL LINZ</b>			<b>32</b>	<b>0</b>	<b>2</b>	<b>94</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
SALZBURG	BRITANNIA AIRWAYS	C	10	0	0	80	10	10	0	0	0	9	75	8	8
	RYANAIR	S	120	0	2	84	13	3	0	0	0	7	71	15	119
<b>TOTAL SALZBURG</b>			<b>130</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>72</b>	<b>15</b>	<b>127</b>
<b>TOTAL AUSTRIA</b>			<b>304</b>	<b>1</b>	<b>4</b>	<b>88</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>71</b>	<b>13</b>	<b>263</b>
<b>BELGIUM</b>															
CHARLEROI	RYANAIR	S	178	0	2	83	9	4	3	1	0	11	86	9	224
<b>TOTAL CHARLEROI</b>			<b>178</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>9</b>	<b>224</b>
OSTEND	RYANAIR	S	28	0	0	93	7	0	0	0	0	2	0	0	0
<b>TOTAL OSTEND</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL BELGIUM</b>			<b>206</b>	<b>1</b>	<b>2</b>	<b>84</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>86</b>	<b>9</b>	<b>224</b>
<b>CYPRUS</b>															
LARNACA	CYPRUS AIRWAYS	S	29	0	1	48	17	28	7	0	0	23	19	64	16
	HELIOS AIRWAYS LTD	S	8	0	0	50	13	38	0	0	0	18	0	0	0
<b>TOTAL LARNACA</b>			<b>37</b>	<b>0</b>	<b>1</b>	<b>49</b>	<b>16</b>	<b>30</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>17</b>	<b>60</b>	<b>18</b>
PAPHOS	FIRST CHOICE AIRWAYS LTD	S	2	0	0	100	0	0	0	0	0	2	100	1	2
<b>TOTAL PAPHOS</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>92</b>	<b>9</b>	<b>12</b>
<b>TOTAL CYPRUS</b>			<b>39</b>	<b>0</b>	<b>1</b>	<b>51</b>	<b>15</b>	<b>28</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>47</b>	<b>39</b>	<b>30</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	CSA	S	92	0	8	57	16	17	10	0	0	24	85	11	103
	EASYJET AIRLINE COMPANY LTD	S	181	0	5	70	12	6	10	2	0	20	64	17	178
<b>TOTAL PRAGUE</b>			<b>273</b>	<b>0</b>	<b>13</b>	<b>66</b>	<b>14</b>	<b>10</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>72</b>	<b>14</b>	<b>283</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>273</b>	<b>0</b>	<b>13</b>	<b>66</b>	<b>14</b>	<b>10</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>72</b>	<b>14</b>	<b>283</b>
<b>DENMARK</b>															
AARHUS (TIRSTRUP)	RYANAIR	S	102	0	2	84	7	5	2	2	0	12	60	14	98
<b>TOTAL AARHUS (TIRSTRUP)</b>			<b>102</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>60</b>	<b>14</b>	<b>98</b>
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	179	2	5	66	17	6	10	1	0	19	65	22	156
<b>TOTAL COPENHAGEN</b>			<b>179</b>	<b>2</b>	<b>5</b>	<b>66</b>	<b>17</b>	<b>6</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>65</b>	<b>22</b>	<b>156</b>
ESBJERG	RYANAIR	S	60	2	2	88	7	3	2	0	0	5	86	4	58

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				Actual (7)	Plan (8)										
TOTAL ESBJERG			60	2	2	88	7	3	2	0	0	5	86	4	58
TOTAL DENMARK			341	4	9	75	12	5	6	1	0	14	68	16	312
FED REP YUGO SERBIA M'ENEGRO															
PRISTINA	CHANNEL EXPRESS (AIR SVS)	C	3	4	0	67	0	33	0	0	0	17	83	10	6
TOTAL PRISTINA			3	4	0	67	0	33	0	0	0	17	83	10	6
TOTAL FED REP YUGO SERBIA M'ENEGRO			3	4	0	67	0	33	0	0	0	17	83	10	6
FINLAND															
HELSINKI	FLYING FINN	S	24	0	2	88	13	0	0	0	0	3	0	0	0
TOTAL HELSINKI			24	0	2	88	13	0	0	0	0	3	0	0	0
TAMPERE	RYANAIR	S	62	0	0	94	3	3	0	0	0	3	0	0	0
TOTAL TAMPERE			62	0	0	94	3	3	0	0	0	3	0	0	0
TOTAL FINLAND			87	0	2	92	6	2	0	0	0	3	50	18	4
FRANCE															
BERGERAC	RYANAIR	S	62	0	0	97	0	0	2	2	0	5	0	0	0
TOTAL BERGERAC			62	0	0	97	0	0	2	2	0	5	93	5	42
BIARRITZ	RYANAIR	S	57	0	1	93	4	2	0	2	0	6	81	12	58
TOTAL BIARRITZ			57	0	1	93	4	2	0	2	0	6	81	12	58
BREST	RYANAIR	S	56	0	0	84	14	2	0	0	0	5	0	0	0
TOTAL BREST			56	0	0	84	14	2	0	0	0	5	76	10	34
CARCASSONNE	RYANAIR	S	57	0	1	86	5	2	7	0	0	10	75	13	59
TOTAL CARCASSONNE			57	0	1	86	5	2	7	0	0	10	75	13	59
CHAMBERY	TITAN AIRWAYS LTD	C	17	0	0	47	18	24	6	6	0	32	67	27	15
TOTAL CHAMBERY			17	0	0	47	18	24	6	6	0	32	71	24	31
CLERMONT FERRAND	RYANAIR	S	26	0	0	85	8	4	4	0	0	9	0	0	0
TOTAL CLERMONT FERRAND			26	0	0	85	8	4	4	0	0	9	0	0	0
DINARD	RYANAIR	S	60	0	0	83	7	3	5	2	0	14	90	14	59
TOTAL DINARD			60	0	0	83	7	3	5	2	0	14	90	14	59
LA ROCHELLE	RYANAIR	S	52	0	4	88	8	4	0	0	0	4	0	0	0
TOTAL LA ROCHELLE			52	0	4	88	8	4	0	0	0	4	83	17	36
LIMOGES	RYANAIR	S	59	0	2	95	0	3	2	0	0	3	0	0	0
TOTAL LIMOGES			59	0	2	95	0	3	2	0	0	3	86	7	36
LYON	CHANNEL EXPRESS (AIR SVS)	C	8	0	0	100	0	0	0	0	0	0	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	73	0	1	60	21	15	4	0	0	17	65	16	136
	EUROPEAN AIR CHARTER	C	10	0	0	60	20	20	0	0	0	15	38	24	8
TOTAL LYON			92	0	1	63	18	14	3	1	0	18	62	18	151
MONTPELLIER	RYANAIR	S	62	0	0	89	5	2	5	0	0	9	78	10	59
TOTAL MONTPELLIER			62	0	0	89	5	2	5	0	0	9	78	10	59
NICE	EASYJET AIRLINE COMPANY LTD	S	59	0	3	83	3	7	5	2	0	14	68	16	59



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			Actual (7)	Plan (8)											
TOTAL NICE			59	0	3	83	3	7	5	2	0	14	68	16	59
NIMES	RYANAIR	S	58	0	2	90	5	2	3	0	0	8	52	22	58
TOTAL NIMES			58	0	2	90	5	2	3	0	0	8	52	22	58
PAU	RYANAIR	S	60	0	2	92	5	0	3	0	0	7	0	0	0
TOTAL PAU			60	0	2	92	5	0	3	0	0	7	0	0	0
PERPIGNAN	RYANAIR	S	62	0	0	73	16	3	6	2	0	20	70	14	60
TOTAL PERPIGNAN			62	0	0	73	16	3	6	2	0	20	70	14	60
POITIERS	RYANAIR	S	59	0	0	97	0	0	3	0	0	4	0	0	0
TOTAL POITIERS			59	0	0	97	0	0	3	0	0	4	94	3	36
REIMS	RYANAIR	S	26	0	1	96	4	0	0	0	0	1	0	0	0
TOTAL REIMS			26	0	1	96	4	0	0	0	0	1	100	1	2
RODEZ	RYANAIR	S	52	0	4	92	2	4	2	0	0	4	0	0	0
TOTAL RODEZ			52	0	4	92	2	4	2	0	0	4	0	0	0
ST ETIENNE	RYANAIR	S	62	0	0	89	8	2	0	2	0	11	72	18	60
TOTAL ST ETIENNE			62	0	0	89	8	2	0	2	0	11	72	18	60
TOULOUSE (BLAGNAC)	EUROPEAN AIR CHARTER	C	8	0	0	25	38	38	0	0	0	23	38	82	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	13	0	13	0	0	15	0	0	0
TOTAL TOULOUSE (BLAGNAC)			16	0	0	50	25	19	6	0	0	19	81	16	62
TOURS	RYANAIR	S	56	0	0	95	2	4	0	0	0	3	0	0	0
TOTAL TOURS			56	0	0	95	2	4	0	0	0	3	79	15	34
TOTAL FRANCE			1110	1	21	86	7	4	3	1	0	9	76	14	1447
GERMANY															
ALTENBURG - WALLBURG	RYANAIR	S	62	0	0	92	0	2	5	2	0	11	0	0	0
TOTAL ALTENBURG - WALLBURG			62	0	0	92	0	2	5	2	0	11	0	0	0
BERLIN (SCHONEFELD)	RYANAIR	S	164	0	2	80	10	7	2	1	0	11	0	0	0
TOTAL BERLIN (SCHONEFELD)			164	0	2	80	10	7	2	1	0	11	89	14	151
BERLIN (TEGEL)	AIR BERLIN	S	122	0	2	84	12	1	2	0	0	9	68	12	116
TOTAL BERLIN (TEGEL)			122	0	2	84	12	1	2	0	0	9	68	12	116
COLOGNE (BONN)	EUROWINGS LUFTVERKEHRS	S	86	0	0	74	12	9	5	0	0	13	74	20	156
TOTAL COLOGNE (BONN)			86	0	0	74	12	9	5	0	0	13	75	19	158
DORTMUND	AIR BERLIN	S	80	0	2	88	10	0	3	0	0	6	82	10	102
TOTAL DORTMUND			80	0	2	88	10	0	3	0	0	6	82	10	102
DUSSELDORF	AIR BERLIN	S	126	0	2	83	12	3	2	1	0	9	0	0	0
TOTAL DUSSELDORF			126	0	2	83	12	3	2	1	0	9	93	5	135
ERFURT	RYANAIR	S	34	0	0	97	0	0	0	3	0	10	0	0	0
TOTAL ERFURT			34	0	0	97	0	0	0	3	0	10	0	0	0
FRIEDRICHSHAFEN	RYANAIR	S	62	0	0	79	15	6	0	0	0	8	70	14	61
TOTAL FRIEDRICHSHAFEN			62	0	0	79	15	6	0	0	0	8	70	14	61

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2003		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
HAHN	RYANAIR	S	296	0	8	84	9	4	1	1	0	11	72	15	334
<b>TOTAL HAHN</b>			<b>296</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>15</b>	<b>334</b>
HAMBURG	AIR BERLIN	S	26	0	0	54	27	8	0	8	4	40	86	11	104
<b>TOTAL HAMBURG</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>27</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>4</b>	<b>40</b>	<b>86</b>	<b>11</b>	<b>104</b>
HANOVER	AIR BERLIN	S	62	0	0	58	11	15	13	0	3	42	86	8	59
<b>TOTAL HANOVER</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>11</b>	<b>15</b>	<b>13</b>	<b>0</b>	<b>3</b>	<b>42</b>	<b>86</b>	<b>8</b>	<b>59</b>
KARLSRUHE/BADEN BADEN	RYANAIR	S	101	0	3	77	9	10	4	0	0	13	0	0	0
<b>TOTAL KARLSRUHE/BADEN BADEN</b>			<b>101</b>	<b>0</b>	<b>3</b>	<b>77</b>	<b>9</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
LUBECK	RYANAIR	S	161	0	5	83	7	6	3	0	0	9	85	14	118
<b>TOTAL LUBECK</b>			<b>161</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>7</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>14</b>	<b>118</b>
MUNICH	EASYJET AIRLINE COMPANY LTD	S	120	0	5	55	15	14	15	1	0	30	68	18	170
<b>TOTAL MUNICH</b>			<b>120</b>	<b>0</b>	<b>5</b>	<b>55</b>	<b>15</b>	<b>14</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>68</b>	<b>18</b>	<b>170</b>
MUNSTER-OSNABRUCK	AIR BERLIN	S	61	0	1	92	2	3	3	0	0	6	92	4	59
<b>TOTAL MUNSTER-OSNABRUCK</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>92</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>4</b>	<b>59</b>
NIEDERRHEIN	RYANAIR	S	152	0	2	82	13	5	0	0	0	7	0	0	0
<b>TOTAL NIEDERRHEIN</b>			<b>152</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>13</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>
NUREMBERG	AIR BERLIN	S	60	0	2	73	17	8	0	2	0	14	75	17	106
<b>TOTAL NUREMBERG</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>17</b>	<b>106</b>
PADERBORN	AIR BERLIN	S	65	0	1	88	3	2	6	0	2	13	82	12	60
<b>TOTAL PADERBORN</b>			<b>65</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>3</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>13</b>	<b>82</b>	<b>12</b>	<b>60</b>
<b>TOTAL GERMANY</b>			<b>1840</b>	<b>0</b>	<b>35</b>	<b>80</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>14</b>	<b>1937</b>
ICELAND															
KEFLAVIK	ASTRAEUS LTD	S	60	0	2	85	8	5	2	0	0	8	0	0	0
<b>TOTAL KEFLAVIK</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ICELAND</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
IRISH REPUBLIC															
CONNAUGHT	RYANAIR	S	62	0	1	84	8	6	0	2	0	11	60	17	60
<b>TOTAL CONNAUGHT</b>			<b>62</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>60</b>	<b>17</b>	<b>60</b>
CORK	RYANAIR	S	185	0	3	70	21	5	2	2	0	15	72	16	177
<b>TOTAL CORK</b>			<b>185</b>	<b>2</b>	<b>3</b>	<b>70</b>	<b>21</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>72</b>	<b>16</b>	<b>177</b>
DUBLIN	RYANAIR	S	654	0	15	84	9	5	2	0	0	8	81	10	689
<b>TOTAL DUBLIN</b>			<b>654</b>	<b>2</b>	<b>15</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>10</b>	<b>689</b>
KERRY COUNTY	RYANAIR	S	62	0	0	92	5	2	0	2	0	7	83	12	60
<b>TOTAL KERRY COUNTY</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>12</b>	<b>60</b>
SHANNON	RYANAIR	S	148	0	3	93	3	3	0	1	0	7	85	7	224
<b>TOTAL SHANNON</b>			<b>148</b>	<b>0</b>	<b>3</b>	<b>93</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>7</b>	<b>224</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>1111</b>	<b>4</b>	<b>22</b>	<b>83</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>11</b>	<b>1210</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

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			Actual (7)	Plan (8)											
<b>ISRAEL</b>															
TEL AVIV	EL AL	S	15	0	0	47	47	7	0	0	0	12	67	19	12
TOTAL TEL AVIV			15	0	0	47	47	7	0	0	0	12	67	19	12
TOTAL ISRAEL			15	0	0	47	47	7	0	0	0	12	67	19	12
<b>ITALY</b>															
ALGHERO/SASSARI	RYANAIR	S	62	0	0	81	8	3	6	2	0	19	88	9	60
TOTAL ALGHERO/SASSARI			62	0	0	81	8	3	6	2	0	19	88	9	60
ANCONA	RYANAIR	S	61	0	1	75	15	8	2	0	0	11	62	19	58
TOTAL ANCONA			61	0	1	75	15	8	2	0	0	11	62	19	58
BARI (PALESE)	RYANAIR	S	32	0	2	72	13	9	6	0	0	18	0	0	0
TOTAL BARI (PALESE)			32	0	2	72	13	9	6	0	0	18	0	0	0
BERGAMO	RYANAIR	S	208	0	6	79	12	5	3	0	0	14	67	16	175
TOTAL BERGAMO			208	0	6	79	12	5	3	0	0	14	67	16	175
BOLOGNA	EASYJET AIRLINE COMPANY LTD	S	61	0	1	79	8	2	11	0	0	15	58	16	60
TOTAL BOLOGNA			61	1	1	79	8	2	11	0	0	15	58	16	60
BRESCIA/MONTICHIARI	RYANAIR	S	92	0	4	78	18	2	1	0	0	10	49	28	55
TOTAL BRESCIA/MONTICHIARI			92	0	4	78	18	2	1	0	0	10	51	28	57
FORLI	RYANAIR	S	113	1	3	75	14	3	8	0	0	15	69	23	58
TOTAL FORLI			113	1	3	75	14	3	8	0	0	15	69	23	58
GENOA	RYANAIR	S	101	1	2	83	9	6	1	1	0	11	68	17	116
TOTAL GENOA			102	1	2	83	9	6	1	1	0	11	68	17	116
MILAN (LINATE)	EASYJET AIRLINE COMPANY LTD	S	59	0	1	66	14	14	7	0	0	17	63	16	60
TOTAL MILAN (LINATE)			59	0	1	66	14	14	7	0	0	17	63	16	60
NAPLES	EASYJET AIRLINE COMPANY LTD	S	62	0	0	92	2	5	0	2	0	8	71	25	119
TOTAL NAPLES			62	0	0	92	2	5	0	2	0	8	71	25	119
PALERMO	RYANAIR	S	59	0	2	66	24	7	3	0	0	14	0	0	0
TOTAL PALERMO			59	0	2	66	24	7	3	0	0	14	0	0	0
PESCARA	RYANAIR	S	59	0	1	71	15	8	5	0	0	11	59	16	58
TOTAL PESCARA			59	0	1	71	15	8	5	0	0	11	59	16	58
PISA	RYANAIR	S	116	0	2	79	13	5	3	0	0	11	47	22	117
TOTAL PISA			116	0	2	79	13	5	3	0	0	11	47	22	117
ROME (CIAMPINO)	EASYJET AIRLINE COMPANY LTD	S	118	0	4	81	6	3	9	1	0	16	69	18	118
	RYANAIR	S	345	0	4	73	16	8	3	0	0	13	77	9	233
TOTAL ROME (CIAMPINO)			463	0	8	75	13	7	4	0	0	14	74	12	351
TREVISO	RYANAIR	S	178	0	3	84	6	3	6	1	0	12	81	11	175
TOTAL TREVISO			178	0	3	84	6	3	6	1	0	12	81	11	175
TRIESTE (RONCHI DEI LEGIONARI)	RYANAIR	S	60	0	0	67	18	12	3	0	0	15	76	11	59
TOTAL TRIESTE (RONCHI DEI LEGIONARI)			60	0	0	67	18	12	3	0	0	15	76	11	59

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				Actual (7)	Plan (8)										
TURIN	BRITANNIA AIRWAYS	C	8	0	0	50	25	25	0	0	0	17	50	26	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	0	13	13	0	0	18	50	27	8
	RYANAIR	S	118	0	2	50	21	22	7	0	0	24	78	10	112
<b>TOTAL TURIN</b>			<b>134</b>	<b>0</b>	<b>2</b>	<b>51</b>	<b>20</b>	<b>22</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>74</b>	<b>12</b>	<b>128</b>
VENICE	EASYJET AIRLINE COMPANY LTD	S	108	0	6	78	11	7	4	0	0	11	58	20	119
<b>TOTAL VENICE</b>			<b>108</b>	<b>0</b>	<b>6</b>	<b>78</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>58</b>	<b>20</b>	<b>119</b>
<b>TOTAL ITALY</b>			<b>2029</b>	<b>3</b>	<b>44</b>	<b>76</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>68</b>	<b>17</b>	<b>1784</b>
<b>MALTA</b>															
MALTA	AIR MALTA	S	18	0	0	78	17	6	0	0	0	9	38	31	16
<b>TOTAL MALTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>38</b>	<b>31</b>	<b>16</b>
<b>TOTAL MALTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>38</b>	<b>31</b>	<b>16</b>
<b>MOROCCO</b>															
ERRACHIDIA	TITAN AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	16	0	0	0
<b>TOTAL ERRACHIDIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL MOROCCO</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	178	0	6	74	15	7	4	0	0	14	0	0	0
	TRANSAVIA	S	96	0	12	84	4	4	5	2	0	14	0	0	0
<b>TOTAL AMSTERDAM</b>			<b>274</b>	<b>2</b>	<b>18</b>	<b>78</b>	<b>11</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>11</b>	<b>216</b>
EINDHOVEN	RYANAIR	S	100	0	2	94	1	2	3	0	0	7	73	8	60
<b>TOTAL EINDHOVEN</b>			<b>100</b>	<b>0</b>	<b>2</b>	<b>94</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>10</b>	<b>191</b>
GRONINGEN	RYANAIR	S	62	0	2	89	5	5	0	2	0	10	0	0	0
<b>TOTAL GRONINGEN</b>			<b>62</b>	<b>0</b>	<b>2</b>	<b>89</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
MAASTRICHT	RYANAIR	S	28	0	0	96	4	0	0	0	0	1	0	0	0
<b>TOTAL MAASTRICHT</b>			<b>28</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>1</b>	<b>82</b>	<b>9</b>	<b>136</b>
<b>TOTAL NETHERLANDS</b>			<b>464</b>	<b>2</b>	<b>22</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>10</b>	<b>543</b>
<b>NORWAY</b>															
FAGERNES/LEIRIN	TITAN AIRWAYS LTD	C	9	0	0	89	0	0	0	11	0	23	0	0	0
<b>TOTAL FAGERNES/LEIRIN</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>
HAUGESUND	RYANAIR	S	61	0	1	87	8	2	3	0	0	7	0	0	0
<b>TOTAL HAUGESUND</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>8</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
SANDEFJORD(TORP)	RYANAIR	S	161	0	5	62	17	15	5	1	1	21	65	12	107
<b>TOTAL SANDEFJORD(TORP)</b>			<b>161</b>	<b>0</b>	<b>5</b>	<b>62</b>	<b>17</b>	<b>15</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>21</b>	<b>65</b>	<b>12</b>	<b>107</b>
<b>TOTAL NORWAY</b>			<b>231</b>	<b>0</b>	<b>6</b>	<b>70</b>	<b>14</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>65</b>	<b>12</b>	<b>107</b>
<b>POLAND</b>															
KATOWICE	AIR POLONIA	S	26	0	0	77	8	4	8	0	4	27	0	0	0
<b>TOTAL KATOWICE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>8</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>
POZNAN	AIR POLONIA	S	18	0	0	89	6	6	0	0	0	4	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2003		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 POZNAW			18	0	0	89	6	6	0	0	0	4	0	0	0
WARSAW	AIR POLONIA	S	52	0	0	73	13	8	4	0	2	19	0	0	0
TOTAL WARSAW			52	0	0	73	13	8	4	0	2	19	100	0	2
TOTAL POLAND			96	0	0	77	10	6	4	0	2	19	100	0	2
PORTUGAL(EXCLUDING MADEIRA)															
FARO	EASYJET AIRLINE COMPANY LTD	S	72	0	0	86	6	6	1	1	0	11	71	13	118
TOTAL FARO			72	0	0	86	6	6	1	1	0	11	71	13	118
TOTAL PORTUGAL(EXCLUDING MADEIRA)			72	0	0	86	6	6	1	1	0	11	71	13	118
SLOVAK REPUBLIC															
BRATISLAVA	SKY EUROPE	S	42	2	0	43	21	19	2	10	5	68	0	0	0
TOTAL BRATISLAVA			42	2	0	43	21	19	2	10	5	68	0	0	0
TOTAL SLOVAK REPUBLIC			42	2	0	43	21	19	2	10	5	68	0	0	0
SPAIN															
ALICANTE	BRITANNIA AIRWAYS	C	10	0	0	80	20	0	0	0	0	5	100	1	8
	EASYJET AIRLINE COMPANY LTD	S	122	1	2	82	6	7	4	0	1	15	76	16	178
TOTAL ALICANTE			132	1	2	82	7	7	4	0	1	14	77	15	188
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	121	0	3	78	8	7	7	0	0	13	65	20	120
TOTAL BARCELONA			121	1	3	78	8	7	7	0	0	13	64	19	124
BILBAO	EASYJET AIRLINE COMPANY LTD	S	122	0	2	83	7	6	4	0	0	10	77	12	110
TOTAL BILBAO			122	0	2	83	7	6	4	0	0	10	77	12	110
GERONA	RYANAIR	S	236	1	4	87	7	4	1	0	0	10	0	0	0
TOTAL GERONA			236	1	4	87	7	4	1	0	0	10	0	0	0
JEREZ	RYANAIR	S	50	0	2	80	4	4	6	6	0	25	0	0	0
TOTAL JEREZ			50	0	2	80	4	4	6	6	0	25	63	24	8
MALAGA	BRITANNIA AIRWAYS	C	6	0	0	67	0	33	0	0	0	19	88	11	8
	EASYJET AIRLINE COMPANY LTD	S	130	0	4	77	4	8	10	2	0	18	66	20	180
TOTAL MALAGA			136	0	4	76	4	9	10	1	0	18	67	20	190
MURCIA SAN JAVIER	RYANAIR	S	122	0	2	85	10	4	0	0	1	9	0	0	0
TOTAL MURCIA SAN JAVIER			122	0	2	85	10	4	0	0	1	9	83	14	63
PALMA DE MALLORCA	AIR BERLIN	S	27	0	0	48	30	19	4	0	0	19	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	62	0	2	61	18	11	10	0	0	20	75	15	60
TOTAL PALMA DE MALLORCA			89	0	2	57	21	13	8	0	0	20	75	15	60
REUS	RYANAIR	S	103	0	6	92	6	2	0	0	0	4	0	0	0
TOTAL REUS			103	0	6	92	6	2	0	0	0	4	0	0	0
VALLADOLID	RYANAIR	S	60	0	2	68	10	12	8	2	0	20	0	0	0
TOTAL VALLADOLID			60	0	2	68	10	12	8	2	0	20	0	0	0
TOTAL SPAIN			1171	3	29	81	8	6	4	1	0	13	73	17	743

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2003		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	BRITANNIA AIRWAYS	C	7	0	0	86	14	0	0	0	0	8	80	16	10
	FIRST CHOICE AIRWAYS LTD	C	6	0	0	83	17	0	0	0	3	78	15	9	
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	25	13	0	0	12	88	8	8	
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	13	0	0	7	89	4	9	
<b>TOTAL ARRECIFE</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>19</b>	<b>38</b>	
FUERTEVENTURA	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	3	100	0	8	
<b>TOTAL FUERTEVENTURA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>94</b>	<b>2</b>	<b>18</b>	
LAS PALMAS	BRITANNIA AIRWAYS	C	8	0	0	75	13	13	0	0	8	100	0	2	
	FIRST CHOICE AIRWAYS LTD	C	2	0	0	50	50	0	0	0	9	75	12	8	
	MY TRAVEL AIRWAYS UK	C	9	0	0	78	11	11	0	0	11	88	6	8	
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	100	1	4	
<b>TOTAL LAS PALMAS</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>6</b>	<b>22</b>	
TENERIFE (SURREINA SOFIA)	BRITANNIA AIRWAYS	C	18	0	0	83	11	6	0	0	6	76	27	17	
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	89	6	6	0	0	6	42	62	19	
	MY TRAVEL AIRWAYS UK	C	18	0	0	83	11	6	0	0	7	69	11	16	
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	2	71	16	7	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>63</b>	<b>33</b>	<b>59</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>21</b>	<b>137</b>	
<b>SWEDEN</b>															
GOTEBORG (SAVE)	RYANAIR	S	138	0	4	75	13	9	1	1	1	17	77	15	100
<b>TOTAL GOTEBORG (SAVE)</b>			<b>138</b>	<b>0</b>	<b>4</b>	<b>75</b>	<b>13</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>17</b>	<b>77</b>	<b>15</b>	<b>100</b>
MALMO	RYANAIR	S	102	0	2	74	14	10	3	0	13	86	8	108	
<b>TOTAL MALMO</b>			<b>102</b>	<b>0</b>	<b>2</b>	<b>74</b>	<b>14</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>86</b>	<b>8</b>	<b>108</b>	
STOCKHOLM (SKAVSTA)	RYANAIR	S	163	0	3	91	6	2	0	1	7	78	10	162	
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>163</b>	<b>0</b>	<b>3</b>	<b>91</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>78</b>	<b>10</b>	<b>162</b>	
VASTERAS	RYANAIR	S	118	0	4	79	8	9	3	0	12	58	16	60	
<b>TOTAL VASTERAS</b>			<b>118</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>8</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>58</b>	<b>16</b>	<b>60</b>	
<b>TOTAL SWEDEN</b>			<b>522</b>	<b>0</b>	<b>13</b>	<b>81</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>11</b>	<b>430</b>
<b>SWITZERLAND</b>															
GENEVA	EUROPEAN AIR CHARTER	C	18	0	0	39	28	22	11	0	25	25	72	16	
	MONARCH AIRLINES	C	10	0	0	60	20	20	0	0	16	50	40	8	
<b>TOTAL GENEVA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>25</b>	<b>21</b>	<b>7</b>	<b>0</b>	<b>22</b>	<b>49</b>	<b>49</b>	<b>41</b>	
<b>TOTAL SWITZERLAND</b>			<b>28</b>	<b>1</b>	<b>0</b>	<b>46</b>	<b>25</b>	<b>21</b>	<b>7</b>	<b>0</b>	<b>22</b>	<b>49</b>	<b>49</b>	<b>41</b>	
<b>TUNISIA</b>															
MONASTIR	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	7	100	0	2	
<b>TOTAL MONASTIR</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>7</b>	<b>100</b>	<b>0</b>	<b>2</b>	
<b>TOTAL TUNISIA</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>7</b>	<b>100</b>	<b>0</b>	<b>2</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2004

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2003		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>TURKEY</b>															
ANTALYA	KIBRIS TURKISH AIRLINES - KTHY	S	32	0	2	50	16	28	6	0	0	23	28	32	32
<b>TOTAL ANTALYA</b>			<b>32</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>16</b>	<b>28</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>28</b>	<b>32</b>	<b>32</b>
ISTANBUL	ONUR AIR	C	15	0	0	13	40	33	13	0	0	39	0	0	0
<b>TOTAL ISTANBUL</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>40</b>	<b>33</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>0</b>
IZMIR (ADNAM MENDERES)	KIBRIS TURKISH AIRLINES - KTHY	S	12	0	0	67	33	0	0	0	0	11	33	51	12
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>12</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>11</b>	<b>33</b>	<b>51</b>	<b>12</b>
<b>TOTAL TURKEY</b>			<b>59</b>	<b>0</b>	<b>2</b>	<b>44</b>	<b>25</b>	<b>24</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>30</b>	<b>37</b>	<b>44</b>
<b>UNITED KINGDOM</b>															
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	257	0	11	78	10	9	3	1	0	12	77	15	316
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>257</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>10</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>15</b>	<b>316</b>
BLACKPOOL	RYANAIR	S	102	0	2	88	4	5	3	0	0	8	0	0	0
<b>TOTAL BLACKPOOL</b>			<b>102</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>4</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
CITY OF DERRY (EGLINTON)	RYANAIR	S	110	0	2	85	10	4	2	0	0	9	85	7	109
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>110</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>7</b>	<b>109</b>
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	321	0	8	82	10	5	3	0	0	10	81	12	374
<b>TOTAL EDINBURGH</b>			<b>321</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>12</b>	<b>374</b>
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	271	0	4	90	3	3	4	0	0	7	78	11	261
<b>TOTAL GLASGOW</b>			<b>271</b>	<b>0</b>	<b>4</b>	<b>90</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>11</b>	<b>261</b>
GUERNSEY	AURIGNY AIR SERVICES	S	146	0	8	77	11	6	4	1	1	18	84	21	112
<b>TOTAL GUERNSEY</b>			<b>146</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>18</b>	<b>84</b>	<b>21</b>	<b>112</b>
MANCHESTER	EASTERN AIRWAYS	S	118	0	4	92	4	0	3	1	0	7	0	0	0
<b>TOTAL MANCHESTER</b>			<b>118</b>	<b>0</b>	<b>4</b>	<b>92</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>15</b>	<b>119</b>
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	232	1	4	75	12	6	6	2	0	16	72	14	219
<b>TOTAL NEWCASTLE</b>			<b>232</b>	<b>1</b>	<b>4</b>	<b>75</b>	<b>12</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>72</b>	<b>14</b>	<b>220</b>
NEWQUAY	RYANAIR	S	99	0	3	97	3	0	0	0	0	2	95	4	57
<b>TOTAL NEWQUAY</b>			<b>99</b>	<b>0</b>	<b>3</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>95</b>	<b>4</b>	<b>57</b>
PRESTWICK	RYANAIR	S	445	0	14	89	6	2	2	0	0	6	92	5	555
<b>TOTAL PRESTWICK</b>			<b>445</b>	<b>0</b>	<b>14</b>	<b>89</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>5</b>	<b>555</b>
TEESSIDE	EUROPEAN AIR CHARTER	C	2	0	0	50	50	0	0	0	0	16	0	0	0
<b>TOTAL TEESSIDE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>2104</b>	<b>7</b>	<b>60</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>11</b>	<b>2124</b>
<b>TOTAL STANSTED</b>			<b>12352</b>	<b>94</b>	<b>287</b>	<b>80</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>14</b>	<b>11968</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JAN 2003					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
AARHUS (TIRSTRUP)																		
	STANSTED	RYANAIR		S A	51	0	1	90	2	4	2	2	0	8	76	11	49	
	STANSTED	RYANAIR		S D	51	0	1	78	12	6	2	2	0	15	45	16	49	
<b>TOTAL AARHUS (TIRSTRUP)</b>					<b>102</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>60</b>	<b>14</b>	<b>14</b>	
ABERDEEN																		
	MANCHESTER	BMI REGIONAL		S A	75	0	0	84	9	1	4	0	1	14	92	3	74	
	MANCHESTER	BMI REGIONAL		S D	75	0	0	89	4	3	4	0	0	9	97	1	74	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S A	73	0	0	84	3	5	8	0	0	12	72	22	69	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S D	73	0	0	75	7	5	12	0	0	17	61	26	70	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	79	0	0	90	3	3	5	0	0	9	77	15	101	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S D	79	0	0	87	1	6	5	0	0	10	89	7	104	
	GATWICK	BRITISH AIRWAYS PLC		S A	110	0	0	83	6	6	3	2	0	14	83	12	109	
	GATWICK	BRITISH AIRWAYS PLC		S D	111	0	0	90	4	5	2	0	0	6	83	12	112	
	HEATHROW	BRITISH AIRWAYS PLC		S A	183	1	1	79	10	4	7	1	0	15	62	30	179	
	HEATHROW	BRITISH AIRWAYS PLC		S D	185	0	0	78	14	3	6	0	0	13	72	20	180	
	NEWCASTLE	EASTERN AIRWAYS		S A	101	2	7	83	8	2	6	0	1	16	0	0	0	
	NEWCASTLE	EASTERN AIRWAYS		S D	104	1	4	79	5	10	5	2	0	18	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	54	0	1	80	11	4	6	0	0	13	76	16	54	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	54	0	1	67	17	11	6	0	0	19	69	20	54	
<b>TOTAL ABERDEEN</b>					<b>1356</b>	<b>5</b>	<b>14</b>	<b>82</b>	<b>8</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>15</b>	<b>15</b>	
ABU DHABI INTERNATIONAL																		
	GATWICK	GULF AIR		C A	7	0	0	100	0	0	0	0	0	2	0	0	0	
	GATWICK	GULF AIR		C D	7	0	0	57	29	14	0	0	0	14	0	0	0	
	HEATHROW	GULF AIR		S A	31	0	0	65	3	19	6	3	3	46	78	7	32	
	HEATHROW	GULF AIR		S D	31	0	0	45	32	3	13	0	6	68	68	23	37	
<b>TOTAL ABU DHABI INTERNATIONAL</b>					<b>76</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>17</b>	<b>11</b>	<b>8</b>	<b>1</b>	<b>4</b>	<b>48</b>	<b>72</b>	<b>16</b>	<b>16</b>	
ABUJA																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	22	0	0	64	9	23	5	0	0	16	54	33	13	
	HEATHROW	BRITISH AIRWAYS PLC		S D	22	0	0	77	9	9	5	0	0	12	77	34	13	
<b>TOTAL ABUJA</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>9</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>65</b>	<b>34</b>	<b>34</b>	
ACAPULCO																		



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2003					
					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)												
ACCRA																		
	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	50	0	50	0	0	0	34	0	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	90	3	3	3	0	6	87	64	30		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	48	19	23	6	3	0	33	47	35	30	
	HEATHROW	GHANA AIRWAYS	S	A	14	0	1	0	0	43	50	0	7	190	47	25	15	
	HEATHROW	GHANA AIRWAYS	S	D	13	0	1	23	8	31	38	0	0	51	40	38	15	
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	0	0	0	100	0	0	83	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0	0
<b>TOTAL ACCRA</b>					<b>97</b>	<b>0</b>	<b>2</b>	<b>53</b>	<b>8</b>	<b>20</b>	<b>18</b>	<b>1</b>	<b>1</b>	<b>49</b>	<b>58</b>	<b>43</b>	<b>43</b>	
ADDIS ABABA																		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	18	0	0	61	17	6	17	0	0	20	38	38	13	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	18	0	0	17	22	28	28	6	0	58	23	76	13	
	HEATHROW	ETHIOPIAN AIRLINES	S	A	18	1	0	6	6	33	56	0	0	72	0	75	18	
	HEATHROW	ETHIOPIAN AIRLINES	S	D	18	0	0	17	11	28	39	6	0	55	11	51	18	
<b>TOTAL ADDIS ABABA</b>					<b>72</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>14</b>	<b>24</b>	<b>35</b>	<b>3</b>	<b>0</b>	<b>51</b>	<b>16</b>	<b>60</b>	<b>60</b>	
ADEN																		
AGADIR																		
	GATWICK	GB AIRWAYS LTD	S	A	4	1	0	75	25	0	0	0	0	9	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	0	4	75	9	4	
<b>TOTAL AGADIR</b>					<b>12</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>8</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>56</b>	<b>17</b>	<b>17</b>	
ALGHERO/SASSARI																		
	STANSTED	RYANAIR	S	A	31	0	0	81	6	3	6	3	0	24	83	11	30	
	STANSTED	RYANAIR	S	D	31	0	0	81	10	3	6	0	0	13	93	7	30	
<b>TOTAL ALGHERO/SASSARI</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>3</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>88</b>	<b>9</b>	<b>9</b>	
ALGIERS																		
	HEATHROW	AIR ALGERIE	S	A	18	0	0	0	11	39	50	0	0	67	15	43	13	
	HEATHROW	AIR ALGERIE	S	D	18	0	0	11	6	17	67	0	0	70	8	42	13	
	GATWICK	BRITISH AIRWAYS PLC	S	A	12	0	0	33	42	8	8	8	0	46	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	12	0	0	83	0	8	8	0	0	11	0	0	0	
<b>TOTAL ALGIERS</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>13</b>	<b>20</b>	<b>38</b>	<b>2</b>	<b>0</b>	<b>53</b>	<b>18</b>	<b>42</b>	<b>42</b>	
ALICANTE																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2003				
					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	HEATHROW	BMI BRITISH MIDLAND	S	A	30	0	0	63	13	20	3	0	0	16	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	D	31	0	0	52	32	13	3	0	0	18	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	S	A	31	1	0	16	23	39	19	3	0	53	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	C	A	2	0	0	0	50	0	50	0	0	61	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	S	D	31	0	0	42	23	23	10	3	0	34	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	C	D	2	0	0	0	0	0	100	0	0	100	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	14	1	0	86	0	7	0	7	0	16	77	54	13
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	13	0	0	92	0	8	0	0	0	4	77	59	13
	EDINBURGH	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	0	20	0	0	18	100	7	4
	EDINBURGH	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	0	20	0	0	22	100	0	4
	GATWICK	BRITANNIA AIRWAYS	C	A	6	0	0	67	0	17	17	0	0	29	78	14	9
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	0	100	0	9
	GLASGOW	BRITANNIA AIRWAYS	C	A	6	0	0	67	0	33	0	0	0	14	75	6	8
	GLASGOW	BRITANNIA AIRWAYS	C	D	6	0	0	67	17	17	0	0	0	12	100	1	8
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	4	100	4	4
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	1	100	4	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	18	1	0	72	6	11	11	0	0	20	67	24	18
	MANCHESTER	BRITANNIA AIRWAYS	C	D	18	1	0	83	0	11	6	0	0	11	89	8	18
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	14	0	0	86	0	7	7	0	0	11	92	4	12
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	14	0	0	86	0	0	7	7	0	32	92	2	13
	STANSTED	BRITANNIA AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	6	100	0	4
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	5	100	2	4
	GLASGOW	CHANNEL EXPRESS (AIR SVS)	C	A	8	0	0	75	13	13	0	0	0	10	0	0	0
	GLASGOW	CHANNEL EXPRESS (AIR SVS)	C	D	8	0	0	100	0	0	0	0	0	6	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	61	0	1	93	3	3	0	0	0	3	79	9	34
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	94	2	2	2	2	0	6	80	14	35
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	59	1	10	75	8	7	7	3	0	20	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	60	1	6	58	17	18	7	0	0	22	0	0	0
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	36	0	0	53	17	11	17	3	0	32	0	0	0
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	36	0	0	58	22	6	14	0	0	22	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	61	0	1	87	2	5	5	0	2	17	82	15	89
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	61	1	1	77	10	10	3	0	0	13	70	17	89
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	100	2	4

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2003				
					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	5	0	0	80	20	0	0	0	0	10	100	5	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	56	22	11	11	0	0	21	88	13	8
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	89	11	0	0	0	0	5	100	4	8
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	14	80	13	5
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	9	100	2	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	21	0	0	86	5	10	0	0	0	7	48	29	23
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	21	0	0	90	5	5	0	0	0	5	73	21	22
	GATWICK	FUTURA AIRLINES	C	A	3	0	0	67	33	0	0	0	0	9	86	7	7
	GATWICK	FUTURA AIRLINES	C	D	3	0	0	67	0	33	0	0	0	13	100	1	7
	GATWICK	GB AIRWAYS LTD	S	A	37	0	0	81	11	5	3	0	0	10	44	22	36
	GATWICK	GB AIRWAYS LTD	S	D	35	0	0	94	0	3	3	0	0	8	76	10	37
	EDINBURGH	GREECE AIRWAYS	S	A	4	4	0	50	25	25	0	0	0	19	0	0	0
	EDINBURGH	GREECE AIRWAYS	S	D	7	0	2	86	14	0	0	0	0	6	0	0	0
	GLASGOW	GREECE AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	11	0	0	0
	GLASGOW	GREECE AIRWAYS	C	D	5	2	0	100	0	0	0	0	0	6	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	3	0	0	67	0	33	0	0	0	20	75	41	8
	GATWICK	MONARCH AIRLINES	S	A	25	0	1	84	4	8	4	0	0	12	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	1	57	49	7
	GATWICK	MONARCH AIRLINES	S	D	26	0	0	88	4	0	8	0	0	8	0	0	0
	LUTON	MONARCH AIRLINES	S	A	28	0	0	71	4	11	14	0	0	22	90	14	30
	LUTON	MONARCH AIRLINES	S	D	28	0	0	82	0	11	7	0	0	17	77	20	31
	MANCHESTER	MONARCH AIRLINES	S	A	51	0	0	76	14	4	6	0	0	12	94	5	31
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	60	20	20	0	0	0	19	25	24	4
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	7	75	4	4
	MANCHESTER	MONARCH AIRLINES	S	D	51	0	0	88	6	0	6	0	0	6	100	1	31
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	31	0	0	87	3	0	6	3	0	18	90	9	31
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	30	0	0	93	0	0	7	0	0	8	87	8	31
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	6	0	0	83	0	17	0	0	0	12	83	19	6
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	7	0	0	71	29	0	0	0	0	8	80	11	5
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	6	0	0	50	0	50	0	0	0	28	80	4	5
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	6	0	0	67	0	17	17	0	0	23	80	7	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	10	0	0	80	0	10	0	10	0	29	70	21	10
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	10	1	0	80	10	0	0	10	0	25	80	21	10

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2003				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
ALICANTE																		
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	2	0	0	0	50	0	50	0	0	84	50	10	2	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	2	0	0	50	50	0	0	0	0	12	100	8	2	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	4	50	24	4		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	1	75	12	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	15	0	0	67	20	7	7	0	13	92	5	12		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	15	0	0	93	7	0	0	0	2	100	0	12		
<b>TOTAL ALICANTE</b>					<b>1288</b>	<b>15</b>	<b>22</b>	<b>76</b>	<b>9</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>80</b>	<b>14</b>	<b>14</b>	
ALMA ATA																		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	13	0	0	54	15	0	23	0	8	62	25	83	12	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	13	0	0	38	15	31	15	0	0	42	62	36	13	
<b>TOTAL ALMA ATA</b>					<b>26</b>	<b>16</b>	<b>0</b>	<b>46</b>	<b>15</b>	<b>15</b>	<b>19</b>	<b>0</b>	<b>4</b>	<b>52</b>	<b>44</b>	<b>59</b>	<b>59</b>	
ALMERIA																		
	GATWICK	GB AIRWAYS LTD	S	A	18	0	0	83	11	6	0	0	0	6	56	18	9	
	GATWICK	GB AIRWAYS LTD	S	D	18	0	0	89	11	0	0	0	0	7	78	10	9	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	21	4	0	86	0	0	10	5	0	26	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	25	0	3	80	12	0	4	0	4	24	0	0	0	
<b>TOTAL ALMERIA</b>					<b>90</b>	<b>4</b>	<b>3</b>	<b>81</b>	<b>11</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>17</b>	<b>75</b>	<b>10</b>	<b>10</b>	
ALTENBURG - WALLBURG																		
	STANSTED	RYANAIR	S	A	31	0	0	94	0	0	6	0	0	9	0	0	0	
	STANSTED	RYANAIR	S	D	31	0	0	90	0	3	3	3	0	13	0	0	0	
<b>TOTAL ALTENBURG - WALLBURG</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	
AMMAN																		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	21	0	0	81	10	5	0	5	0	18	86	9	22	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	22	0	0	36	41	0	18	5	0	44	23	54	22	
	HEATHROW	ROYAL JORDANIAN	S	A	31	0	0	23	39	26	13	0	0	33	58	16	31	
	HEATHROW	ROYAL JORDANIAN	S	D	31	0	0	3	29	39	26	0	3	92	45	34	31	
<b>TOTAL AMMAN</b>					<b>106</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>30</b>	<b>20</b>	<b>15</b>	<b>2</b>	<b>1</b>	<b>49</b>	<b>52</b>	<b>28</b>	<b>28</b>	
AMRITSAR																		
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	0	25	0	0	0	13	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2003					
					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
AMRITSAR																		
<b>TOTAL AMRITSAR</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
AMSTERDAM																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	225	0	1	64	17	12	6	1	0	19	72	20	226	
	HEATHROW	BMI BRITISH MIDLAND	S	D	226	0	1	70	15	11	4	0	0	14	71	15	226	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	80	0	0	81	4	6	8	1	0	15	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	80	0	0	81	5	6	8	0	0	13	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	181	0	0	83	8	5	3	0	0	8	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	182	0	0	86	8	4	3	0	0	8	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	227	1	0	70	13	10	7	0	0	17	67	24	194	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	227	1	0	80	11	7	2	0	0	9	71	22	195	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	61	0	0	26	41	23	10	0	0	29	80	11	60	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	61	0	0	74	11	8	5	2	0	19	87	8	60	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	120	0	2	73	10	8	6	2	1	23	81	15	148	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	120	0	3	78	8	8	5	1	1	17	84	12	148	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	67	13	10	10	0	0	20	88	8	60	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	80	10	0	10	0	0	16	75	15	60	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	153	1	7	67	15	12	5	1	0	18	81	13	166	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	154	1	6	74	10	10	5	1	0	16	73	20	168	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	89	0	3	75	10	10	4	0	0	14	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	89	0	3	73	19	3	4	0	0	14	0	0	0	
	HEATHROW	KLM	S	A	245	1	1	80	9	9	3	0	0	10	79	14	252	
	HEATHROW	KLM	S	D	244	0	3	70	15	8	5	2	0	17	70	23	253	
	MANCHESTER	KLM	S	A	69	0	1	77	10	6	6	1	0	14	0	0	0	
	MANCHESTER	KLM	S	D	68	0	2	74	13	7	6	0	0	13	0	0	0	
	BIRMINGHAM	KLM CITYHOPPER	S	A	133	1	0	78	8	9	5	1	0	12	76	17	169	
	BIRMINGHAM	KLM CITYHOPPER	S	D	128	4	0	71	15	9	4	2	0	18	74	22	168	
	EDINBURGH	KLM CITYHOPPER	S	A	112	1	0	65	10	13	11	1	0	21	82	13	147	
	EDINBURGH	KLM CITYHOPPER	S	D	110	2	0	66	15	8	10	0	0	20	75	17	145	
	GLASGOW	KLM CITYHOPPER	S	A	93	3	0	70	13	9	9	0	0	16	84	9	120	
	GLASGOW	KLM CITYHOPPER	S	D	93	0	0	68	14	8	10	1	0	21	79	18	118	
	LONDON CITY	KLM CITYHOPPER	S	A	124	2	0	81	6	3	7	2	0	14	73	12	112	
	LONDON CITY	KLM CITYHOPPER	S	D	126	0	0	63	20	8	7	1	1	23	63	26	112	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2003				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
AMSTERDAM																		
	MANCHESTER	KLM CITYHOPPER	S	A	109	0	0	74	8	10	6	1	0	15	62	25	209	
	MANCHESTER	KLM CITYHOPPER	S	D	108	0	0	75	6	12	6	1	0	14	69	22	208	
	NEWCASTLE	KLM CITYHOPPER	S	A	137	1	0	74	11	9	6	0	0	13	66	17	147	
	NEWCASTLE	KLM CITYHOPPER	S	D	135	1	0	76	11	10	3	0	0	12	63	22	147	
	STANSTED	TRANSAVIA	S	A	48	0	6	90	0	4	4	2	0	10	0	0	0	
	STANSTED	TRANSAVIA	S	D	48	0	6	79	8	4	6	2	0	17	0	0	0	
<b>TOTAL AMSTERDAM</b>					<b>4465</b>	<b>25</b>	<b>45</b>	<b>74</b>	<b>12</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>17</b>	<b>17</b>	
ANCONA																		
	STANSTED	RYANAIR	S	A	30	0	1	77	13	7	3	0	0	13	59	24	29	
	STANSTED	RYANAIR	S	D	31	0	0	74	16	10	0	0	0	10	66	14	29	
<b>TOTAL ANCONA</b>					<b>61</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>15</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>62</b>	<b>19</b>	<b>19</b>	
ANTALYA																		
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	17	0	0	47	24	24	6	0	0	23	33	30	18	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	15	0	2	53	7	33	7	0	0	23	21	35	14	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	25	0	0	0	14	100	0	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	5	100	5	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	25	25	0	0	51	88	5	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	88	6	8	
<b>TOTAL ANTALYA</b>					<b>54</b>	<b>0</b>	<b>3</b>	<b>61</b>	<b>13</b>	<b>20</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>59</b>	<b>19</b>	<b>19</b>	
ANTIGUA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	0	79	7	7	7	0	0	14	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	100	0	0	0	0	0	1	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	40	20	20	20	0	0	30	20	23	5	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	12	2	2	83	8	8	0	0	0	6	100	0	8	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	14	0	0	57	7	29	7	0	0	26	60	16	10	
<b>TOTAL ANTIGUA</b>					<b>59</b>	<b>2</b>	<b>2</b>	<b>76</b>	<b>7</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>65</b>	<b>12</b>	<b>12</b>	
ANTWERP																		
	LONDON CITY	VLM (BELGIUM)	S	A	114	0	2	85	10	4	1	0	0	8	92	5	110	
	LONDON CITY	VLM (BELGIUM)	S	D	114	0	2	86	10	2	2	1	0	10	94	5	110	
<b>TOTAL ANTWERP</b>					<b>228</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>6</b>	<b>6</b>	
ARRECIFE																		
	MANCHESTER	AIR CORDIAL LTD	C	A	2	0	0	0	50	50	0	0	0	36	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2003					
					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	ASTRAEUS LTD	C	A	3	0	0	33	33	0	0	0	33	325	0	37	2	
	GATWICK	ASTRAEUS LTD	C	D	3	0	0	100	0	0	0	0	0	0	100	0	2	
	MANCHESTER	AZZURRA AIR	C	A	2	0	0	50	0	50	0	0	0	23	50	18	2	
	EDINBURGH	BMI BRITISH MIDLAND	C	A	5	0	0	20	60	20	0	0	0	27	0	0	0	
	EDINBURGH	BMI BRITISH MIDLAND	C	D	5	0	0	60	20	0	20	0	0	27	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	8	0	0	75	25	0	0	0	0	7	50	32	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	8	0	0	88	13	0	0	0	0	4	75	11	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	13	0	0	69	23	8	0	0	0	13	73	14	15	
	GATWICK	BRITANNIA AIRWAYS	C	D	13	0	0	77	15	8	0	0	0	8	73	12	15	
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	3	80	6	5	
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	4	100	0	5	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	5	50	26	4	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	75	20	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	13	0	0	46	8	23	23	0	0	39	89	18	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	13	0	0	62	0	23	15	0	0	32	89	15	9	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	18	100	0	5	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	100	0	5	
	STANSTED	BRITANNIA AIRWAYS	C	A	3	0	0	100	0	0	0	0	0	5	80	16	5	
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	11	80	16	5	
	GATWICK	EXCEL AIRWAYS LTD	C	A	9	0	0	33	33	33	0	0	0	23	55	38	11	
	GATWICK	EXCEL AIRWAYS LTD	C	D	8	0	0	88	13	0	0	0	0	5	63	11	8	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	6	0	0	33	33	33	0	0	0	24	25	38	4	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	6	0	0	100	0	0	0	0	0	2	100	1	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	67	0	0	33	0	0	23	40	20	5	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	67	0	0	33	0	0	30	100	3	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	19	0	0	68	32	0	0	0	0	8	55	23	20	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	17	0	0	88	6	6	0	0	0	7	94	5	18	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	6	0	0	83	0	17	0	0	0	10	14	64	7	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	6	0	0	83	17	0	0	0	0	7	57	50	7	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	20	0	0	20	0	45	0	0	0	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	60	0	20	0	20	0	52	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	19	1	0	68	5	11	16	0	0	22	50	99	26	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	19	0	0	84	11	0	0	5	0	13	87	4	23	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2003				
					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
ARRECIFE	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	67	33	0	0	0	0	6	50	28	4
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	0	100	5	5
	GATWICK	FUTURA AIRLINES	C	A	3	0	0	0	33	0	67	0	0	75	0	0	0
	GATWICK	GB AIRWAYS LTD	S	A	20	0	0	50	25	20	5	0	0	18	50	47	14
	GATWICK	GB AIRWAYS LTD	S	D	20	0	0	80	10	5	5	0	0	14	71	32	14
	BIRMINGHAM	MONARCH AIRLINES	C	A	7	0	0	14	29	14	29	0	14	115	50	47	6
	BIRMINGHAM	MONARCH AIRLINES	C	D	6	0	0	50	17	0	17	0	17	94	80	37	5
	GATWICK	MONARCH AIRLINES	C	A	14	0	0	50	21	29	0	0	0	18	38	55	16
	GATWICK	MONARCH AIRLINES	C	D	11	0	0	73	18	9	0	0	0	9	82	23	11
	LUTON	MONARCH AIRLINES	C	A	5	0	0	40	40	0	20	0	0	38	50	217	6
	LUTON	MONARCH AIRLINES	C	D	5	0	0	80	0	0	20	0	0	36	80	9	5
	MANCHESTER	MONARCH AIRLINES	C	A	7	0	0	71	0	0	29	0	0	33	25	55	8
	MANCHESTER	MONARCH AIRLINES	C	D	6	1	0	67	17	0	17	0	0	31	83	6	6
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	78	7	9
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	8	89	4	9
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	44	22	22	11	0	0	19	67	135	9
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	100	0	0	0	0	0	1	89	130	9
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	40	20	20	0	0	36	20	61	5
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	5	80	33	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	44	44	11	0	0	0	13	44	42	9
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	100	0	0	0	0	0	1	78	29	9
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	60	20	0	0	0	25	0	0	0
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	7	0	0	0
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	25	0	0	0	18	75	11	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	7	100	5	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	0	20	0	20	0	52	60	26	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	80	27	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	16	0	0	56	13	13	13	6	0	32	73	15	15
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	14	0	0	50	29	14	7	0	0	19	80	12	15
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	12	0	0	75	8	17	0	0	0	12	90	5	10
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	11	0	0	100	0	0	0	0	0	1	100	1	10
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	17	0	0	65	12	12	12	0	0	18	82	11	22
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	16	1	0	94	0	0	6	0	0	5	100	1	20



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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)													
ARRECIFE																			
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	20	0	0	0	14	40	280	5		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	20	0	0	13	80	260	5		
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	11	75	7	4		
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	1	5		
<b>TOTAL ARRECIFE</b>					<b>553</b>	<b>3</b>	<b>0</b>	<b>69</b>	<b>14</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>20</b>	<b>71</b>	<b>34</b>	<b>34</b>		
ASHKHABAD																			
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	A	26	0	0	42	8	4	12	19	15	144	5	911	19		
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	D	26	0	0	38	12	4	19	15	12	127	0	798	19		
	HEATHROW	TURKMENISTAN AIRLINES	S	A	9	0	0	44	0	0	44	0	11	96	0	309	5		
	HEATHROW	TURKMENISTAN AIRLINES	S	D	9	0	0	33	22	22	11	0	11	77	0	149	6		
<b>TOTAL ASHKHABAD</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>10</b>	<b>6</b>	<b>19</b>	<b>13</b>	<b>13</b>	<b>123</b>	<b>2</b>	<b>713</b>	<b>713</b>		
ASTURIAS																			
	GATWICK	AIR NOSTRUM	S	A	12	0	0	92	0	8	0	0	0	5	77	7	13		
	GATWICK	AIR NOSTRUM	S	D	12	0	0	92	8	0	0	0	0	2	85	7	13		
<b>TOTAL ASTURIAS</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>81</b>	<b>7</b>	<b>7</b>		
ASWAN																			
	GATWICK	ASTRAEUS LTD	C	A	4	0	0	75	25	0	0	0	0	6	100	0	4		
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	75	25	0	0	0	0	7	100	4	4		
<b>TOTAL ASWAN</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>100</b>	<b>2</b>	<b>2</b>		
ATHENS																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	89	0	0	64	15	12	7	2	0	23	65	22	91		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	82	10	3	3	1	0	13	61	21	92		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	61	19	13	3	3	0	23	83	7	30		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	87	6	0	3	3	0	15	81	11	31		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	60	0	1	73	20	2	3	2	0	15	85	16	59		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	61	0	1	62	15	15	7	2	0	23	62	33	60		
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	50	0	50	0	0	0	30	0	59	2		
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	50	0	50	0	0	0	18	50	14	4		
	GATWICK	HELLAS JET	S	A	30	0	1	73	23	3	0	0	0	9	0	0	0		
	GATWICK	HELLAS JET	S	D	30	0	1	87	10	3	0	0	0	5	0	0	0		
	HEATHROW	HELLAS JET	S	A	31	0	0	45	23	29	3	0	0	23	0	0	0		
	HEATHROW	HELLAS JET	S	D	31	0	0	84	13	0	3	0	0	11	0	0	0		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2003					
					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)												
ATHENS																		
	HEATHROW	OLYMPIC AIRWAYS	S	A	67	0	0	37	15	36	12	0	0	32	49	24	70	
	HEATHROW	OLYMPIC AIRWAYS	S	D	67	0	0	52	19	15	13	0	0	26	67	25	70	
	MANCHESTER	OLYMPIC AIRWAYS	S	A	9	0	1	11	56	33	0	0	0	30	33	23	9	
	MANCHESTER	OLYMPIC AIRWAYS	S	D	9	0	1	22	56	11	11	0	0	29	44	30	9	
<b>TOTAL ATHENS</b>					<b>646</b>	<b>1</b>	<b>6</b>	<b>64</b>	<b>16</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>64</b>	<b>23</b>	<b>23</b>	
ATLANTA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	90	3	3	3	0	0	7	87	9	31	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	87	3	6	0	3	0	15	74	8	31	
	GATWICK	DELTA AIRLINES	S	A	74	0	0	70	16	7	3	4	0	22	61	20	69	
	GATWICK	DELTA AIRLINES	S	D	74	0	0	82	11	1	1	4	0	18	78	18	69	
	MANCHESTER	DELTA AIRLINES	S	A	31	0	0	87	6	6	0	0	0	8	67	14	30	
	MANCHESTER	DELTA AIRLINES	S	D	31	0	0	94	6	0	0	0	0	3	97	5	30	
<b>TOTAL ATLANTA</b>					<b>272</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>14</b>	<b>14</b>	
AUCKLAND INTERNATIONAL																		
	HEATHROW	AIR NEW ZEALAND LTD	S	A	31	0	0	68	19	6	6	0	0	18	39	71	31	
	HEATHROW	AIR NEW ZEALAND LTD	S	D	31	0	0	71	29	0	0	0	0	10	47	90	30	
<b>TOTAL AUCKLAND INTERNATIONAL</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>24</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>43</b>	<b>80</b>	<b>80</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2003			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	31	0	0	35	26	29	10	0	0	29	68	16	40	
	HEATHROW	GULF AIR		S D	31	0	0	68	13	13	6	0	0	20	86	9	35	
<b>TOTAL BAHRAIN</b>					<b>64</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>20</b>	<b>20</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>76</b>	<b>13</b>	<b>13</b>	
BAKU																		
	GATWICK	AZERBAIJAN AIRLINES ( AZAL )		S A	9	0	0	44	22	22	11	0	0	27	56	13	9	
	GATWICK	AZERBAIJAN AIRLINES ( AZAL )		S D	9	0	0	89	0	11	0	0	0	10	89	9	9	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS		S A	3	1	0	0	100	0	0	0	0	22	100	1	5	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS		S D	4	0	0	50	0	50	0	0	0	24	25	71	8	
<b>TOTAL BAKU</b>					<b>25</b>	<b>3</b>	<b>0</b>	<b>56</b>	<b>20</b>	<b>20</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>65</b>	<b>25</b>	<b>25</b>	
BALI INTERNATIONAL																		
BALTIMORE																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	29	0	2	59	14	14	10	3	0	28	94	5	31	
	HEATHROW	BRITISH AIRWAYS PLC		S D	29	0	0	62	28	3	7	0	0	14	57	27	30	
<b>TOTAL BALTIMORE</b>					<b>58</b>	<b>0</b>	<b>2</b>	<b>60</b>	<b>21</b>	<b>9</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>75</b>	<b>16</b>	<b>16</b>	
BANDAR SERI BEGAWAN																		
	HEATHROW	ROYAL BRUNEI AIRLINES		S A	31	0	0	10	23	39	26	3	0	50	29	34	31	
	HEATHROW	ROYAL BRUNEI AIRLINES		S D	31	0	0	65	23	10	3	0	0	18	71	21	31	
<b>TOTAL BANDAR SERI BEGAWAN</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>23</b>	<b>24</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>34</b>	<b>50</b>	<b>27</b>	<b>27</b>	
BANGKOK																		
	HEATHROW	THAI AIRWAYS INTERNATIONAL		S A	53	0	0	66	19	9	6	0	0	15	16	42	49	
	HEATHROW	THAI AIRWAYS INTERNATIONAL		S D	53	0	0	81	6	11	2	0	0	10	49	37	49	
<b>TOTAL BANGKOK</b>					<b>106</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>33</b>	<b>39</b>	<b>39</b>	
BANGOR																		
BANJUL																		
	GATWICK	ASTRAEUS LTD		C A	3	0	0	0	33	33	0	0	33	389	0	67	1	
	GATWICK	ASTRAEUS LTD		C D	2	0	0	100	0	0	0	0	0	100	0	0	1	
	GLASGOW	ASTRAEUS LTD		C A	5	0	0	60	0	0	0	20	20	188	0	0	0	
	GLASGOW	ASTRAEUS LTD		C D	5	0	0	60	0	0	0	20	20	172	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	5	0	0	0	20	60	20	0	0	50	20	65	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	5	0	0	60	20	20	0	0	0	18	60	18	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	5	0	0	20	80	0	0	0	0	21	0	101	5	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2003					
					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		
BANJUL		MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	6	60	21	5
		GATWICK	GAMBIA INTERNATIONAL AIRWAYS	S	A	4	0	0	0	0	25	75	0	0	89	0	0	0
		GATWICK	GAMBIA INTERNATIONAL AIRWAYS	S	D	4	0	0	0	0	0	75	0	25	218	0	0	0
		GATWICK	MONARCH AIRLINES	C	A	9	0	0	11	0	56	11	11	11	225	25	36	4
		GATWICK	MONARCH AIRLINES	C	D	9	0	0	33	33	22	11	0	0	29	100	3	4
		GATWICK	MY TRAVEL AIRWAYS UK	C	A	2	1	0	50	0	0	50	0	0	61	0	98	5
		GATWICK	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	0	0	33	0	0	36	40	17	5
		MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	20	0	20	20	0	72	20	43	5
		MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	0	0	20	20	0	60	60	11	5
		GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	8	33	21	3
		GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	40	0	0	0	0	11	60	10	5
		MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	50	0	0	0	0	9	0	67	4
		MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	2	5
<b>TOTAL BANJUL</b>						<b>94</b>	<b>1</b>	<b>0</b>	<b>44</b>	<b>18</b>	<b>14</b>	<b>14</b>	<b>5</b>	<b>5</b>	<b>85</b>	<b>42</b>	<b>36</b>	<b>36</b>
BARCELONA		MANCHESTER	BMI BRITISH MIDLAND	S	A	26	0	0	58	19	12	12	0	0	23	0	0	0
		MANCHESTER	BMI BRITISH MIDLAND	S	D	26	0	0	73	8	8	12	0	0	17	0	0	0
		BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	17	0	0	82	12	6	0	0	0	5	0	0	0
		BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	17	0	0	82	12	6	0	0	0	8	0	0	0
		GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	15	0	0	100	0	0	0	0	0	0	62	19	13
		GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	16	0	0	94	6	0	0	0	0	6	85	9	13
		GATWICK	BRITISH AIRWAYS PLC	S	A	91	0	0	79	16	1	1	2	0	12	85	9	91
		GATWICK	BRITISH AIRWAYS PLC	S	D	91	0	0	88	8	3	1	0	0	7	79	11	92
		HEATHROW	BRITISH AIRWAYS PLC	S	A	120	0	0	63	23	9	5	1	0	19	64	21	121
		HEATHROW	BRITISH AIRWAYS PLC	S	D	120	0	0	71	12	9	8	0	0	16	67	18	122
		GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	90	0	3	82	8	6	2	2	0	13	73	17	89
		GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	90	0	3	77	11	9	2	1	0	13	70	17	91
		LUTON	EASYJET AIRLINE COMPANY LTD	S	A	88	1	4	85	7	8	0	0	0	6	79	12	94
		LUTON	EASYJET AIRLINE COMPANY LTD	S	D	90	1	2	77	9	12	2	0	0	12	68	21	95

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2003					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	68	16	13	3	0	0	14	0	0	0	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	71	13	13	3	0	0	16	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	60	0	2	80	5	8	7	0	0	11	68	15	60	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	61	0	1	75	11	7	7	0	0	14	62	24	60	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	0	50	25	25	0	0	55	50	23	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	10	100	0	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	0	0	100	0	0	0	39	25	16	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	100	0	0	4	
	GLASGOW	GREECE AIRWAYS	C	A	8	0	0	50	25	25	0	0	0	15	0	0	0	
	GLASGOW	GREECE AIRWAYS	C	D	7	2	0	57	29	14	0	0	0	19	0	0	0	
	HEATHROW	IBERIA	S	A	119	0	0	68	23	7	3	0	0	13	58	25	116	
	HEATHROW	IBERIA	S	D	118	1	0	92	3	3	3	0	0	5	83	16	113	
	MANCHESTER	IBERIA	S	A	30	0	1	90	0	7	0	3	0	12	63	23	30	
	MANCHESTER	IBERIA	S	D	30	0	1	83	3	10	3	0	0	12	70	18	30	
	MANCHESTER	MONARCH AIRLINES	S	A	28	0	0	79	14	7	0	0	0	11	0	0	0	
	MANCHESTER	MONARCH AIRLINES	S	D	28	0	0	93	4	0	4	0	0	4	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	28	0	0	82	7	4	4	4	0	16	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	28	0	0	75	14	4	4	4	0	17	0	0	0	
<b>TOTAL BARCELONA</b>					<b>1520</b>	<b>7</b>	<b>17</b>	<b>77</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>17</b>	<b>17</b>	
BARI (PALESE)	STANSTED	RYANAIR	S	A	16	0	1	75	6	13	6	0	0	17	0	0	0	
	STANSTED	RYANAIR	S	D	16	0	1	69	19	6	6	0	0	19	0	0	0	
<b>TOTAL BARI (PALESE)</b>					<b>32</b>	<b>0</b>	<b>2</b>	<b>72</b>	<b>13</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	
BARRA	GLASGOW	LOGANAIR	S	A	22	3	0	82	9	0	9	0	0	16	83	8	23	
	GLASGOW	LOGANAIR	S	D	14	12	0	50	29	7	7	7	0	34	91	5	23	
<b>TOTAL BARRA</b>					<b>36</b>	<b>15</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>3</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>87</b>	<b>6</b>	<b>6</b>	
BASLE MULHOUSE	BIRMINGHAM	SWISS AIRLINES	S	A	43	0	2	88	9	2	0	0	0	8	70	16	47	
	BIRMINGHAM	SWISS AIRLINES	S	D	41	0	4	88	10	2	0	0	0	8	70	15	43	
	HEATHROW	SWISS AIRLINES	S	A	92	0	0	80	7	8	5	0	0	11	68	17	87	
	HEATHROW	SWISS AIRLINES	S	D	92	0	0	82	8	8	3	0	0	10	67	16	87	
	MANCHESTER	SWISS AIRLINES	S	A	50	0	1	50	32	16	2	0	0	19	73	16	75	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2003			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
BASLE MULHOUSE	MANCHESTER	SWISS AIRLINES		S D	50	0	1	70	18	6	6	0	0	14	83	15	75
<b>TOTAL BASLE MULHOUSE</b>					<b>368</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>74</b>	<b>15</b>	<b>15</b>
BEAUVAIS																	
BEIJING	HEATHROW	AIR CHINA		S A	17	0	1	41	6	29	24	0	0	38	29	59	17
	HEATHROW	AIR CHINA		S D	18	0	0	39	17	28	17	0	0	29	53	58	17
	HEATHROW	BRITISH AIRWAYS PLC		S A	13	0	0	62	31	8	0	0	0	11	42	33	12
	HEATHROW	BRITISH AIRWAYS PLC		S D	14	0	0	86	7	0	7	0	0	12	67	19	12
<b>TOTAL BEIJING</b>					<b>62</b>	<b>0</b>	<b>1</b>	<b>55</b>	<b>15</b>	<b>18</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>47</b>	<b>45</b>	<b>45</b>
BEIRUT	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS		S A	8	0	0	63	25	0	13	0	0	23	0	0	0
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS		S D	9	0	0	44	33	11	11	0	0	28	50	16	2
	HEATHROW	MEA		S A	22	0	0	36	36	23	5	0	0	23	59	15	22
	HEATHROW	MEA		S D	22	0	0	23	36	32	9	0	0	28	59	32	22
<b>TOTAL BEIRUT</b>					<b>61</b>	<b>1</b>	<b>0</b>	<b>36</b>	<b>34</b>	<b>21</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>59</b>	<b>23</b>	<b>23</b>
BELFAST CITY	HEATHROW	BMI BRITISH MIDLAND		S A	258	0	0	83	9	5	3	0	0	9	68	26	238
	HEATHROW	BMI BRITISH MIDLAND		S D	258	0	0	79	12	7	2	0	0	10	74	17	238
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD		S A	70	0	0	89	1	4	6	0	0	9	85	10	73
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD		S D	71	0	0	80	8	6	4	1	0	13	88	8	73
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD		S A	75	0	0	89	1	4	3	3	0	11	84	12	77
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD		S D	74	1	0	86	5	4	3	1	0	9	88	6	76
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	153	0	0	78	8	7	6	0	0	15	88	7	144
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S D	156	0	0	84	6	5	4	0	0	10	87	6	143
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN		S A	153	0	5	83	7	4	6	0	0	11	81	13	136
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN		S D	152	0	5	71	14	3	11	1	0	20	78	16	138
	GATWICK	FLYBE.BRITISH EUROPEAN		S A	104	0	1	88	9	1	3	0	0	6	86	10	154

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2003					
					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)												
BELFAST CITY																		
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	104	0	1	89	7	4	0	0	0	5	86	9	153	
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	A	47	0	0	96	2	2	0	0	0	2	90	10	89	
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	D	47	0	0	91	4	2	2	0	0	9	88	11	89	
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	S	A	107	0	2	90	3	4	4	0	0	8	85	12	132	
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	S	D	106	0	2	87	4	5	4	1	0	11	90	8	132	
<b>TOTAL BELFAST CITY</b>					<b>1935</b>	<b>4</b>	<b>16</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>12</b>	<b>12</b>	
BELFAST INTERNATIONAL																		
	MANCHESTER	BMI BRITISH MIDLAND	S	A	79	0	3	71	10	10	8	1	0	18	0	0	0	
	MANCHESTER	BMI BRITISH MIDLAND	S	D	80	0	2	75	10	6	8	1	0	15	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	112	0	4	88	5	3	4	0	0	8	71	14	93	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	112	0	4	81	13	4	3	0	0	9	66	16	93	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	86	1	5	81	7	6	5	1	0	12	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	86	0	1	79	10	5	5	1	0	13	0	0	0	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	115	0	2	88	3	3	5	0	0	7	78	11	122	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	115	0	2	87	5	3	4	0	0	7	73	15	122	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	152	1	9	86	5	3	6	1	0	10	82	10	170	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	152	1	9	76	11	4	9	1	0	15	75	14	171	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	59	0	2	73	8	7	10	2	0	20	0	0	0	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	59	0	2	71	10	8	8	2	0	23	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	128	0	6	84	6	5	3	2	0	11	87	10	157	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	129	0	5	71	13	12	2	1	0	13	67	19	159	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	46	0	3	80	9	0	9	2	0	19	88	6	52	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	46	0	3	85	2	4	4	4	0	19	90	7	52	
<b>TOTAL BELFAST INTERNATIONAL</b>					<b>1557</b>	<b>4</b>	<b>62</b>	<b>80</b>	<b>8</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>14</b>	<b>14</b>	
BELGRADE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	71	18	0	12	0	0	17	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	71	29	0	0	0	0	7	0	0	0	
	HEATHROW	JATAIRWAYS	S	A	26	0	0	46	23	12	19	0	0	36	19	30	26	
	HEATHROW	JATAIRWAYS	S	D	26	0	0	38	19	19	23	0	0	40	36	35	25	
<b>TOTAL BELGRADE</b>					<b>86</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>22</b>	<b>9</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>43</b>	<b>26</b>	<b>26</b>	
BENBECULA																		
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	25	0	0	84	0	8	8	0	0	11	81	30	26	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2003					
					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
BENBECULA																		
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	26	0	0	77	12	0	12	0	0	17	73	37	26	
	GLASGOW	HIGHLAND AIRWAYS LTD	S	A	36	0	5	94	3	3	0	0	0	4	0	0	0	
	GLASGOW	HIGHLAND AIRWAYS LTD	S	D	35	1	5	94	3	0	3	0	0	3	0	0	0	
<b>TOTAL BENBECULA</b>					<b>122</b>	<b>1</b>	<b>10</b>	<b>89</b>	<b>4</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>34</b>	<b>34</b>	
BENHAZI																		
BERGAMO																		
	GATWICK	ASTRAEUS LTD	C	A	5	0	0	40	20	0	40	0	0	54	0	0	0	
	GATWICK	ASTRAEUS LTD	C	D	5	0	0	60	0	0	40	0	0	50	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	5	0	0	60	20	20	0	0	0	16	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	5	0	0	60	40	0	0	0	0	8	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	4	0	0	0	25	0	75	0	0	62	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	5	0	0	60	20	20	0	0	0	14	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	20	20	40	0	0	42	0	60	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	4	100	8	4	
	LUTON	RYANAIR	S	A	54	0	2	94	6	0	0	0	0	2	0	0	0	
	LUTON	RYANAIR	S	D	54	0	2	87	11	2	0	0	0	6	0	0	0	
	STANSTED	RYANAIR	S	A	104	0	4	86	5	5	3	1	1	14	81	12	86	
	STANSTED	RYANAIR	S	D	104	0	2	72	18	6	4	0	0	14	54	20	89	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	0	40	20	40	0	0	51	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	6	0	0	0	
<b>TOTAL BERGAMO</b>					<b>365</b>	<b>1</b>	<b>10</b>	<b>78</b>	<b>12</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>66</b>	<b>17</b>	<b>17</b>	
BERGEN																		
	GATWICK	BRAATHENS ASA	S	A	30	0	0	83	7	10	0	0	0	8	84	9	31	
	GATWICK	BRAATHENS ASA	S	D	30	0	0	87	7	3	3	0	0	9	90	7	31	
	MANCHESTER	WIDEROE FLYVESELSKAP A/S	S	A	25	0	0	76	8	16	0	0	0	12	0	0	0	
	MANCHESTER	WIDEROE FLYVESELSKAP A/S	S	D	25	0	0	88	12	0	0	0	0	4	0	0	0	
<b>TOTAL BERGEN</b>					<b>110</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>8</b>	<b>8</b>	
BERGERAC																		
	STANSTED	RYANAIR	S	A	31	0	0	97	0	0	0	3	0	8	0	0	0	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2003					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)													
BERGERAC																			
	STANSTED	RYANAIR		S D	31	0	0	97	0	0	3	0	0	3	0	0	0	0	0
<b>TOTAL BERGERAC</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>93</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>
BERLIN (SCHONEFELD)																			
	STANSTED	RYANAIR		S A	82	0	1	82	10	5	2	1	0	12	0	0	0	0	0
	STANSTED	RYANAIR		S D	82	0	1	79	10	10	1	0	0	11	0	0	0	0	0
<b>TOTAL BERLIN (SCHONEFELD)</b>					<b>164</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>89</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>
BERLIN (TEGEL)																			
	STANSTED	AIR BERLIN		S A	61	0	1	90	7	2	2	0	0	7	74	9	58	58	58
	STANSTED	AIR BERLIN		S D	61	0	1	79	18	0	3	0	0	11	62	16	58	58	58
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	29	0	0	79	3	7	7	3	0	23	83	13	30	30	30
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S D	30	0	0	83	3	7	3	3	0	17	77	10	31	31	31
	HEATHROW	BRITISH AIRWAYS PLC		S A	148	0	1	68	10	11	8	1	1	23	64	30	151	151	151
	HEATHROW	BRITISH AIRWAYS PLC		S D	149	0	0	85	6	4	4	1	0	11	72	18	151	151	151
	GATWICK	DEUTSCHE BA		S A	79	0	1	80	11	6	3	0	0	11	0	0	0	0	0
	GATWICK	DEUTSCHE BA		S D	79	0	1	87	9	1	3	0	0	6	0	0	0	0	0
	BIRMINGHAM	DUO AIRWAYS LTD		S A	42	0	3	76	2	7	12	2	0	25	81	7	47	47	47
	BIRMINGHAM	DUO AIRWAYS LTD		S D	43	0	1	74	9	7	9	0	0	17	81	7	47	47	47
<b>TOTAL BERLIN (TEGEL)</b>					<b>721</b>	<b>1</b>	<b>9</b>	<b>80</b>	<b>9</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>
BERLIN (TEMPLEHOF)																			
BERMUDA																			
	GATWICK	BRITISH AIRWAYS PLC		S A	13	0	0	100	0	0	0	0	0	0	93	10	14	14	14
	GATWICK	BRITISH AIRWAYS PLC		S D	14	0	0	93	7	0	0	0	0	5	77	12	13	13	13
<b>TOTAL BERMUDA</b>					<b>27</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>85</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>11</b>
BERNE																			
	GATWICK	FLYBE.BRITISH EUROPEAN		C A	5	0	0	100	0	0	0	0	0	1	100	0	4	4	4
	GATWICK	FLYBE.BRITISH EUROPEAN		C D	5	0	0	60	0	40	0	0	0	22	100	3	4	4	4
	MANCHESTER	INTERSKY LUFTFAHRT GMBH		C A	5	0	0	20	80	0	0	0	0	19	0	0	0	0	0
	MANCHESTER	INTERSKY LUFTFAHRT GMBH		C D	5	0	0	60	40	0	0	0	0	13	0	0	0	0	0
<b>TOTAL BERNE</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>20</b>
BIARRITZ																			
	STANSTED	RYANAIR		S A	28	0	1	89	4	4	0	4	0	9	82	15	28	28	28

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2003			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
BIARRITZ	STANSTED	RYANAIR		S D	29	0	0	97	3	0	0	0	0	3	80	9	30
<b>TOTAL BIARRITZ</b>					<b>57</b>	<b>0</b>	<b>1</b>	<b>93</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>12</b>	<b>12</b>
BILBAO	HEATHROW	BRITISH AIRWAYS PLC		S A	31	0	0	71	19	3	6	0	0	14	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	0	81	6	10	3	0	0	10	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	31	0	0	94	3	0	3	0	0	4	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	31	0	0	87	3	6	3	0	0	8	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	61	0	1	90	2	7	2	0	0	5	84	10	55
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	61	0	1	75	13	5	7	0	0	14	71	14	55
	HEATHROW	IBERIA		S A	30	0	0	80	13	3	3	0	0	12	79	11	29
	HEATHROW	IBERIA		S D	29	0	1	83	3	7	7	0	0	11	75	9	28
<b>TOTAL BILBAO</b>					<b>305</b>	<b>0</b>	<b>3</b>	<b>83</b>	<b>8</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>
BILLUND	GATWICK	MAERSK AIR		S A	81	0	1	75	12	7	5	0	0	13	62	14	81
	GATWICK	MAERSK AIR		S D	81	0	1	84	5	11	0	0	0	8	78	9	81
	MANCHESTER	SUN AIR OF SCANDINAVIA		S A	45	0	1	69	13	11	7	0	0	14	60	18	47
	MANCHESTER	SUN AIR OF SCANDINAVIA		S D	45	0	1	80	9	4	4	2	0	14	79	12	47
<b>TOTAL BILLUND</b>					<b>252</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>10</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>70</b>	<b>13</b>	<b>13</b>
BIRMINGHAM	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD		S A	80	0	0	90	0	5	5	0	0	8	52	29	63
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD		S D	121	0	0	85	5	3	7	0	0	12	53	21	30
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD		S A	123	0	0	89	7	2	3	0	0	7	100	4	4
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD		S D	110	0	0	88	6	3	2	1	0	9	100	0	1
	NEWCASTLE	EASTERN AIRWAYS		S A	77	1	5	61	5	21	12	1	0	26	0	0	0
	NEWCASTLE	EASTERN AIRWAYS		S D	74	1	6	88	5	0	7	0	0	10	0	0	0
	EDINBURGH	FLYBE.BRITISH EUROPEAN		S A	146	0	7	81	9	6	4	0	0	10	84	10	143
	EDINBURGH	FLYBE.BRITISH EUROPEAN		S D	147	0	6	77	12	6	5	1	0	13	76	12	141
	GLASGOW	FLYBE.BRITISH EUROPEAN		S A	137	0	10	62	20	13	4	0	0	17	67	22	144
	GLASGOW	FLYBE.BRITISH EUROPEAN		S D	136	0	11	76	11	11	1	0	0	11	81	14	144
<b>TOTAL BIRMINGHAM</b>					<b>1155</b>	<b>6</b>	<b>57</b>	<b>79</b>	<b>9</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>72</b>	<b>18</b>	<b>18</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2003			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
BISHKEK (FRUNZE)	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	13	0	0	62	8	0	23	8	0	55	62	66	13
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	14	0	0	29	21	21	14	14	0	59	22	59	9
<b>TOTAL BISHKEK (FRUNZE)</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>15</b>	<b>11</b>	<b>19</b>	<b>11</b>	<b>0</b>	<b>57</b>	<b>45</b>	<b>63</b>	<b>63</b>
BLACKPOOL	STANSTED	RYANAIR	S	A	51	0	1	92	2	4	2	0	0	6	0	0	0
	STANSTED	RYANAIR	S	D	51	0	1	84	6	6	4	0	0	9	0	0	0
<b>TOTAL BLACKPOOL</b>					<b>102</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>4</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
BOGOTA	HEATHROW	BRITISH AIRWAYS PLC	S	A	12	1	1	92	0	0	8	0	0	8	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	31	31	38	0	0	0	25	0	0	0
<b>TOTAL BOGOTA</b>					<b>25</b>	<b>1</b>	<b>1</b>	<b>60</b>	<b>16</b>	<b>20</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>57</b>	<b>15</b>	<b>15</b>
BOLOGNA	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	10	0	0	70	20	0	0	10	0	26	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	11	0	0	73	9	9	9	0	0	21	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	82	0	0	74	11	4	7	2	1	24	70	19	86
	GATWICK	BRITISH AIRWAYS PLC	S	D	81	0	0	84	7	4	5	0	0	11	84	10	87
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	30	0	1	83	3	3	10	0	0	12	73	13	30
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	74	13	0	13	0	0	17	43	20	30
<b>TOTAL BOLOGNA</b>					<b>245</b>	<b>1</b>	<b>1</b>	<b>78</b>	<b>9</b>	<b>3</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>72</b>	<b>15</b>	<b>15</b>
BORDEAUX	GATWICK	BRIT AIR	S	A	67	1	0	94	4	1	0	0	0	5	0	0	0
	GATWICK	BRIT AIR	S	D	67	1	0	96	3	1	0	0	0	2	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	56	0	0	98	2	0	0	0	0	1	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	56	0	0	88	13	0	0	0	0	5	0	0	0
<b>TOTAL BORDEAUX</b>					<b>246</b>	<b>2</b>	<b>0</b>	<b>94</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>80</b>	<b>13</b>	<b>13</b>
BOSTON	HEATHROW	AMERICAN AIRLINES	S	A	55	0	0	73	13	9	5	0	0	14	68	33	57
	HEATHROW	AMERICAN AIRLINES	S	D	55	0	0	80	13	5	0	2	0	12	81	17	57
	HEATHROW	BRITISH AIRWAYS PLC	S	A	88	0	0	91	5	2	1	0	1	23	84	25	88
	HEATHROW	BRITISH AIRWAYS PLC	S	D	89	0	0	71	16	10	3	0	0	15	70	23	88

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2003			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
BOSTON	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	1	87	3	7	3	0	0	8	77	14	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	81	16	3	0	0	0	9	58	29	31
<b>TOTAL BOSTON</b>					<b>348</b>	<b>1</b>	<b>1</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>24</b>	<b>24</b>
BRATISLAVA	BIRMINGHAM	AIR SLOVAKIA BWJ	S	A	9	0	0	0	22	0	56	11	11	204	0	0	0
	BIRMINGHAM	AIR SLOVAKIA BWJ	S	D	6	0	3	0	0	67	17	0	17	205	0	0	0
	STANSTED	SKY EUROPE	S	A	21	1	0	48	24	14	0	10	5	65	0	0	0
	STANSTED	SKY EUROPE	S	D	21	1	0	38	19	24	5	10	5	71	0	0	0
<b>TOTAL BRATISLAVA</b>					<b>57</b>	<b>2</b>	<b>3</b>	<b>32</b>	<b>19</b>	<b>21</b>	<b>12</b>	<b>9</b>	<b>7</b>	<b>104</b>	<b>0</b>	<b>0</b>	<b>0</b>
BREMEN	LONDON CITY	OLTOSTFRIESISCHE LUFTTRANSPORT	S	A	46	0	2	89	7	2	0	2	0	9	0	0	0
	LONDON CITY	OLTOSTFRIESISCHE LUFTTRANSPORT	S	D	47	0	1	87	6	4	0	2	0	10	0	0	0
<b>TOTAL BREMEN</b>					<b>93</b>	<b>1</b>	<b>3</b>	<b>88</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>14</b>	<b>14</b>
BRESCIA/MONTICHIARI	STANSTED	RYANAIR	S	A	45	0	2	71	24	2	2	0	0	12	65	29	26
	STANSTED	RYANAIR	S	D	47	0	2	85	13	2	0	0	0	8	34	28	29
<b>TOTAL BRESCIA/MONTICHIARI</b>					<b>92</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>18</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>49</b>	<b>28</b>	<b>28</b>
BREST	STANSTED	RYANAIR	S	A	28	0	0	79	18	4	0	0	0	6	0	0	0
	STANSTED	RYANAIR	S	D	28	0	0	89	11	0	0	0	0	5	0	0	0
<b>TOTAL BREST</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>76</b>	<b>10</b>	<b>10</b>
BRIDGETOWN	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	6	100	7	1
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	89	11	0	0	0	0	6	67	20	6
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	100	0	0	0	0	0	4	86	6	7
	GLASGOW	BRITANNIA AIRWAYS	C	A	2	0	0	50	0	50	0	0	0	29	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	A	6	0	0	33	0	17	33	17	0	73	67	25	3
	MANCHESTER	BRITANNIA AIRWAYS	C	D	6	0	0	100	0	0	0	0	0	3	50	50	6
	GATWICK	BRITISH AIRWAYS PLC	S	A	42	0	0	90	5	5	0	0	0	4	80	9	35
	GATWICK	BRITISH AIRWAYS PLC	S	D	44	0	0	84	11	2	2	0	0	7	71	15	35
	HEATHROW	BRITISH AIRWAYS PLC	S	A	4	0	0	75	25	0	0	0	0	5	20	29	5

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2003					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
BRIDGETOWN																		
	HEATHROW	BRITISH AIRWAYS PLC		S D	5	0	0	60	40	0	0	0	0	13	40	36	5	
	GATWICK	EXCEL AIRWAYS LTD		C A	5	0	0	20	40	40	0	0	0	31	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD		C D	5	0	0	80	20	0	0	0	9	0	0	0		
	GATWICK	MONARCH AIRLINES		C A	5	0	0	0	40	40	0	20	0	87	0	0	0	
	GATWICK	MONARCH AIRLINES		C D	4	0	0	25	50	25	0	0	0	22	0	24	1	
	GATWICK	MY TRAVEL AIRWAYS UK		C A	5	0	0	60	0	20	0	20	0	74	38	58	8	
	GATWICK	MY TRAVEL AIRWAYS UK		C D	6	0	0	50	17	17	17	0	0	44	38	49	8	
	MANCHESTER	MY TRAVEL AIRWAYS UK		C A	6	0	0	50	0	0	50	0	0	41	13	64	8	
	MANCHESTER	MY TRAVEL AIRWAYS UK		C D	7	0	0	86	0	0	14	0	0	21	63	28	8	
	GATWICK	THOMAS COOK AIRLINES LTD		C A	8	0	0	88	0	0	13	0	0	14	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD		C D	8	0	0	63	25	0	13	0	0	15	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C A	9	0	0	67	11	0	22	0	0	23	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C D	8	0	0	75	0	0	25	0	0	29	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S A	30	0	0	90	10	0	0	0	0	3	86	7	22	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S D	29	0	0	72	17	10	0	0	0	12	83	8	23	
<b>TOTAL BRIDGETOWN</b>					<b>268</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>67</b>	<b>21</b>	<b>21</b>	
BRINDISI																		
BRISTOL																		
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD		S A	99	0	0	90	5	1	4	0	0	7	83	10	96	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD		S D	106	0	0	85	6	4	5	1	0	12	74	10	100	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD		S A	75	0	0	87	3	11	0	0	0	7	75	14	75	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD		S D	104	0	0	86	4	6	4	1	0	11	83	9	103	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S A	79	0	4	80	9	8	4	0	0	11	75	16	108	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S D	78	0	5	56	27	12	5	0	0	20	64	19	108	
	GLASGOW	EASYJET AIRLINE COMPANY LTD		S A	81	0	2	80	9	0	9	2	0	18	77	19	81	
	GLASGOW	EASYJET AIRLINE COMPANY LTD		S D	81	0	2	69	14	5	10	2	0	23	66	24	82	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S A	78	0	5	72	9	8	9	1	1	27	0	0	0	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S D	79	0	4	59	13	13	13	1	1	33	0	0	0	
<b>TOTAL BRISTOL</b>					<b>860</b>	<b>0</b>	<b>22</b>	<b>77</b>	<b>9</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>75</b>	<b>15</b>	<b>15</b>	
BRUSSELS																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2003					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
BRUSSELS																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	170	0	1	78	9	8	4	1	0	15	67	18	170	
	HEATHROW	BMI BRITISH MIDLAND	S	D	171	0	1	77	15	7	1	1	0	11	66	17	170	
	EDINBURGH	BMI REGIONAL	S	A	70	0	0	93	0	4	3	0	0	8	81	10	77	
	EDINBURGH	BMI REGIONAL	S	D	70	0	0	86	9	4	1	0	0	6	81	9	77	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	64	0	0	92	0	2	5	2	0	9	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	64	0	0	89	3	3	5	0	0	7	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	219	0	0	84	8	4	4	1	0	11	71	20	248	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	219	0	0	83	8	5	4	0	0	10	70	17	244	
	BIRMINGHAM	SN BRUSSELS AIRLINES	S	A	114	0	12	91	8	1	0	0	0	6	76	10	135	
	BIRMINGHAM	SN BRUSSELS AIRLINES	S	D	115	0	11	96	3	0	1	0	0	3	88	6	132	
	GATWICK	SN BRUSSELS AIRLINES	S	A	45	0	0	78	11	9	0	2	0	15	0	0	0	
	GATWICK	SN BRUSSELS AIRLINES	S	D	45	0	0	80	11	7	0	2	0	11	0	0	0	
	HEATHROW	SN BRUSSELS AIRLINES	S	A	5	0	0	80	0	20	0	0	0	9	0	0	0	
	HEATHROW	SN BRUSSELS AIRLINES	S	D	4	0	0	50	50	0	0	0	0	12	0	0	0	
	MANCHESTER	SN BRUSSELS AIRLINES	S	A	78	1	1	83	12	3	3	0	0	10	83	7	102	
	MANCHESTER	SN BRUSSELS AIRLINES	S	D	79	0	0	92	3	1	4	0	0	7	91	4	101	
	NEWCASTLE	SN BRUSSELS AIRLINES	S	A	70	0	1	91	6	1	1	0	0	5	77	9	75	
	NEWCASTLE	SN BRUSSELS AIRLINES	S	D	70	0	1	93	4	1	1	0	0	4	86	5	73	
	LONDON CITY	VLM (BELGIUM)	S	A	123	0	6	76	12	5	7	0	0	15	72	12	101	
	LONDON CITY	VLM (BELGIUM)	S	D	124	0	5	84	6	3	6	1	0	15	77	9	101	
<b>TOTAL BRUSSELS</b>					<b>1919</b>	<b>4</b>	<b>39</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>12</b>	<b>12</b>	
BUCHAREST (OTOPENI)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	77	10	10	3	0	0	12	73	17	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	73	10	13	3	0	0	12	83	15	30	
	HEATHROW	TAROM	S	A	30	0	0	57	23	17	3	0	0	17	60	22	30	
	HEATHROW	TAROM	S	D	30	0	0	77	10	10	3	0	0	13	60	22	30	
<b>TOTAL BUCHAREST (OTOPENI)</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>69</b>	<b>19</b>	<b>19</b>	
BUDAPEST																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	0	67	20	5	7	2	0	18	65	30	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	0	74	15	8	3	0	0	13	58	28	60	
	GATWICK	MALEV (HUNGARIAN AIRLINES)	S	A	22	0	0	41	32	18	9	0	0	25	94	3	18	
	GATWICK	MALEV (HUNGARIAN AIRLINES)	S	D	22	0	0	55	23	23	0	0	0	18	100	0	18	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2003					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
BUDAPEST																		
	HEATHROW	MALEV (HUNGARIAN AIRLINES)	S	A	61	0	0	56	25	15	5	0	0	19	67	28	63	
	HEATHROW	MALEV (HUNGARIAN AIRLINES)	S	D	60	0	0	88	3	3	5	0	0	9	69	24	61	
<b>TOTAL BUDAPEST</b>					<b>287</b>	<b>60</b>	<b>0</b>	<b>68</b>	<b>17</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>24</b>	<b>24</b>	
BUENOS AIRES																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	77	15	0	8	0	0	17	46	25	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	14	0	0	43	43	14	0	0	0	16	75	15	12	
<b>TOTAL BUENOS AIRES</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>30</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>58</b>	<b>21</b>	<b>21</b>	
BURGAS																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2003					
					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)												
CAEN																		
CAGLIARI (ELMAS)																		
	LUTON	VOLARE AIRLINES		S A	13	0	0	0	38	8	46	8	0	82	0	0	0	0
	LUTON	VOLARE AIRLINES		S D	13	0	0	8	15	23	54	0	0	68	0	0	0	0
<b>TOTAL CAGLIARI (ELMAS)</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>27</b>	<b>15</b>	<b>50</b>	<b>4</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
CAIRO																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	30	0	0	83	7	10	0	0	0	7	84	22	31	
	HEATHROW	BRITISH AIRWAYS PLC		S D	30	0	0	47	33	7	10	3	0	32	53	44	30	
	HEATHROW	EGYPT AIR		S A	31	0	0	0	13	52	35	0	0	54	32	29	31	
	HEATHROW	EGYPT AIR		S D	32	0	0	3	13	44	38	3	0	63	16	45	31	
	MANCHESTER	EGYPT AIR		S A	5	0	0	20	20	60	0	0	0	33	50	20	4	
	MANCHESTER	EGYPT AIR		S D	5	0	1	20	0	0	40	0	40	423	0	55	5	
<b>TOTAL CAIRO</b>					<b>133</b>	<b>2</b>	<b>1</b>	<b>32</b>	<b>16</b>	<b>29</b>	<b>21</b>	<b>2</b>	<b>2</b>	<b>54</b>	<b>45</b>	<b>35</b>	<b>35</b>	
CALCUTTA																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	12	0	0	50	8	17	17	0	8	148	0	134	9	
	HEATHROW	BRITISH AIRWAYS PLC		S D	13	0	0	62	0	23	8	8	0	44	0	138	9	
<b>TOTAL CALCUTTA</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>4</b>	<b>20</b>	<b>12</b>	<b>4</b>	<b>4</b>	<b>94</b>	<b>0</b>	<b>136</b>	<b>136</b>	
CALGARY																		
	HEATHROW	AIR CANADA		S A	30	1	1	57	23	3	10	7	0	34	32	43	31	
	HEATHROW	AIR CANADA		S D	31	0	0	61	19	16	3	0	0	17	55	42	31	
	GATWICK	MONARCH AIRLINES		C A	9	0	0	56	0	0	22	11	11	225	50	87	8	
	GATWICK	MONARCH AIRLINES		C D	9	0	0	22	56	0	11	11	0	43	67	42	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK		C A	9	0	0	33	11	11	44	0	0	43	11	107	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK		C D	9	0	0	67	11	22	0	0	0	17	67	16	9	
<b>TOTAL CALGARY</b>					<b>97</b>	<b>1</b>	<b>1</b>	<b>54</b>	<b>21</b>	<b>9</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>46</b>	<b>45</b>	<b>49</b>	<b>49</b>	
CAMPBELTOWN																		
	GLASGOW	LOGANAIR		S A	35	0	0	97	0	3	0	0	0	1	86	5	36	
	GLASGOW	LOGANAIR		S D	35	0	0	97	0	3	0	0	0	2	84	8	38	
<b>TOTAL CAMPBELTOWN</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>7</b>	<b>7</b>	
CANCUN																		
	GATWICK	BRITANNIA AIRWAYS		C A	4	0	0	100	0	0	0	0	0	0	50	13	4	
	GATWICK	BRITANNIA AIRWAYS		C D	4	0	0	100	0	0	0	0	0	7	50	15	4	
	MANCHESTER	BRITANNIA AIRWAYS		C A	5	0	0	80	0	0	20	0	0	17	0	0	0	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2003					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
CANCUN																		
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	7	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	6	0	0	83	0	17	0	0	0	7	80	3	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	8	100	0	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	60	17	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	3	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	2	0	0	50	50	0	0	0	0	19	25	78	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	2	0	0	50	50	0	0	0	0	22	60	16	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	2	0	0	50	0	0	50	0	0	40	60	47	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	2	0	0	0	0	50	50	0	0	86	80	50	5	
<b>TOTAL CANCUN</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>24</b>	<b>24</b>	
CANNES																		
CAPE TOWN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	44	0	0	82	9	7	2	0	0	10	86	26	44	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	45	0	0	53	29	16	2	0	0	20	37	33	41	
	MANCHESTER	ICELANDAIR	C	A	8	0	0	0	13	0	63	25	0	142	0	0	0	
	MANCHESTER	ICELANDAIR	C	D	9	0	0	67	11	0	11	11	0	40	0	0	0	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	40	0	0	63	15	18	5	0	0	20	94	35	31	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	39	1	1	82	10	8	0	0	0	10	62	17	29	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	18	0	0	61	11	17	11	0	0	25	50	72	12	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	18	0	0	44	33	17	6	0	0	24	73	13	11	
<b>TOTAL CAPE TOWN</b>					<b>221</b>	<b>1</b>	<b>1</b>	<b>64</b>	<b>17</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>68</b>	<b>30</b>	<b>30</b>	
CARCASSONNE																		
	STANSTED	RYANAIR	S	A	27	0	1	89	4	0	7	0	0	8	69	15	29	
	STANSTED	RYANAIR	S	D	30	0	0	83	7	3	7	0	0	13	80	11	30	
<b>TOTAL CARCASSONNE</b>					<b>57</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>5</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>13</b>	<b>13</b>	
CARDIFF WALES																		
	NEWCASTLE	AIR WALES LTD	S	A	30	1	2	60	7	10	23	0	0	33	0	0	0	
	NEWCASTLE	AIR WALES LTD	S	D	33	2	1	58	12	6	21	3	0	38	0	0	0	
	EDINBURGH	BMI BRITISH MIDLAND	S	A	49	1	2	94	2	2	2	0	0	5	92	6	52	
	EDINBURGH	BMI BRITISH MIDLAND	S	D	50	1	1	80	14	4	2	0	0	10	81	12	53	
<b>TOTAL CARDIFF WALES</b>					<b>162</b>	<b>5</b>	<b>6</b>	<b>76</b>	<b>9</b>	<b>5</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>79</b>	<b>11</b>	<b>11</b>	
CASABLANCA MOHAMED V																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2003					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)													
CASABLANCA MOHAMED V																			
	HEATHROW	ROYAL AIR MAROC		S A	29	0	0	28	24	28	14	3	3	57	48	33	31		
	HEATHROW	ROYAL AIR MAROC		S D	29	0	0	52	10	7	21	3	7	65	71	31	31		
<b>TOTAL CASABLANCA MOHAMED V</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>3</b>	<b>5</b>	<b>59</b>	<b>60</b>	<b>32</b>	<b>32</b>		
CATANIA (FONTANAROSSA)																			
CHAMBERY																			
	GATWICK	ASTRAEUS LTD		C A	13	0	0	23	8	23	46	0	0	55	0	0	0		
	GATWICK	ASTRAEUS LTD		C D	13	0	0	31	46	15	8	0	0	28	0	0	0		
	MANCHESTER	ASTRAEUS LTD		C A	9	0	0	22	0	22	56	0	0	62	0	0	0		
	MANCHESTER	ASTRAEUS LTD		C D	9	0	0	33	33	22	11	0	0	31	0	0	0		
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		C A	9	0	0	56	0	33	11	0	0	25	0	0	0		
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		C D	9	0	0	56	11	11	22	0	0	29	0	0	0		
	GATWICK	BRITISH AIRWAYS PLC		C A	21	5	0	43	19	10	24	5	0	51	55	49	20		
	GATWICK	BRITISH AIRWAYS PLC		C D	19	7	0	74	21	0	5	0	0	10	50	26	20		
	BIRMINGHAM	EXCEL AIRWAYS LTD		C A	5	0	0	40	40	20	0	0	0	17	50	57	4		
	BIRMINGHAM	EXCEL AIRWAYS LTD		C D	5	0	0	40	40	20	0	0	0	20	25	65	4		
	GATWICK	EXCEL AIRWAYS LTD		C A	13	0	0	54	8	8	23	8	0	48	38	29	8		
	GATWICK	EXCEL AIRWAYS LTD		C D	13	0	0	77	0	0	23	0	0	15	100	3	8		
	MANCHESTER	EXCEL AIRWAYS LTD		C A	8	0	0	75	0	25	0	0	0	13	25	54	4		
	MANCHESTER	EXCEL AIRWAYS LTD		C D	8	0	0	75	13	13	0	0	0	10	75	7	4		
	EDINBURGH	FLYBE.BRITISH EUROPEAN		C A	4	0	0	50	25	0	0	0	25	110	50	39	8		
	EDINBURGH	FLYBE.BRITISH EUROPEAN		C D	4	0	0	50	25	0	0	0	25	123	75	38	8		
	MANCHESTER	FLYBE.BRITISH EUROPEAN		C A	4	0	0	0	0	25	75	0	0	69	0	0	0		
	MANCHESTER	FLYBE.BRITISH EUROPEAN		C D	4	0	0	25	0	75	0	0	0	35	0	0	0		
	NEWCASTLE	FLYBE.BRITISH EUROPEAN		C A	5	0	0	40	40	0	20	0	0	26	0	81	4		
	NEWCASTLE	FLYBE.BRITISH EUROPEAN		C D	5	0	0	0	20	60	20	0	0	38	0	65	4		
	GATWICK	TITAN AIRWAYS LTD		C A	4	0	0	75	0	25	0	0	0	13	0	0	0		
	GATWICK	TITAN AIRWAYS LTD		C D	4	0	0	75	25	0	0	0	0	6	0	0	0		
	STANSTED	TITAN AIRWAYS LTD		C A	8	0	0	50	25	13	13	0	0	23	50	43	8		
	STANSTED	TITAN AIRWAYS LTD		C D	9	0	0	44	11	33	0	11	0	39	86	9	7		
<b>TOTAL CHAMBERY</b>					<b>205</b>	<b>14</b>	<b>0</b>	<b>48</b>	<b>17</b>	<b>16</b>	<b>17</b>	<b>1</b>	<b>1</b>	<b>35</b>	<b>54</b>	<b>35</b>	<b>35</b>		

CHARLEROI

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2003				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
CHARLEROI																		
	STANSTED	RYANAIR		S A	89	0	1	85	8	2	3	1	0	10	91	6	112	
	STANSTED	RYANAIR		S D	89	0	1	80	10	6	3	1	0	13	81	12	112	
<b>TOTAL CHARLEROI</b>					<b>178</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>9</b>	<b>9</b>	
CHARLOTTE																		
	GATWICK	US AIRWAYS		S A	30	0	1	67	20	0	7	7	0	27	74	15	31	
	GATWICK	US AIRWAYS		S D	30	0	1	83	3	3	10	0	0	12	84	8	31	
<b>TOTAL CHARLOTTE</b>					<b>60</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>12</b>	<b>2</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>79</b>	<b>12</b>	<b>12</b>	
CHICAGO (O'HARE)																		
	HEATHROW	AIR INDIA		S A	13	0	0	54	8	38	0	0	0	22	46	26	13	
	HEATHROW	AIR INDIA		S D	13	0	0	54	8	23	15	0	0	24	8	41	13	
	HEATHROW	AMERICAN AIRLINES		S A	123	0	0	65	14	13	6	2	0	20	71	18	92	
	HEATHROW	AMERICAN AIRLINES		S D	123	0	0	88	10	2	1	0	0	7	79	15	92	
	MANCHESTER	AMERICAN AIRLINES		S A	31	0	0	45	10	26	13	6	0	41	74	12	31	
	MANCHESTER	AMERICAN AIRLINES		S D	31	0	0	71	10	13	6	0	0	19	90	12	31	
	MANCHESTER	BMI BRITISH MIDLAND		S A	31	0	0	48	23	19	10	0	0	22	77	8	30	
	MANCHESTER	BMI BRITISH MIDLAND		S D	31	0	0	87	6	3	3	0	0	10	97	3	30	
	HEATHROW	BRITISH AIRWAYS PLC		S A	59	0	0	86	7	7	0	0	0	5	87	16	60	
	HEATHROW	BRITISH AIRWAYS PLC		S D	60	0	0	83	8	7	2	0	0	11	61	28	59	
	BIRMINGHAM	PAKISTAN INTL AIRLINES		S A	8	0	1	38	13	13	13	13	13	180	0	0	0	
	BIRMINGHAM	PAKISTAN INTL AIRLINES		S D	9	0	0	67	0	0	22	11	0	59	0	0	0	
	HEATHROW	UNITED AIRLINES		S A	93	0	0	52	13	24	12	0	0	25	72	18	92	
	HEATHROW	UNITED AIRLINES		S D	93	0	1	85	6	3	5	0	0	10	74	15	91	
<b>TOTAL CHICAGO (O'HARE)</b>					<b>718</b>	<b>2</b>	<b>2</b>	<b>72</b>	<b>10</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>74</b>	<b>17</b>	<b>17</b>	
CIEGO DE AVILA																		
CINCINNATI																		
	GATWICK	DELTA AIRLINES		S A	28	0	0	71	7	7	14	0	0	18	76	24	29	
	GATWICK	DELTA AIRLINES		S D	28	0	0	75	14	0	11	0	0	13	52	22	29	
<b>TOTAL CINCINNATI</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>11</b>	<b>4</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>64</b>	<b>23</b>	<b>23</b>	
CITY OF DERRY (EGLINTON)																		
	GLASGOW	LOGANAIR		S A	20	13	0	90	5	0	5	0	0	6	85	10	33	
	GLASGOW	LOGANAIR		S D	33	0	0	79	3	9	0	9	0	31	76	12	34	
	MANCHESTER	LOGANAIR		S A	15	0	0	80	13	0	7	0	0	10	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2003				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
CITY OF DERRY (EGLINTON)																		
	MANCHESTER	LOGANAIR		S D	15	0	0	80	13	0	7	0	0	8	0	0	0	
	STANSTED	RYANAIR		S A	55	0	1	91	4	2	4	0	0	8	93	6	54	
	STANSTED	RYANAIR		S D	55	0	1	78	16	5	0	0	0	9	78	8	55	
<b>TOTAL CITY OF DERRY (EGLINTON)</b>					<b>193</b>	<b>13</b>	<b>2</b>	<b>83</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>10</b>	<b>10</b>	
CLERMONT FERRAND																		
	STANSTED	RYANAIR		S A	13	0	0	92	0	8	0	0	0	7	0	0	0	
	STANSTED	RYANAIR		S D	13	0	0	77	15	0	8	0	0	12	0	0	0	
<b>TOTAL CLERMONT FERRAND</b>					<b>28</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>88</b>	<b>6</b>	<b>6</b>	
CLEVELAND																		
COCHIN																		
COLOGNE (BONN)																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	90	0	0	82	10	4	3	0	0	10	73	22	86	
	HEATHROW	BRITISH AIRWAYS PLC		S D	91	0	0	86	8	4	2	0	0	8	79	15	87	
	BIRMINGHAM	DUO AIRWAYS LTD		S A	37	0	5	78	5	5	5	5	0	23	0	0	0	
	BIRMINGHAM	DUO AIRWAYS LTD		S D	39	0	3	74	10	8	8	0	0	13	0	0	0	
	STANSTED	EUROWINGS LUFTVERKEHRS		S A	43	0	0	84	7	5	5	0	0	9	78	18	78	
	STANSTED	EUROWINGS LUFTVERKEHRS		S D	43	0	0	65	16	14	5	0	0	17	71	21	78	
	MANCHESTER	HAPAG LLOYD EXPRESS		S A	31	0	0	68	23	6	3	0	0	12	0	0	0	
	MANCHESTER	HAPAG LLOYD EXPRESS		S D	31	0	0	77	10	6	3	3	0	19	0	0	0	
	HEATHROW	LUFTHANSA CITY LINE		S A	65	0	0	72	12	12	3	0	0	14	70	15	83	
	HEATHROW	LUFTHANSA CITY LINE		S D	64	0	0	80	3	13	5	0	0	11	71	21	83	
<b>TOTAL COLOGNE (BONN)</b>					<b>534</b>	<b>1</b>	<b>8</b>	<b>78</b>	<b>10</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>15</b>	<b>15</b>	
COLOMBO																		
	GATWICK	MONARCH AIRLINES		C D	4	0	0	25	0	50	25	0	0	42	0	0	0	
	HEATHROW	SRILANKAN AIRLINES		S A	49	0	0	55	18	12	10	4	0	28	70	10	37	
	HEATHROW	SRILANKAN AIRLINES		S D	45	0	0	58	16	11	11	4	0	31	49	26	37	
<b>TOTAL COLOMBO</b>					<b>98</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>16</b>	<b>13</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>30</b>	<b>59</b>	<b>20</b>	<b>20</b>	
CONNAUGHT																		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	27	0	0	93	4	0	4	0	0	4	79	10	19	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S D	28	0	0	79	4	11	7	0	0	12	79	13	19	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		S A	29	1	2	79	3	3	3	10	0	43	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2003				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
CONNAUGHT																		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	29	1	2	69	24	3	3	0	0	14	0	0	0	
	STANSTED	RYANAIR	S	A	30	0	1	87	3	7	0	3	0	14	70	16	30	
	STANSTED	RYANAIR	S	D	32	0	0	81	13	6	0	0	0	8	50	18	30	
<b>TOTAL CONNAUGHT</b>					<b>175</b>	<b>3</b>	<b>5</b>	<b>81</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>67</b>	<b>15</b>	<b>15</b>	
COPENHAGEN																		
	EDINBURGH	BMI BRITISH MIDLAND	S	A	49	0	1	69	6	8	12	4	0	27	80	11	50	
	EDINBURGH	BMI BRITISH MIDLAND	S	D	49	0	1	98	0	2	0	0	0	3	92	7	52	
	GLASGOW	BMI BRITISH MIDLAND	S	A	22	1	3	73	14	14	0	0	0	11	74	19	27	
	GLASGOW	BMI BRITISH MIDLAND	S	D	23	1	2	83	4	13	0	0	0	8	79	12	28	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	44	0	0	59	14	11	16	0	0	30	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	45	0	0	80	2	13	4	0	0	13	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	173	0	1	66	16	8	9	1	1	33	59	42	145	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	173	0	0	75	12	7	6	0	0	15	71	21	146	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	59	1	4	73	5	10	7	5	0	25	75	17	67	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	61	0	3	74	3	5	15	3	0	27	81	11	68	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	29	0	2	62	14	3	21	0	0	24	0	0	0	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	29	0	2	62	10	7	21	0	0	31	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	89	1	3	70	11	8	11	0	0	18	77	19	77	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	90	1	2	62	23	4	9	1	0	20	54	24	79	
	GATWICK	MAERSK AIR	S	A	76	0	1	89	7	3	1	0	0	6	84	8	86	
	GATWICK	MAERSK AIR	S	D	76	0	1	91	3	5	1	0	0	5	92	6	85	
	BIRMINGHAM	SAS	S	A	47	0	3	81	9	4	6	0	0	11	79	20	52	
	BIRMINGHAM	SAS	S	D	47	0	3	77	11	6	6	0	0	14	69	25	52	
	HEATHROW	SAS	S	A	184	0	4	74	9	11	6	0	0	14	63	23	203	
	HEATHROW	SAS	S	D	181	0	6	83	7	5	5	1	0	12	81	16	200	
	MANCHESTER	SAS	S	A	92	0	4	62	20	11	8	0	0	21	81	11	79	
	MANCHESTER	SAS	S	D	91	0	5	82	8	3	7	0	0	12	87	11	79	
	HEATHROW	VARIG	S	A	13	0	0	62	0	23	15	0	0	27	62	99	13	
	HEATHROW	VARIG	S	D	13	0	0	15	15	31	38	0	0	56	8	62	12	
<b>TOTAL COPENHAGEN</b>					<b>1755</b>	<b>8</b>	<b>51</b>	<b>74</b>	<b>10</b>	<b>7</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>74</b>	<b>20</b>	<b>20</b>	
CORFU																		
<b>TOTAL CORFU</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>100</b>	<b>10</b>	<b>10</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JAN 2003			
					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
CORK	BIRMINGHAM	AER ARRAN	S	A	50	0	2	84	0	10	4	0	2	20	77	15	52
	BIRMINGHAM	AER ARRAN	S	D	50	0	2	84	8	4	2	0	2	18	73	16	52
	EDINBURGH	AER ARRAN	S	A	22	0	0	68	23	5	5	0	0	12	96	2	23
	EDINBURGH	AER ARRAN	S	D	22	0	0	73	9	14	5	0	0	13	96	3	23
	HEATHROW	AER LINGUS	S	A	93	0	0	89	5	3	1	1	0	7	73	22	93
	HEATHROW	AER LINGUS	S	D	93	0	0	87	5	4	2	1	0	10	69	25	93
	MANCHESTER	BMI BRITISH MIDLAND	S	A	56	1	4	59	23	7	11	0	0	19	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	S	D	57	0	3	60	18	14	9	0	0	20	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	74	2	0	81	9	4	4	1	0	13	85	11	71
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	76	0	0	84	3	9	4	0	0	9	85	7	72
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	30	0	1	83	7	7	3	0	0	9	89	4	27
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	30	0	1	73	7	17	3	0	0	15	74	11	27
	EDINBURGH	JETMAGIC	S	A	47	0	5	83	9	4	2	0	2	17	0	0	0
	EDINBURGH	JETMAGIC	S	D	47	0	5	70	19	4	4	0	2	19	0	0	0
	LONDON CITY	JETMAGIC	S	A	45	14	5	76	20	4	0	0	0	8	0	0	0
	LONDON CITY	JETMAGIC	S	D	45	13	5	71	22	7	0	0	0	10	0	0	0
	GLASGOW	LOGANAIR	S	A	27	1	0	96	0	0	4	0	0	5	79	12	24
	GLASGOW	LOGANAIR	S	D	27	1	0	96	0	0	4	0	0	11	67	20	24
	STANSTED	RYANAIR	S	A	92	0	2	73	16	7	2	2	0	16	69	18	88
	STANSTED	RYANAIR	S	D	93	0	1	68	25	4	2	1	0	14	74	14	89
<b>TOTAL CORK</b>					<b>1078</b>	<b>34</b>	<b>36</b>	<b>78</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>15</b>	<b>15</b>
CUNAGUA	GATWICK	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	4	100	8	2
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	20	0	0	23	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	50	0	25	0	0	26	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL CUNAGUA</b>					<b>14</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>100</b>	<b>8</b>	<b>8</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2003					
					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)												
DACCA																		
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	A	26	0	0	12	19	19	27	8	15	163	17	158	24	
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	D	26	0	0	8	15	19	31	12	15	158	13	175	24	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	14	0	1	50	7	29	7	0	7	159	0	257	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	8	38	46	8	0	0	33	0	229	14	
<b>TOTAL DACCA</b>					<b>79</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>19</b>	<b>25</b>	<b>22</b>	<b>6</b>	<b>11</b>	<b>139</b>	<b>9</b>	<b>194</b>	<b>194</b>	
DALAMAN																		
	MANCHESTER	KIBRIS TURKISH AIRLINES - KTHY	S	A	6	0	0	17	50	33	0	0	0	30	0	0	0	
	MANCHESTER	KIBRIS TURKISH AIRLINES - KTHY	S	D	5	0	0	0	20	80	0	0	0	44	0	0	0	
<b>TOTAL DALAMAN</b>					<b>11</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>36</b>	<b>55</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>	
DALLAS/FORT WORTH																		
	GATWICK	AMERICAN AIRLINES	S	A	69	0	1	83	9	4	3	1	0	12	75	10	57	
	GATWICK	AMERICAN AIRLINES	S	D	69	0	1	90	7	1	1	0	0	6	84	6	57	
	GATWICK	BRITISH AIRWAYS PLC	S	A	29	0	1	97	0	0	0	3	0	9	80	10	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	90	7	3	0	0	0	8	67	20	30	
<b>TOTAL DALLAS/FORT WORTH</b>					<b>197</b>	<b>1</b>	<b>3</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>10</b>	<b>10</b>	
DAMASCUS																		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	17	0	0	88	0	6	6	0	0	7	78	15	18	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	16	0	0	50	19	13	6	13	0	57	33	83	15	
	HEATHROW	SYRIANAIR	S	A	13	1	0	15	15	23	23	23	0	92	17	50	18	
	HEATHROW	SYRIANAIR	C	D	5	0	0	60	20	0	0	20	0	59	100	5	2	
	HEATHROW	SYRIANAIR	S	D	13	0	0	15	31	31	15	8	0	57	72	24	18	
	MANCHESTER	SYRIANAIR	C	A	2	1	0	0	0	0	100	0	0	83	0	0	0	
	MANCHESTER	SYRIANAIR	C	D	8	0	0	0	25	25	50	0	0	75	0	17	1	
<b>TOTAL DAMASCUS</b>					<b>75</b>	<b>2</b>	<b>0</b>	<b>40</b>	<b>17</b>	<b>16</b>	<b>17</b>	<b>9</b>	<b>0</b>	<b>54</b>	<b>51</b>	<b>40</b>	<b>40</b>	
DAR-ES-SALAAM																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	23	23	54	0	0	0	31	23	63	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	14	0	0	50	21	21	7	0	0	23	62	46	13	
<b>TOTAL DAR-ES-SALAAM</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>22</b>	<b>37</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>42</b>	<b>54</b>	<b>54</b>	
DELHI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	1	1	60	13	7	17	3	0	35	30	415	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	52	13	16	13	6	0	42	17	170	30	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2003			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
DELHI	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	14	0	0	0	0	14	64	7	14	214	0	113	9
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	13	0	0	54	15	23	0	0	8	104	60	41	10
<b>TOTAL DELHI</b>					<b>88</b>	<b>1</b>	<b>1</b>	<b>47</b>	<b>11</b>	<b>14</b>	<b>20</b>	<b>5</b>	<b>3</b>	<b>76</b>	<b>25</b>	<b>240</b>	<b>240</b>
DENVER INTERNATIONAL	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	76	10	7	0	3	3	57	69	25	29
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	77	10	10	3	0	0	11	50	36	30
<b>TOTAL DENVER INTERNATIONAL</b>					<b>59</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>34</b>	<b>59</b>	<b>30</b>	<b>30</b>
DETROIT	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	90	7	3	0	0	0	4	87	12	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	79	17	3	0	0	0	8	59	27	29
	GATWICK	NORTHWEST AIRLINES	S	A	29	0	0	66	17	3	10	3	0	25	70	25	30
	GATWICK	NORTHWEST AIRLINES	S	D	29	0	0	76	3	14	7	0	0	16	87	12	30
<b>TOTAL DETROIT</b>					<b>116</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>19</b>	<b>19</b>
DIJON																	
DINARD	STANSTED	RYANAIR	S	A	30	0	0	77	10	3	7	3	0	19	90	16	29
	STANSTED	RYANAIR	S	D	30	0	0	90	3	3	3	0	0	9	90	11	30
<b>TOTAL DINARD</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>90</b>	<b>14</b>	<b>14</b>
DJIBOUTI	GATWICK	DAALLO AIRLINES	S	A	5	0	0	20	20	40	20	0	0	47	33	58	9
	GATWICK	DAALLO AIRLINES	S	D	4	0	0	75	0	0	25	0	0	34	56	21	9
<b>TOTAL DJIBOUTI</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>11</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>44</b>	<b>39</b>	<b>39</b>
DOHA	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	97	0	3	0	0	0	2	93	11	29
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	58	35	3	3	0	0	17	57	23	30
	HEATHROW	QATAR AIRWAYS	S	A	58	0	0	83	5	12	0	0	0	8	71	18	48
	HEATHROW	QATAR AIRWAYS	S	D	58	0	0	60	31	7	0	2	0	18	63	29	48
	MANCHESTER	QATAR AIRWAYS	S	A	17	0	0	88	0	6	6	0	0	10	0	0	0
	MANCHESTER	QATAR AIRWAYS	S	D	17	0	0	71	6	12	12	0	0	25	0	0	0
<b>TOTAL DOHA</b>					<b>212</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>16</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>70</b>	<b>21</b>	<b>21</b>
DORTMUND	STANSTED	AIR BERLIN	S	A	40	0	1	83	15	0	3	0	0	7	92	6	51



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2003			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
DORTMUND	STANSTED	AIR BERLIN		S D	40	0	1	93	5	0	3	0	0	6	73	13	51
<b>TOTAL DORTMUND</b>					<b>80</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>10</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>10</b>	<b>10</b>
DUBAI	HEATHROW	BRITISH AIRWAYS PLC		S A	61	0	0	95	3	2	0	0	0	2	88	12	60
	HEATHROW	BRITISH AIRWAYS PLC		S D	61	0	0	69	18	10	3	0	0	14	57	30	60
	BIRMINGHAM	EMIRATES		S A	32	0	0	41	47	13	0	0	0	18	75	12	32
	BIRMINGHAM	EMIRATES		S D	32	0	0	56	28	9	6	0	0	20	50	16	32
	GATWICK	EMIRATES		S A	94	0	3	50	27	17	6	0	0	22	64	16	67
	GATWICK	EMIRATES		S D	94	1	3	68	19	9	4	0	0	16	61	18	67
	HEATHROW	EMIRATES		S A	94	1	0	54	20	19	6	0	0	20	52	20	93
	HEATHROW	EMIRATES		S D	94	0	0	57	19	19	2	2	0	24	32	36	93
	MANCHESTER	EMIRATES		S A	62	0	0	56	24	18	2	0	0	16	68	14	31
	MANCHESTER	EMIRATES		S D	62	0	0	53	31	8	8	0	0	20	65	19	31
<b>TOTAL DUBAI</b>					<b>686</b>	<b>3</b>	<b>6</b>	<b>60</b>	<b>22</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>58</b>	<b>21</b>	<b>21</b>
DUBLIN	MANCHESTER	AER ARRAN		C A	2	0	0	100	0	0	0	0	0	7	50	13	2
	BIRMINGHAM	AER LINGUS		S A	103	0	2	89	5	4	2	0	0	7	68	17	146
	BIRMINGHAM	AER LINGUS		S D	102	1	3	89	7	2	1	1	0	7	49	27	146
	EDINBURGH	AER LINGUS		S A	32	1	0	88	9	3	0	0	0	5	59	23	86
	EDINBURGH	AER LINGUS		S D	32	0	0	81	9	6	0	0	3	21	51	27	86
	GLASGOW	AER LINGUS		S A	84	0	0	88	6	4	2	0	0	7	76	17	89
	GLASGOW	AER LINGUS		S D	84	0	0	89	5	2	4	0	0	8	71	22	89
	HEATHROW	AER LINGUS		S A	379	0	1	77	9	7	6	0	0	13	60	24	383
	HEATHROW	AER LINGUS		S D	379	0	1	82	8	5	4	0	0	10	69	20	379
	MANCHESTER	AER LINGUS		S A	147	0	0	90	6	2	2	0	0	7	79	10	152
	MANCHESTER	AER LINGUS		S D	147	0	0	89	6	2	3	0	0	6	76	11	152
	HEATHROW	BMI BRITISH MIDLAND		S A	219	0	1	79	13	5	2	0	0	9	78	14	239
	HEATHROW	BMI BRITISH MIDLAND		S D	219	0	1	82	11	7	1	0	0	8	75	14	238
	GATWICK	BRITISH AIRWAYS PLC		S A	115	1	0	84	9	1	4	2	0	13	0	0	0
	GATWICK	BRITISH AIRWAYS PLC		S D	117	0	0	88	7	3	3	0	0	6	0	0	0
	LONDON CITY	CITY JET		S A	99	0	0	94	4	1	1	0	0	4	0	0	0
	LONDON CITY	CITY JET		S D	99	0	0	87	9	3	1	0	0	6	0	0	0
	MANCHESTER	LUXAIR		S A	28	0	2	93	4	0	0	4	0	11	93	4	30

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2003				
					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	MANCHESTER	LUXAIR	S	D	30	0	0	87	3	0	3	7	0	26	87	8	30
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	45	0	11	82	4	9	2	2	0	15	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	46	0	10	87	4	2	4	2	0	14	0	0	0
	BIRMINGHAM	RYANAIR	S	A	147	1	4	95	1	2	2	0	0	4	86	7	91
	BIRMINGHAM	RYANAIR	S	D	146	0	5	89	6	2	3	0	0	7	82	11	91
	EDINBURGH	RYANAIR	S	A	116	0	0	98	1	1	0	0	0	1	97	2	115
	EDINBURGH	RYANAIR	S	D	116	0	0	97	2	1	0	0	0	1	94	3	115
	GATWICK	RYANAIR	S	A	153	0	1	84	10	5	1	1	0	8	84	5	123
	GATWICK	RYANAIR	S	D	153	0	1	88	7	4	0	1	0	7	87	7	123
	LUTON	RYANAIR	S	A	143	0	2	96	2	2	0	0	0	2	92	4	146
	LUTON	RYANAIR	S	D	144	0	2	92	4	3	1	0	0	4	93	3	147
	MANCHESTER	RYANAIR	S	A	117	2	0	95	2	3	1	0	0	4	84	8	98
	MANCHESTER	RYANAIR	S	D	117	1	0	94	0	3	3	0	0	6	92	4	98
	NEWCASTLE	RYANAIR	S	A	62	0	0	95	3	2	0	0	0	2	100	1	28
	NEWCASTLE	RYANAIR	S	D	62	0	0	98	0	2	0	0	0	3	96	3	28
	STANSTED	RYANAIR	S	A	328	0	7	86	7	5	2	0	0	7	83	10	343
	STANSTED	RYANAIR	S	D	326	0	8	82	10	6	2	0	0	9	79	11	346
<b>TOTAL DUBLIN</b>					<b>4639</b>	<b>11</b>	<b>62</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>76</b>	<b>14</b>	<b>14</b>
DUNDEE	LONDON CITY	SCOT AIRWAYS	S	A	90	0	24	90	6	3	1	0	0	6	70	17	94
	LONDON CITY	SCOT AIRWAYS	S	D	91	0	23	88	8	4	0	0	0	7	72	19	74
<b>TOTAL DUNDEE</b>					<b>181</b>	<b>0</b>	<b>47</b>	<b>89</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>12</b>	<b>12</b>
DUSSELDORF	STANSTED	AIR BERLIN	S	A	63	0	1	90	6	0	2	2	0	7	0	0	0
	STANSTED	AIR BERLIN	S	D	63	0	1	75	17	6	2	0	0	11	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	94	0	0	90	4	3	1	0	1	8	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	97	0	0	87	8	3	1	0	1	10	0	0	0
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	15	0	0	100	0	0	0	0	0	0	25	47	4
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	7	0	0	86	14	0	0	0	0	4	84	8	19
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	5	0	0	100	0	0	0	0	0	3	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2003			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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 CITIEXPRESS LTD	S	A	91	0	0	80	7	5	8	0	0	13	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	93	0	0	77	6	5	10	1	0	16	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	171	0	2	81	8	5	4	2	0	14	63	25	140
	HEATHROW	BRITISH AIRWAYS PLC	S	D	173	0	0	86	5	5	3	1	0	11	72	18	140
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	42	0	0	88	5	2	5	0	0	9	84	10	49
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	41	0	0	80	10	5	5	0	0	13	80	13	50
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	A	20	0	0	85	5	0	10	0	0	10	83	4	24
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	D	20	0	0	75	10	5	10	0	0	12	88	4	24
	HEATHROW	LUFTHANSA	S	A	124	0	0	77	10	7	5	0	0	13	74	14	116
	HEATHROW	LUFTHANSA	S	D	124	0	0	84	6	5	3	2	0	11	85	12	113
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	15	0	0	87	7	7	0	0	0	5	95	7	20
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	15	0	0	87	7	7	0	0	0	6	95	8	20
	HEATHROW	LUFTHANSA CITY LINE	S	A	15	0	0	73	20	7	0	0	0	8	0	0	0
	HEATHROW	LUFTHANSA CITY LINE	S	D	15	0	0	87	7	7	0	0	0	7	0	0	0
	MANCHESTER	LUFTHANSA CITY LINE	S	A	70	1	0	80	10	4	6	0	0	12	88	8	78
	MANCHESTER	LUFTHANSA CITY LINE	S	D	69	1	0	86	0	9	6	0	0	12	92	5	78
<b>TOTAL DUSSELDORF</b>					<b>1442</b>	<b>2</b>	<b>13</b>	<b>83</b>	<b>7</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>14</b>	<b>14</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2003				
					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	233	0	0	78	12	5	5	0	0	11	66	19	258
	HEATHROW	BMI BRITISH MIDLAND	S	D	231	0	0	79	15	3	3	0	0	9	76	13	258
	MANCHESTER	BMI REGIONAL	S	A	119	0	0	87	8	3	3	0	0	6	83	13	121
	MANCHESTER	BMI REGIONAL	S	D	119	0	0	92	4	3	2	0	0	4	91	7	121
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	153	2	0	90	3	3	3	1	0	9	58	24	163
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	155	0	0	88	3	5	4	0	0	7	64	25	170
	LONDON CITY	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	76	0	0	76	9	4	11	0	0	17	0	0	0
	LONDON CITY	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	77	0	0	65	17	5	13	0	0	24	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	147	0	0	82	6	6	3	2	0	14	76	10	21
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	146	0	0	80	8	7	3	1	0	13	82	7	22
	GATWICK	BRITISH AIRWAYS PLC	S	A	159	0	0	86	10	1	3	1	0	10	78	15	158
	GATWICK	BRITISH AIRWAYS PLC	S	D	160	0	0	89	7	2	2	1	0	7	78	12	160
	HEATHROW	BRITISH AIRWAYS PLC	S	A	335	0	1	69	16	7	5	1	1	21	63	28	323
	HEATHROW	BRITISH AIRWAYS PLC	S	D	334	0	0	84	7	6	3	0	0	9	71	19	321
	GLASGOW	CHANNEL EXPRESS (AIR SVS)	C	D	6	0	0	67	0	33	0	0	0	18	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	110	0	2	86	8	5	1	0	0	7	81	12	138
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	111	0	1	86	12	2	1	0	0	7	82	14	140
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	175	0	5	85	6	3	5	1	0	11	81	12	191
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	174	0	5	79	9	6	5	1	0	12	75	16	191
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	161	0	4	84	9	4	3	0	0	8	88	9	187
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	160	0	4	79	11	7	4	0	0	12	74	16	187
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	147	1	6	79	9	9	3	1	0	11	77	12	141
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	146	0	7	80	9	8	3	0	0	11	85	12	143
	LONDON CITY	SCOT AIRWAYS	S	A	174	1	28	78	16	3	3	0	0	11	63	16	221
	LONDON CITY	SCOT AIRWAYS	S	D	173	1	29	84	9	3	3	1	0	11	76	14	240
<b>TOTAL EDINBURGH</b>					<b>3987</b>	<b>17</b>	<b>97</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>16</b>	<b>16</b>
EINDHOVEN	HEATHROW	HOLLANDEXEL	S	A	39	0	0	69	21	10	0	0	0	11	71	15	42
	HEATHROW	HOLLANDEXEL	S	D	38	0	0	53	29	13	5	0	0	19	57	21	42

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2003		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	A	50	0	1	92	2	2	4	0	0	8	66	9	29
	STANSTED	RYANAIR	S	D	50	0	1	96	0	2	2	0	0	6	81	7	31
<b>TOTAL EINDHOVEN</b>					<b>177</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>12</b>	<b>12</b>
ENTEBBE	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	31	23	8	23	0	15	181	69	85	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	62	0	23	0	0	15	160	75	28	12
<b>TOTAL ENTEBBE</b>					<b>26</b>	<b>1</b>	<b>0</b>	<b>46</b>	<b>12</b>	<b>15</b>	<b>12</b>	<b>0</b>	<b>15</b>	<b>171</b>	<b>72</b>	<b>58</b>	<b>58</b>
ERFURT	STANSTED	RYANAIR	S	A	17	0	0	94	0	0	0	6	0	20	0	0	0
	STANSTED	RYANAIR	S	D	17	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL ERFURT</b>					<b>34</b>	<b>1</b>	<b>0</b>	<b>97</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
ERRACHIDIA	STANSTED	TITAN AIRWAYS LTD	C	D	2	0	0	50	50	0	0	0	0	16	0	0	0
<b>TOTAL ERRACHIDIA</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
ESBJERG	STANSTED	RYANAIR	S	A	31	0	0	94	0	6	0	0	0	3	89	3	28
	STANSTED	RYANAIR	S	D	29	2	2	83	14	0	3	0	0	7	83	6	30
<b>TOTAL ESBJERG</b>					<b>60</b>	<b>2</b>	<b>2</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>4</b>	<b>4</b>
EVENES																	
<b>TOTAL EVENES</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>15</b>	<b>0</b>	<b>0</b>	<b>0</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2003				
					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
FAGERNES/LEIRIN	GATWICK	ASTRAEUS LTD	C	A	3	0	0	0	100	0	0	0	0	22	0	0	0
	GATWICK	ASTRAEUS LTD	C	D	3	0	0	0	67	33	0	0	0	26	0	0	0
	STANSTED	TITAN AIRWAYS LTD	C	A	5	0	0	80	0	0	0	20	0	41	0	0	0
	STANSTED	TITAN AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL FAGERNES/LEIRIN</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>29</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
FARO	HEATHROW	AIR PORTUGAL	S	A	18	0	0	50	22	22	6	0	0	28	39	27	28
	HEATHROW	AIR PORTUGAL	S	D	18	0	0	39	33	22	6	0	0	27	81	22	26
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	20	0	0	0	19	80	27	5
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	60	0	20	20	0	0	39	80	28	5
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	40	40	0	20	0	0	36	100	1	5
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	60	40	0	0	0	0	10	80	8	5
	GLASGOW	BRITANNIA AIRWAYS	C	A	2	0	0	50	50	0	0	0	0	11	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	40	40	20	0	0	0	20	60	16	5
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	4	100	1	5
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	30	0	1	60	13	20	3	3	0	21	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	30	0	1	60	7	10	20	3	0	30	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	36	0	0	89	3	6	3	0	0	9	81	10	58
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	36	0	0	83	8	6	0	3	0	14	62	16	60
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	6	0	0	50	17	17	17	0	0	26	33	17	6
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	6	0	0	67	17	0	17	0	0	22	67	11	6
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	50	50	0	0	0	0	15	0	0	0
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	2	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	6	0	0	67	0	17	17	0	0	20	67	16	6
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	6	0	0	83	0	0	17	0	0	11	100	4	6
	GATWICK	GB AIRWAYS LTD	S	A	35	0	0	77	9	11	3	0	0	11	78	17	41
	GATWICK	GB AIRWAYS LTD	S	D	35	0	0	74	6	11	9	0	0	16	54	16	41
	GATWICK	MONARCH AIRLINES	S	A	24	0	1	88	8	0	4	0	0	9	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	50	0	0	50	0	0	34	67	19	3
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	50	0	0	50	0	0	53	67	37	3
	GATWICK	MONARCH AIRLINES	S	D	24	0	0	88	0	8	4	0	0	9	0	0	0
	LUTON	MONARCH AIRLINES	S	A	7	0	0	86	0	14	0	0	0	8	78	7	9
	LUTON	MONARCH AIRLINES	S	D	7	0	0	86	0	0	14	0	0	10	89	8	9

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2003				
					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)												
FARO																		
	MANCHESTER	MONARCH AIRLINES	S	A	31	0	0	65	23	0	6	6	0	30	85	9	13	
	MANCHESTER	MONARCH AIRLINES	S	D	31	0	0	84	3	3	6	3	0	19	92	4	13	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	25	0	0	68	24	0	4	0	4	33	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	25	0	0	80	12	4	0	0	4	29	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	20	40	0	0	0	23	17	21	6	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	20	0	0	0	0	3	67	8	6	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	1	80	13	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	9	80	15	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	20	0	0	0	13	100	5	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	20	0	0	0	10	80	7	5	
<b>TOTAL FARO</b>					<b>525</b>	<b>0</b>	<b>3</b>	<b>72</b>	<b>12</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>69</b>	<b>15</b>	<b>15</b>	
FLORENCE																		
	GATWICK	MERIDIANA AIR	S	A	57	0	4	74	12	7	5	2	0	19	71	19	58	
	GATWICK	MERIDIANA AIR	S	D	57	0	4	84	5	5	4	2	0	13	80	14	59	
<b>TOTAL FLORENCE</b>					<b>114</b>	<b>1</b>	<b>8</b>	<b>79</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>75</b>	<b>16</b>	<b>16</b>	
FORLI																		
	STANSTED	RYANAIR	S	A	55	1	3	65	22	4	9	0	0	19	69	28	29	
	STANSTED	RYANAIR	S	D	58	0	0	84	7	2	7	0	0	12	69	17	29	
<b>TOTAL FORLI</b>					<b>113</b>	<b>1</b>	<b>3</b>	<b>75</b>	<b>14</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>69</b>	<b>23</b>	<b>23</b>	
FORT LAUDERDALE																		
FRANKFURT MAIN																		
	LONDON CITY	AUGSBURG AIRWAYS GMBH	S	A	19	0	0	74	5	16	5	0	0	15	65	23	20	
	LONDON CITY	AUGSBURG AIRWAYS GMBH	S	D	19	0	0	53	26	5	16	0	0	26	37	30	19	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	113	0	0	81	6	6	5	1	0	11	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	113	0	0	86	4	5	4	0	0	10	0	0	0	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	39	0	0	82	3	10	5	0	0	10	80	11	40	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	5	0	0	100	0	0	0	0	0	2	0	0	0	
	LONDON CITY	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	57	3	0	67	12	14	7	0	0	18	0	0	0	
	LONDON CITY	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	61	0	0	51	23	11	15	0	0	28	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2003			
					127	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
FRANKFURT MAIN	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	127	0	0	76	9	8	6	2	0	18	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	128	0	0	84	9	4	3	1	0	11	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	51	0	0	82	6	6	6	0	0	12	71	15	83
	GATWICK	BRITISH AIRWAYS PLC	S	D	51	0	0	84	10	2	4	0	0	9	74	11	84
	HEATHROW	BRITISH AIRWAYS PLC	S	A	214	0	0	72	13	7	6	1	0	18	56	31	261
	HEATHROW	BRITISH AIRWAYS PLC	S	D	214	0	0	68	16	11	4	0	0	16	60	27	263
	BIRMINGHAM	LUFTHANSA	S	A	91	0	2	70	21	3	5	0	0	15	76	11	92
	BIRMINGHAM	LUFTHANSA	S	D	90	0	2	63	20	11	6	0	0	18	73	13	91
	HEATHROW	LUFTHANSA	S	A	300	0	7	64	21	12	4	0	0	15	60	20	298
	HEATHROW	LUFTHANSA	S	D	297	0	10	67	18	10	4	0	0	16	65	22	301
	MANCHESTER	LUFTHANSA	S	A	92	1	1	66	17	9	8	0	0	17	60	20	92
	MANCHESTER	LUFTHANSA	S	D	90	0	2	73	9	11	6	1	0	16	71	16	91
	EDINBURGH	LUFTHANSA CITY LINE	S	A	89	0	0	47	28	17	7	1	0	24	0	0	0
	EDINBURGH	LUFTHANSA CITY LINE	S	D	86	0	0	43	26	22	9	0	0	27	0	0	0
	LONDON CITY	LUFTHANSA CITY LINE	S	A	41	0	0	80	7	2	10	0	0	14	70	12	60
	LONDON CITY	LUFTHANSA CITY LINE	S	D	40	1	0	45	30	13	13	0	0	27	30	36	60
<b>TOTAL FRANKFURT MAIN</b>					<b>2427</b>	<b>8</b>	<b>49</b>	<b>69</b>	<b>15</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>63</b>	<b>21</b>	<b>21</b>
FREETOWN	GATWICK	SIERRA NATIONAL AIRLINES	S	A	14	2	3	79	0	21	0	0	0	12	20	71	10
	GATWICK	SIERRA NATIONAL AIRLINES	S	D	13	2	0	85	8	8	0	0	0	9	100	4	4
<b>TOTAL FREETOWN</b>					<b>27</b>	<b>4</b>	<b>3</b>	<b>81</b>	<b>4</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>43</b>	<b>51</b>	<b>51</b>
FRIEDRICHSHAFEN	STANSTED	RYANAIR	S	A	31	0	0	84	13	3	0	0	0	6	71	13	31
	STANSTED	RYANAIR	S	D	31	0	0	74	16	10	0	0	0	10	70	14	30
<b>TOTAL FRIEDRICHSHAFEN</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>70</b>	<b>15</b>	<b>15</b>
FUERTEVENTURA	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	4	100	0	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	100	1	4
	GATWICK	BRITANNIA AIRWAYS	C	A	10	0	0	70	30	0	0	0	0	8	50	22	8
	GATWICK	BRITANNIA AIRWAYS	C	D	9	1	0	100	0	0	0	0	0	5	88	17	8
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	6	0	0	0



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2003				
					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
FUERTEVENTURA	GLASGOW	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	4	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	78	11	0	11	0	0	13	88	9	8
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	89	0	11	0	0	0	4	88	6	8
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	7	100	1	4
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	100	0	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	10	2	0	90	10	0	0	0	0	2	30	23	10
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	78	22	0	0	0	0	6	80	5	10
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	67	0	0	33	0	0	31	100	5	5
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	23	100	0	5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	89	0	0	11	0	0	8	50	29	10
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	78	11	0	11	0	0	10	90	4	10
	GATWICK	GB AIRWAYS LTD	S	A	9	0	0	78	11	0	11	0	0	19	0	0	0
	GATWICK	GB AIRWAYS LTD	S	D	6	0	0	83	0	0	17	0	0	15	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	3	1	0	67	33	0	0	0	0	13	60	13	5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	4	80	7	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	67	11	11	11	0	0	27	86	5	14
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	78	0	0	22	0	0	28	100	2	13
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	13	60	15	5
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	3	100	2	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	2	0	44	0	22	33	0	0	50	62	29	13
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	10	0	0	50	10	10	30	0	0	47	92	6	13
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	25	0	0	0	15	60	10	5
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	9	100	3	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	8	0	0	100	0	0	0	0	0	1	100	0	9
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	0	22	0	0	0	11	89	5	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	13	0	0	92	0	0	0	8	0	17	78	5	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	11	0	0	73	9	18	0	0	0	10	89	5	9
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	3	0	0	0
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	10	1	0	80	0	20	0	0	0	11	100	0	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	10	0	0	80	0	10	10	0	0	13	100	0	9
<b>TOTAL FUERTEVENTURA</b>					<b>255</b>	<b>7</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>84</b>	<b>8</b>	<b>8</b>

FUNCHAL

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2003					
					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	AIR PORTUGAL		S A	9	0	0	78	11	11	0	0	0	11	0	0	0	0
	GATWICK	AIR PORTUGAL		S D	9	0	0	89	0	0	11	0	0	9	0	0	0	0
	HEATHROW	AIR PORTUGAL		S A	9	0	0	67	22	0	11	0	0	19	11	39	9	9
	HEATHROW	AIR PORTUGAL		S D	9	0	0	44	44	0	11	0	0	22	0	65	9	9
	GATWICK	BRITANNIA AIRWAYS		C A	4	0	0	100	0	0	0	0	0	4	0	45	1	1
	GATWICK	BRITANNIA AIRWAYS		C D	4	0	0	75	25	0	0	0	0	7	100	0	0	1
	LUTON	BRITANNIA AIRWAYS		C A	4	0	0	100	0	0	0	0	0	2	0	0	0	0
	LUTON	BRITANNIA AIRWAYS		C D	4	0	0	100	0	0	0	0	0	1	0	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS		C A	4	0	0	100	0	0	0	0	0	0	75	9	4	4
	MANCHESTER	BRITANNIA AIRWAYS		C D	4	0	0	100	0	0	0	0	0	0	100	0	0	4
	GATWICK	EXCEL AIRWAYS LTD		C A	4	0	0	50	50	0	0	0	0	14	20	54	5	5
	GATWICK	EXCEL AIRWAYS LTD		C D	4	0	0	75	25	0	0	0	0	5	50	29	6	6
	MANCHESTER	EXCEL AIRWAYS LTD		C A	4	0	0	100	0	0	0	0	0	0	75	16	4	4
	MANCHESTER	EXCEL AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	0	100	0	0	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	100	0	0	0	0	0	1	100	9	4	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	1	100	5	4	4
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	2	0	0	100	0	0	0	0	0	9	25	44	4	4
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	2	0	0	50	50	0	0	0	0	11	75	29	4	4
	GLASGOW	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	100	0	0	0	0	0	4	75	32	4	4
	GLASGOW	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	6	75	10	4	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	100	0	0	0	0	0	1	0	33	1	1
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	3	100	0	0	1
	GATWICK	GB AIRWAYS LTD		S A	30	0	1	77	13	3	0	7	0	21	64	30	28	28
	GATWICK	GB AIRWAYS LTD		S D	31	0	0	81	6	6	0	6	0	24	68	20	28	28
	NEWCASTLE	SATA		C A	4	0	0	75	25	0	0	0	0	6	0	0	0	0
	NEWCASTLE	SATA		C D	4	0	0	75	25	0	0	0	0	7	0	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD		C A	4	0	0	75	25	0	0	0	0	9	80	14	5	5
	GATWICK	THOMAS COOK AIRLINES LTD		C D	4	0	0	100	0	0	0	0	0	3	100	1	5	5
<b>TOTAL FUNCHAL</b>					<b>183</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>69</b>	<b>20</b>	<b>20</b>	<b>20</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2003					
					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)												
GALWAY																		
	EDINBURGH	AER ARRAN		S A	22	0	0	91	5	5	0	0	0	3	0	0	0	
	EDINBURGH	AER ARRAN		S D	22	0	0	95	5	0	0	0	0	1	0	0	0	
	LUTON	AER ARRAN		S A	29	0	2	86	7	7	0	0	0	6	93	5	30	
	LUTON	AER ARRAN		S D	30	0	1	73	17	3	7	0	0	14	90	6	30	
	MANCHESTER	AER ARRAN		S A	31	0	0	94	3	3	0	0	0	3	0	0	0	
	MANCHESTER	AER ARRAN		S D	31	0	0	94	0	3	3	0	0	6	0	0	0	
<b>TOTAL GALWAY</b>					<b>165</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>6</b>	<b>6</b>	
GANDER																		
GATWICK																		
	EDINBURGH	BRITISH AIRWAYS PLC		S A	160	0	0	89	6	2	2	1	0	7	82	10	159	
	EDINBURGH	BRITISH AIRWAYS PLC		S D	159	0	0	82	11	4	3	1	0	12	78	12	156	
	GLASGOW	BRITISH AIRWAYS PLC		S A	157	1	0	85	8	6	1	0	0	7	82	9	159	
	GLASGOW	BRITISH AIRWAYS PLC		S D	157	0	0	81	10	6	3	0	0	10	86	8	159	
	MANCHESTER	BRITISH AIRWAYS PLC		S A	188	1	0	91	2	4	3	0	0	6	86	9	191	
	MANCHESTER	BRITISH AIRWAYS PLC		S D	189	0	0	90	3	2	3	2	1	14	92	5	192	
	NEWCASTLE	BRITISH AIRWAYS PLC		S A	116	0	0	91	5	3	0	1	0	5	0	0	0	
	NEWCASTLE	BRITISH AIRWAYS PLC		S D	115	0	0	89	6	3	2	1	0	9	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S A	111	0	6	86	9	4	1	0	0	6	88	9	140	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S D	111	0	6	73	18	8	1	0	0	12	80	15	139	
<b>TOTAL GATWICK</b>					<b>1466</b>	<b>27</b>	<b>12</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>10</b>	<b>10</b>	
GEILO (DAGALI)																		
GENEVA																		
	GATWICK	ASTRAEUS LTD		C A	9	0	0	56	0	33	11	0	0	22	20	31	5	
	GATWICK	ASTRAEUS LTD		C D	9	0	0	22	11	67	0	0	0	33	80	10	5	
	HEATHROW	BMI BRITISH MIDLAND		C A	4	0	0	50	50	0	0	0	0	10	17	54	12	
	HEATHROW	BMI BRITISH MIDLAND		C D	4	0	0	100	0	0	0	0	0	0	92	18	12	
	MANCHESTER	BMI BRITISH MIDLAND		S A	31	0	0	58	6	19	13	3	0	32	0	0	0	
	MANCHESTER	BMI BRITISH MIDLAND		S D	31	0	0	55	19	10	16	0	0	26	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS		C A	5	0	0	80	0	20	0	0	0	12	50	18	4	
	BIRMINGHAM	BRITANNIA AIRWAYS		C D	5	0	0	80	20	0	0	0	0	9	100	5	4	
	GATWICK	BRITANNIA AIRWAYS		C A	20	0	0	40	15	15	30	0	0	35	21	56	24	
	GATWICK	BRITANNIA AIRWAYS		C D	19	0	0	63	5	26	5	0	0	20	48	30	23	
	GLASGOW	BRITANNIA AIRWAYS		C A	5	0	0	80	20	0	0	0	0	10	50	25	4	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2003				
					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	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	0	75	11	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	10	0	0	60	10	30	0	0	0	14	13	31	8
	MANCHESTER	BRITANNIA AIRWAYS	C	D	10	0	0	90	10	0	0	0	4	100	9	8	
	LONDON CITY	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	62	4	0	76	5	6	10	3	0	27	0	0	0
	LONDON CITY	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	62	6	0	56	13	10	16	5	0	34	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	5	0	0	40	0	20	40	0	0	46	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	59	0	0	68	14	7	8	3	0	24	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	61	0	0	84	3	8	3	2	0	12	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	5	0	0	40	0	20	40	0	0	42	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	C	A	14	0	0	71	7	7	14	0	0	24	42	37	12
	GATWICK	BRITISH AIRWAYS PLC	S	A	88	0	0	76	14	5	2	2	1	21	77	12	88
	GATWICK	BRITISH AIRWAYS PLC	C	D	14	0	0	79	7	0	14	0	0	17	58	15	12
	GATWICK	BRITISH AIRWAYS PLC	S	D	88	0	0	80	15	3	2	0	0	9	80	10	87
	HEATHROW	BRITISH AIRWAYS PLC	S	A	179	0	0	56	22	13	8	1	0	22	48	36	146
	HEATHROW	BRITISH AIRWAYS PLC	S	D	180	0	0	75	14	8	3	0	0	12	68	21	178
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	50	2	6	52	22	12	12	2	0	29	51	27	41
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	53	1	3	74	17	2	8	0	0	14	64	21	39
	EDINBURGH	DUO AIRWAYS LTD	S	A	35	4	1	51	17	14	6	9	3	49	0	0	0
	EDINBURGH	DUO AIRWAYS LTD	S	D	37	3	0	22	27	30	11	11	0	53	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	11	0	0	64	27	9	0	0	0	15	86	10	36
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	11	0	0	73	18	9	0	0	0	7	89	13	37
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	38	0	0	71	26	3	0	0	0	9	51	23	37
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	38	0	0	61	37	3	0	0	0	11	54	24	37
	GATWICK	EASYJET SWITZERLAND	S	A	121	0	3	77	7	11	5	0	0	13	59	19	93
	GATWICK	EASYJET SWITZERLAND	S	D	121	0	3	67	18	10	4	1	0	16	57	23	93
	LUTON	EASYJET SWITZERLAND	S	A	124	1	2	73	13	6	7	1	0	18	82	13	122
	LUTON	EASYJET SWITZERLAND	S	D	123	1	2	70	15	8	7	0	0	18	65	19	121
	GATWICK	EUROPEAN AIR CHARTER	C	A	5	0	0	60	0	40	0	0	0	23	0	37	4
	GATWICK	EUROPEAN AIR CHARTER	C	D	5	0	0	100	0	0	0	0	0	9	60	19	5
	STANSTED	EUROPEAN AIR CHARTER	C	A	9	0	0	11	33	33	22	0	0	38	0	82	8

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2003			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
GENEVA	STANSTED	EUROPEAN AIR CHARTER	C	D	9	0	0	67	22	11	0	0	0	12	50	63	8
	GATWICK	EXCEL AIRWAYS LTD	C	A	8	0	0	0	75	0	25	0	0	41	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	8	0	0	88	0	13	0	0	0	9	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	25	0	75	0	0	0	34	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0
	EDINBURGH	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	0	20	20	60	0	0	57	0	0	0
	EDINBURGH	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	40	20	40	0	0	0	26	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	16	0	0	38	31	25	6	0	0	27	11	81	9
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	16	0	0	50	25	19	6	0	0	23	63	19	8
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	20	40	20	20	0	0	33	0	68	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	3	25	17	4
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	C	A	5	0	0	60	20	0	20	0	0	23	75	15	4
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	C	D	5	0	0	80	0	0	20	0	0	23	100	9	4
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	40	40	20	0	0	0	17	25	49	4
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	4	75	8	4
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	20	80	0	0	0	0	22	42	29	12
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	2	58	17	12
	STANSTED	MONARCH AIRLINES	C	A	5	0	0	40	20	40	0	0	0	23	25	42	4
	STANSTED	MONARCH AIRLINES	C	D	5	0	0	80	20	0	0	0	0	9	75	38	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	40	0	20	0	20	142	0	45	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	0	0	20	109	100	6	5
	HEATHROW	SWISS AIRLINES	S	A	123	0	1	71	12	10	7	1	0	17	69	16	119
	HEATHROW	SWISS AIRLINES	S	D	119	1	1	84	9	2	5	0	0	11	66	22	118
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	10	0	0	30	10	50	10	0	0	44	0	37	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	10	0	0	100	0	0	0	0	0	3	75	6	4
<b>TOTAL GENEVA</b>					<b>2162</b>	<b>50</b>	<b>22</b>	<b>67</b>	<b>15</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>64</b>	<b>22</b>	<b>22</b>
GENOA	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	87	7	3	3	0	0	7	87	6	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	83	7	7	3	0	0	9	84	8	31
	STANSTED	RYANAIR	S	A	51	1	1	78	10	8	2	2	0	15	72	20	58
	STANSTED	RYANAIR	S	D	50	0	1	88	8	4	0	0	0	7	64	14	58
<b>TOTAL GENOA</b>					<b>164</b>	<b>1</b>	<b>2</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>14</b>	<b>14</b>
GERONA																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2003					
					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)												
GERONA																		
	BIRMINGHAM	RYANAIR	S	A	30	0	1	93	7	0	0	0	0	3	0	0	0	
	BIRMINGHAM	RYANAIR	S	D	30	0	1	83	13	3	0	0	0	6	0	0	0	
	STANSTED	RYANAIR	S	A	118	1	2	92	4	1	1	1	10	0	0	0		
	STANSTED	RYANAIR	S	D	118	0	2	82	9	8	1	0	9	0	0	0		
<b>TOTAL GERONA</b>					<b>296</b>	<b>1</b>	<b>6</b>	<b>88</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>60</b>	<b>60</b>	
GHARDAIA																		
	GATWICK	ASTRAEUS LTD	C	A	9	0	0	67	11	22	0	0	0	15	0	0	0	
	GATWICK	ASTRAEUS LTD	C	D	9	0	0	100	0	0	0	0	0	1	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	75	13	13	0	0	0	10	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	100	0	0	0	0	0	3	0	0	0	
<b>TOTAL GHARDAIA</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	
GIBRALTAR																		
	GATWICK	GB AIRWAYS LTD	S	A	39	0	0	77	10	8	5	0	0	11	88	10	49	
	GATWICK	GB AIRWAYS LTD	S	D	40	0	0	70	8	20	3	0	0	15	81	12	53	
	LUTON	MONARCH AIRLINES	S	A	20	1	2	90	10	0	0	0	0	5	68	43	19	
	LUTON	MONARCH AIRLINES	S	D	22	0	0	95	0	5	0	0	0	3	81	35	21	
	MANCHESTER	MONARCH AIRLINES	S	A	13	0	0	69	8	23	0	0	0	11	0	0	0	
	MANCHESTER	MONARCH AIRLINES	S	D	13	0	0	85	0	8	8	0	0	10	0	0	0	
<b>TOTAL GIBRALTAR</b>					<b>147</b>	<b>1</b>	<b>2</b>	<b>80</b>	<b>7</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>19</b>	<b>19</b>	
GLASGOW																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	227	0	1	81	9	8	1	0	0	8	72	15	223	
	HEATHROW	BMI BRITISH MIDLAND	S	D	229	0	0	82	11	6	1	0	0	7	72	16	223	
	MANCHESTER	BMI REGIONAL	S	A	100	0	0	87	5	4	4	0	0	8	87	7	110	
	MANCHESTER	BMI REGIONAL	S	D	100	0	0	89	5	3	3	0	0	6	98	1	109	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	156	1	0	93	3	2	1	1	0	5	75	17	165	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	158	1	0	89	4	4	4	0	0	7	66	22	171	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	136	1	0	81	6	7	7	0	0	11	69	16	114	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	136	0	0	85	3	6	6	0	0	9	78	11	117	
	GATWICK	BRITISH AIRWAYS PLC	S	A	157	0	0	82	8	7	3	0	1	11	85	9	159	
	GATWICK	BRITISH AIRWAYS PLC	S	D	157	0	0	86	8	4	1	0	0	7	79	11	159	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2003					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
GLASGOW																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	313	0	1	77	10	7	5	1	0	13	67	28	315	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	315	0	0	83	9	4	3	1	0	11	66	21	315	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	178	0	8	92	3	3	2	1	0	6	90	6	185	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	178	0	7	86	7	3	3	1	0	9	80	11	185	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	136	0	2	92	1	3	4	0	0	5	88	6	130	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	135	0	2	87	5	2	5	0	0	9	67	17	131	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	135	0	12	82	9	7	1	0	0	8	83	15	144	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	137	0	10	62	21	12	4	0	0	17	66	24	145	
<b>TOTAL GLASGOW</b>					<b>3084</b>	<b>17</b>	<b>43</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>15</b>	<b>15</b>	
GOA																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	10	0	0	20	40	20	20	0	0	38	33	53	9	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	11	0	0	73	9	0	9	9	0	37	78	9	9	
	GATWICK	MONARCH AIRLINES	C	A	20	0	0	30	10	10	30	5	15	151	35	58	17	
	GATWICK	MONARCH AIRLINES	C	D	20	0	0	55	25	5	10	5	0	37	50	34	18	
	MANCHESTER	MONARCH AIRLINES	C	A	13	1	0	46	31	15	8	0	0	25	75	21	8	
	MANCHESTER	MONARCH AIRLINES	C	D	15	0	0	60	20	7	13	0	0	23	89	7	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	0	20	80	0	0	76	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	20	0	0	0	11	0	0	0	
<b>TOTAL GOA</b>					<b>99</b>	<b>1</b>	<b>0</b>	<b>46</b>	<b>19</b>	<b>10</b>	<b>18</b>	<b>3</b>	<b>3</b>	<b>57</b>	<b>56</b>	<b>35</b>	<b>35</b>	
GOTEBORG																		
	BIRMINGHAM	CITY AIRLINE	S	A	28	1	9	64	29	4	4	0	0	14	0	0	0	
	BIRMINGHAM	CITY AIRLINE	S	D	38	1	5	82	11	5	3	0	0	9	0	0	0	
	MANCHESTER	CITY AIRLINE	S	A	23	1	0	83	9	9	0	0	0	12	68	14	19	
	MANCHESTER	CITY AIRLINE	S	D	22	0	0	86	0	0	14	0	0	12	93	3	27	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	39	0	6	62	21	8	10	0	0	21	86	7	43	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	42	0	3	69	2	12	17	0	0	23	91	5	43	
	HEATHROW	SAS	S	A	58	0	0	74	16	5	5	0	0	12	78	13	60	
	HEATHROW	SAS	S	D	58	0	0	88	9	2	2	0	0	5	88	7	60	
<b>TOTAL GOTEBORG</b>					<b>309</b>	<b>3</b>	<b>23</b>	<b>76</b>	<b>12</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>86</b>	<b>7</b>	<b>7</b>	
GOTEBORG (SAVE)																		
	STANSTED	RYANAIR	S	A	68	0	3	79	4	12	1	1	1	20	82	17	50	
	STANSTED	RYANAIR	S	D	70	0	1	71	21	6	0	1	0	13	72	13	50	
<b>TOTAL GOTEBORG (SAVE)</b>					<b>138</b>	<b>0</b>	<b>4</b>	<b>75</b>	<b>13</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>17</b>	<b>77</b>	<b>15</b>	<b>15</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2003					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)													
GRAND CAYMAN																			
	HEATHROW	BRITISH AIRWAYS PLC		S A	17	1	1	76	18	6	0	0	0	8	83	7	18		
	HEATHROW	BRITISH AIRWAYS PLC		S D	18	0	0	61	28	0	11	0	0	23	61	31	18		
<b>TOTAL GRAND CAYMAN</b>					<b>35</b>	<b>1</b>	<b>1</b>	<b>69</b>	<b>23</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>72</b>	<b>19</b>	<b>19</b>		
GRAZ																			
	STANSTED	RYANAIR		S A	31	0	0	97	0	3	0	0	0	2	74	10	31		
	STANSTED	RYANAIR		S D	31	0	0	90	6	3	0	0	0	6	40	22	30		
<b>TOTAL GRAZ</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>57</b>	<b>16</b>	<b>16</b>		
GRENADA																			
	GATWICK	BRITISH AIRWAYS PLC		S A	9	0	0	78	11	0	11	0	0	10	78	42	9		
	GATWICK	BRITISH AIRWAYS PLC		S D	9	0	0	56	11	22	11	0	0	22	67	28	9		
	GATWICK	EXCEL AIRWAYS LTD		C A	6	0	0	33	50	0	17	0	0	26	0	0	0		
	GATWICK	EXCEL AIRWAYS LTD		C D	4	0	0	50	25	0	25	0	0	32	0	0	0		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S A	4	0	0	100	0	0	0	0	0	0	0	0	0		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S D	4	0	0	75	25	0	0	0	0	7	0	0	0		
<b>TOTAL GRENADA</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>19</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>65</b>	<b>27</b>	<b>27</b>		
GRENOBLE																			
	MANCHESTER	BMI BRITISH MIDLAND		C A	5	0	0	40	40	0	0	20	0	51	0	0	0		
	MANCHESTER	BMI BRITISH MIDLAND		C D	5	0	0	80	0	20	0	0	0	9	0	0	0		
	GATWICK	BRITISH AIRWAYS PLC		C A	9	0	0	78	11	11	0	0	0	9	75	14	4		
	GATWICK	BRITISH AIRWAYS PLC		C D	9	0	0	78	11	11	0	0	0	10	75	19	4		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	75	25	0	0	0	0	9	0	0	0		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C D	5	0	0	100	0	0	0	0	0	4	0	0	0		
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	20	0	0	40	25	15	20	0	0	30	25	27	8		
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	20	0	0	55	25	10	10	0	0	18	50	29	8		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	10	0	0	40	10	20	20	10	0	47	25	33	4		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	10	0	0	70	0	10	10	10	0	35	50	23	4		
	GATWICK	MONARCH AIRLINES		C A	6	0	0	33	33	33	0	0	0	24	83	8	6		
	GATWICK	MONARCH AIRLINES		C D	5	0	0	100	0	0	0	0	0	0	100	1	5		
	MANCHESTER	MONARCH AIRLINES		C A	3	2	0	33	67	0	0	0	0	20	60	8	5		
	MANCHESTER	MONARCH AIRLINES		C D	5	0	0	40	60	0	0	0	0	18	100	0	5		
	NEWCASTLE	MONARCH AIRLINES		C A	3	0	0	33	33	33	0	0	0	24	100	8	2		
	NEWCASTLE	MONARCH AIRLINES		C D	4	0	0	50	25	25	0	0	0	19	100	3	3		
<b>TOTAL GRENOBLE</b>					<b>124</b>	<b>2</b>	<b>0</b>	<b>58</b>	<b>20</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>71</b>	<b>18</b>	<b>18</b>		



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2003					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)													
GRONINGEN																			
	STANSTED	RYANAIR		S A	31	0	2	81	10	6	0	3	0	16	0	0	0		
	STANSTED	RYANAIR		S D	31	0	0	97	0	3	0	0	0	3	0	0	0		
<b>TOTAL GRONINGEN</b>					<b>62</b>	<b>1</b>	<b>2</b>	<b>89</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>		
GUERNSEY																			
	GATWICK	AURIGNY AIR SERVICES		S A	79	1	24	92	4	4	0	0	0	3	0	0	0		
	GATWICK	AURIGNY AIR SERVICES		S D	79	1	25	89	6	5	0	0	0	5	0	0	0		
	MANCHESTER	AURIGNY AIR SERVICES		S A	62	2	7	74	10	8	5	3	0	22	82	12	56		
	MANCHESTER	AURIGNY AIR SERVICES		S D	61	2	8	82	5	3	7	3	0	17	84	10	56		
	STANSTED	AURIGNY AIR SERVICES		S A	73	0	4	74	15	5	4	1	0	15	86	18	56		
	STANSTED	AURIGNY AIR SERVICES		S D	73	0	4	81	7	7	4	0	1	21	82	24	56		
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN		S A	24	0	2	63	21	4	13	0	0	22	58	32	26		
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN		S D	24	1	3	92	4	4	0	0	0	8	52	44	25		
	GATWICK	FLYBE.BRITISH EUROPEAN		S A	101	1	5	94	2	2	2	0	0	5	86	11	98		
	GATWICK	FLYBE.BRITISH EUROPEAN		S D	105	0	4	90	7	1	3	0	0	5	86	11	104		
<b>TOTAL GUERNSEY</b>					<b>681</b>	<b>8</b>	<b>86</b>	<b>85</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>17</b>	<b>17</b>		
GURYEV																			

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2003				
					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)												
HAHN																		
	STANSTED	RYANAIR	S	A	147	0	5	89	5	3	1	1	1	12	77	17	166	
	STANSTED	RYANAIR	S	D	149	0	3	80	13	6	1	1	0	10	66	14	168	
<b>TOTAL HAHN</b>					<b>296</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>15</b>	<b>15</b>	
HALIFAX INT																		
	HEATHROW	AIR CANADA	S	A	28	0	0	39	14	29	18	0	0	36	59	32	27	
	HEATHROW	AIR CANADA	S	D	28	0	0	75	18	7	0	0	0	11	67	26	27	
<b>TOTAL HALIFAX INT</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>16</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>63</b>	<b>29</b>	<b>29</b>	
HAMBURG																		
	STANSTED	AIR BERLIN	S	A	13	0	0	62	23	8	0	0	8	39	85	11	52	
	STANSTED	AIR BERLIN	S	D	13	0	0	46	31	8	0	15	0	41	87	11	52	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	41	0	0	85	7	0	5	0	2	27	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	43	0	0	79	2	9	7	2	0	17	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	117	0	0	75	8	9	7	2	0	20	61	25	116	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	117	0	0	74	10	9	5	1	0	16	72	16	116	
	HEATHROW	LUFTHANSA	S	A	68	0	2	82	7	9	1	0	0	8	84	7	94	
	HEATHROW	LUFTHANSA	S	D	68	0	2	82	10	6	1	0	0	9	86	11	94	
	HEATHROW	LUFTHANSA CITY LINE	S	A	13	0	0	69	0	23	8	0	0	17	71	11	21	
	HEATHROW	LUFTHANSA CITY LINE	S	D	13	0	0	69	15	8	8	0	0	14	62	26	21	
	MANCHESTER	LUFTHANSA CITY LINE	S	A	47	0	0	91	4	4	0	0	0	4	86	7	49	
	MANCHESTER	LUFTHANSA CITY LINE	S	D	47	0	0	91	4	2	2	0	0	4	88	6	49	
<b>TOTAL HAMBURG</b>					<b>600</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>8</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>78</b>	<b>13</b>	<b>13</b>	
HANOVER																		
	STANSTED	AIR BERLIN	S	A	31	0	0	61	13	13	10	0	3	37	97	7	29	
	STANSTED	AIR BERLIN	S	D	31	0	0	55	10	16	16	0	3	46	77	9	30	
	HEATHROW	BMI BRITISH MIDLAND	S	A	78	0	0	68	13	8	10	1	0	19	65	18	86	
	HEATHROW	BMI BRITISH MIDLAND	S	D	78	0	0	68	13	10	9	0	0	16	80	13	86	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	30	0	0	90	3	3	0	3	0	11	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	30	0	0	80	10	7	0	3	0	15	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	45	0	0	96	2	0	2	0	0	2	73	16	30	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2003			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	46	0	0	96	4	0	0	0	0	1	77	13	30	
	GATWICK	BRITISH AIRWAYS PLC	S	A	78	0	0	79	12	6	3	0	0	11	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	78	0	0	85	12	4	0	0	0	7	0	0	0	
<b>TOTAL HANOVER</b>					<b>525</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>15</b>	<b>15</b>	
HARARE																		
	GATWICK	AIR ZIMBABWE	S	A	21	1	1	19	14	29	33	5	0	67	52	22	21	
	GATWICK	AIR ZIMBABWE	S	D	19	3	3	74	11	5	5	5	0	30	90	9	21	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	38	23	23	8	0	8	122	25	22	8	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	14	0	0	64	21	7	7	0	0	20	33	179	9	
<b>TOTAL HARARE</b>					<b>67</b>	<b>4</b>	<b>4</b>	<b>48</b>	<b>16</b>	<b>16</b>	<b>15</b>	<b>3</b>	<b>1</b>	<b>57</b>	<b>59</b>	<b>41</b>	<b>41</b>	
HASSI MESSAOUD																		
HAUGESUND																		
	STANSTED	RYANAIR	S	A	30	0	1	90	3	3	3	0	0	5	0	0	0	
	STANSTED	RYANAIR	S	D	31	0	0	84	13	0	3	0	0	9	0	0	0	
<b>TOTAL HAUGESUND</b>					<b>61</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>8</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	
HAVANA																		
	GATWICK	CUBANA	S	A	5	0	0	80	0	0	20	0	0	14	50	16	4	
	GATWICK	CUBANA	S	D	5	0	0	60	0	20	20	0	0	23	50	19	4	
<b>TOTAL HAVANA</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>0</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>50</b>	<b>26</b>	<b>26</b>	
HEATHROW																		
	EDINBURGH	BMI BRITISH MIDLAND	S	A	231	0	9	79	15	3	3	0	0	9	73	14	258	
	EDINBURGH	BMI BRITISH MIDLAND	S	D	233	0	7	73	18	5	4	0	0	13	66	19	258	
	GLASGOW	BMI BRITISH MIDLAND	S	A	229	0	7	80	12	6	1	0	0	8	72	16	223	
	GLASGOW	BMI BRITISH MIDLAND	S	D	227	0	8	78	11	8	2	0	0	10	72	16	223	
	MANCHESTER	BMI BRITISH MIDLAND	S	A	227	1	6	78	10	8	4	0	0	13	73	17	225	
	MANCHESTER	BMI BRITISH MIDLAND	S	D	227	0	5	82	9	4	4	0	0	10	80	14	221	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	330	4	0	79	11	6	4	0	0	12	63	23	321	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	330	4	2	73	12	8	5	2	0	18	68	25	323	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	315	0	2	77	11	9	3	1	0	14	64	24	314	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	313	1	3	79	10	7	4	1	0	13	74	18	312	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	282	1	0	72	16	9	4	0	0	14	64	18	287	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	281	1	0	84	6	5	4	1	0	11	79	14	287	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2003					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	NEWCASTLE	BRITISH AIRWAYS PLC		S A	197	0	0	71	15	9	5	1	0	16	69	17	165	
	NEWCASTLE	BRITISH AIRWAYS PLC		S D	195	0	1	83	7	5	4	1	1	15	77	16	166	
<b>TOTAL HEATHROW</b>					<b>3617</b>	<b>17</b>	<b>50</b>	<b>78</b>	<b>12</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>18</b>	<b>18</b>	
HELSINKI																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	69	0	1	81	10	6	3	0	0	9	60	25	58	
	HEATHROW	BRITISH AIRWAYS PLC		S D	71	0	0	80	8	8	3	0	0	9	73	20	60	
	BIRMINGHAM	CITY AIRLINE		S A	23	0	1	57	30	13	0	0	0	14	0	0	0	
	BIRMINGHAM	CITY AIRLINE		S D	13	0	5	77	23	0	0	0	0	11	0	0	0	
	MANCHESTER	CITY AIRLINE		S A	16	0	1	75	6	13	6	0	0	16	52	16	25	
	MANCHESTER	CITY AIRLINE		S D	18	0	0	89	0	6	6	0	0	8	94	3	18	
	BIRMINGHAM	DUO AIRWAYS LTD		S A	21	0	3	81	0	5	14	0	0	20	0	0	0	
	BIRMINGHAM	DUO AIRWAYS LTD		S D	22	0	2	68	14	9	5	5	0	25	0	0	0	
	HEATHROW	FINNAIR		S A	109	0	1	80	11	6	3	0	0	12	63	20	105	
	HEATHROW	FINNAIR		S D	108	0	2	77	8	11	3	1	0	15	77	16	104	
	MANCHESTER	FINNAIR		S A	45	0	0	60	27	11	2	0	0	15	78	12	49	
	MANCHESTER	FINNAIR		S D	45	0	0	82	13	2	2	0	0	10	93	4	28	
	STANSTED	FLYING FINN		S A	12	0	1	83	17	0	0	0	0	4	0	0	0	
	STANSTED	FLYING FINN		S D	12	0	1	92	8	0	0	0	0	3	0	0	0	
<b>TOTAL HELSINKI</b>					<b>585</b>	<b>1</b>	<b>18</b>	<b>77</b>	<b>12</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>17</b>	<b>17</b>	
HOLGUIN (FRANK PAIS)																		
	GATWICK	MONARCH AIRLINES		C D	2	0	0	0	50	0	50	0	0	73	100	5	3	
	GATWICK	THOMAS COOK AIRLINES LTD		C D	4	0	0	100	0	0	0	0	0	4	0	0	0	
<b>TOTAL HOLGUIN (FRANK PAIS)</b>					<b>6</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>100</b>	<b>5</b>	<b>5</b>	
HONG KONG (CHEP LAP KOK)																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	61	0	0	98	2	0	0	0	0	1	87	27	61	
	HEATHROW	BRITISH AIRWAYS PLC		S D	61	0	0	72	18	7	3	0	0	13	66	49	58	
	HEATHROW	CATHAY PACIFIC AIRWAYS		S A	93	0	0	89	6	2	2	0	0	6	75	11	80	
	HEATHROW	CATHAY PACIFIC AIRWAYS		S D	93	0	0	71	20	4	3	1	0	14	58	33	80	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	30	0	1	83	3	13	0	0	0	9	84	7	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	30	0	1	67	13	7	13	0	0	22	65	16	31	
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>					<b>368</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>11</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>25</b>	<b>25</b>	
HOUSTON																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2003					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
HOUSTON																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	43	0	0	84	5	7	5	0	0	12	83	7	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	43	0	0	88	5	0	5	2	0	15	83	11	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	77	7	10	7	0	0	13	97	2	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	68	10	13	10	0	0	18	73	14	30	
	GATWICK	CONTINENTAL AIRLINES	S	A	61	0	0	82	10	5	3	0	0	9	82	12	61	
	GATWICK	CONTINENTAL AIRLINES	S	D	61	0	0	85	8	5	2	0	0	8	90	7	61	
<b>TOTAL HOUSTON</b>					<b>269</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>85</b>	<b>9</b>	<b>9</b>	
HUMBERSIDE																		
HURGHADA																		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	0	25	0	75	0	0	81	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	5	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	9	60	13	5	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	9	100	4	5	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	0	0	25	50	25	0	130	67	13	3	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	16	100	0	3	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	20	0	0	0	20	40	98	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	5	75	6	4	
<b>TOTAL HURGHADA</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>25</b>	<b>6</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>32</b>	<b>69</b>	<b>26</b>	<b>26</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2003					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
IBIZA																		
<b>TOTAL IBIZA</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
INNSBRUCK																		
	GATWICK	ASTRAEUS LTD	C	A	8	1	0	0	25	13	50	0	13	112	50	30	4	
	GATWICK	ASTRAEUS LTD	C	D	9	0	0	11	11	22	56	0	0	59	50	23	4	
	MANCHESTER	ASTRAEUS LTD	C	A	4	0	0	0	0	25	75	0	0	92	0	0	0	
	MANCHESTER	ASTRAEUS LTD	C	D	4	0	0	0	0	25	75	0	0	71	0	0	0	
	GATWICK	AUSTRIAN AIRLINES	S	A	19	0	0	58	11	5	16	11	0	48	0	0	0	
	GATWICK	AUSTRIAN AIRLINES	S	D	19	0	0	53	5	11	21	11	0	51	0	0	0	
	LUTON	AUSTRIAN AIRLINES	C	A	5	0	0	0	40	0	40	0	20	134	0	0	0	
	LUTON	AUSTRIAN AIRLINES	C	D	3	0	0	0	0	0	67	0	33	219	0	0	0	
	MANCHESTER	AUSTRIAN AIRLINES	C	A	5	0	0	0	0	40	60	0	0	80	0	0	0	
	MANCHESTER	AUSTRIAN AIRLINES	C	D	5	0	0	0	0	20	80	0	0	81	0	0	0	
	STANSTED	AUSTRIAN AIRLINES	C	A	4	0	0	100	0	0	0	0	0	5	0	0	0	
	STANSTED	AUSTRIAN AIRLINES	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	5	0	0	60	20	20	0	0	0	11	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	5	0	0	100	0	0	0	0	0	3	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	C	A	10	0	0	50	10	40	0	0	0	23	13	30	8	
	GATWICK	BRITISH AIRWAYS PLC	C	D	10	0	0	100	0	0	0	0	0	5	88	8	8	
	NEWCASTLE	BRITISH AIRWAYS PLC	C	A	5	0	0	80	0	0	20	0	0	21	75	5	4	
	NEWCASTLE	BRITISH AIRWAYS PLC	C	D	5	0	0	20	40	40	0	0	0	27	100	3	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	20	0	80	0	0	0	36	25	33	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	0	40	60	0	0	0	38	100	1	4	
	EDINBURGH	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	40	20	40	0	0	0	22	0	0	0	
	EDINBURGH	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	6	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	10	0	0	30	20	30	20	0	0	36	17	36	12	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	10	0	0	50	10	20	20	0	0	33	42	20	12	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	40	0	0	0	0	13	0	42	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	3	100	2	4	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	0	40	0	0	0	17	25	21	4	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	9	75	18	4	
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	33	33	22	0	0	11	61	38	69	8	
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	100	0	0	0	0	0	0	75	14	8	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2003				
					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)												
INNSBRUCK																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	10	0	0	70	30	0	0	0	0	10	88	9	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	10	0	0	90	0	10	0	0	0	5	88	4	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	0	40	0	0	0	20	100	6	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	2	100	3	4	
<b>TOTAL INNSBRUCK</b>					<b>237</b>	<b>3</b>	<b>0</b>	<b>52</b>	<b>12</b>	<b>16</b>	<b>16</b>	<b>2</b>	<b>2</b>	<b>38</b>	<b>57</b>	<b>21</b>	<b>21</b>	
INVERNESS																		
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	79	0	0	90	5	3	3	0	0	5	68	19	80	
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	79	0	0	92	5	1	1	0	0	5	84	12	79	
	BIRMINGHAM	EASTERN AIRWAYS	S	A	41	0	1	76	12	7	0	5	0	21	0	0	0	
	BIRMINGHAM	EASTERN AIRWAYS	S	D	41	0	1	85	7	2	0	5	0	16	0	0	0	
	MANCHESTER	EASTERN AIRWAYS	S	A	71	0	5	86	6	7	1	0	0	7	89	9	62	
	MANCHESTER	EASTERN AIRWAYS	S	D	59	0	3	93	2	3	2	0	0	5	89	8	63	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	77	10	7	7	0	0	15	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	4	73	10	10	7	0	0	17	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	41	0	1	76	7	5	12	0	0	18	80	14	30	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	42	1	0	57	14	17	12	0	0	24	65	16	31	
	GLASGOW	HIGHLAND AIRWAYS LTD	S	A	18	0	2	89	6	0	6	0	0	10	0	0	0	
	GLASGOW	HIGHLAND AIRWAYS LTD	S	D	17	0	4	100	0	0	0	0	0	0	0	0	0	
	EDINBURGH	LOGANAIR	S	A	67	0	0	81	4	4	9	1	0	17	72	25	46	
	EDINBURGH	LOGANAIR	S	D	2	0	0	100	0	0	0	0	0	5	50	25	2	
<b>TOTAL INVERNESS</b>					<b>617</b>	<b>3</b>	<b>21</b>	<b>83</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>14</b>	<b>14</b>	
ISLAMABAD																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	54	15	0	15	15	0	73	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	69	0	8	8	15	0	56	0	0	0	
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	A	15	0	0	60	13	7	13	0	7	55	86	8	14	
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	D	14	0	0	57	29	7	0	7	0	33	93	10	14	
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	13	1	0	54	8	23	15	0	0	35	17	24	12	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	15	0	0	13	33	27	27	0	0	43	9	117	11	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	17	0	0	24	24	29	18	0	6	79	67	18	12	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	17	0	0	6	18	24	35	12	6	111	50	27	12	
<b>TOTAL ISLAMABAD</b>					<b>117</b>	<b>1</b>	<b>0</b>	<b>40</b>	<b>18</b>	<b>16</b>	<b>17</b>	<b>6</b>	<b>3</b>	<b>62</b>	<b>56</b>	<b>32</b>	<b>32</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JAN 2003				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
ISLAY	GLASGOW	LOGANAIR	S	A	44	1	0	91	5	0	2	2	0	11	80	9	45
	GLASGOW	LOGANAIR	S	D	45	0	0	82	11	4	0	2	0	15	74	16	46
<b>TOTAL ISLAY</b>					<b>89</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>12</b>	<b>12</b>
ISLE OF MAN	BIRMINGHAM	BA CITIEXPRESS (IOM) LTD	S	A	50	0	0	94	4	0	0	2	0	6	93	7	100
	BIRMINGHAM	BA CITIEXPRESS (IOM) LTD	S	D	49	0	0	98	2	0	0	0	0	1	93	5	100
	GATWICK	BA CITIEXPRESS (IOM) LTD	S	A	81	0	0	91	2	2	4	0	0	7	84	10	82
	GATWICK	BA CITIEXPRESS (IOM) LTD	S	D	81	0	0	84	9	5	2	0	0	9	79	11	81
	GLASGOW	BA CITIEXPRESS (IOM) LTD	S	A	30	0	0	97	0	3	0	0	0	3	85	6	39
	GLASGOW	BA CITIEXPRESS (IOM) LTD	S	D	30	0	0	90	3	3	3	0	0	6	84	7	38
	LUTON	BA CITIEXPRESS (IOM) LTD	S	A	31	0	0	90	3	3	3	0	0	5	0	0	0
	LUTON	BA CITIEXPRESS (IOM) LTD	S	D	31	0	0	94	0	0	6	0	0	7	0	33	1
	MANCHESTER	BA CITIEXPRESS (IOM) LTD	S	A	91	2	0	91	7	1	1	0	0	6	89	7	92
	MANCHESTER	BA CITIEXPRESS (IOM) LTD	S	D	96	0	0	94	2	3	1	0	0	3	92	4	97
	NEWCASTLE	EASTERN AIRWAYS	S	A	19	0	1	100	0	0	0	0	0	0	0	0	0
	NEWCASTLE	EASTERN AIRWAYS	S	D	19	0	2	84	0	5	11	0	0	18	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	25	0	1	68	8	12	8	4	0	27	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	25	0	1	64	4	20	8	4	0	29	0	0	0
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	A	25	0	0	96	0	0	4	0	0	3	98	2	48
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	D	25	0	0	92	4	4	0	0	0	5	90	5	48
<b>TOTAL ISLE OF MAN</b>					<b>708</b>	<b>2</b>	<b>5</b>	<b>90</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>7</b>	<b>7</b>
ISTANBUL	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	65	15	11	10	0	0	19	84	12	61
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	60	21	10	8	2	0	22	71	24	62
	STANSTED	ONUR AIR	C	A	9	0	0	22	33	22	22	0	0	39	0	0	0
	STANSTED	ONUR AIR	C	D	6	0	0	0	50	50	0	0	0	38	0	0	0
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	91	0	0	19	22	35	20	3	1	51	47	29	93
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	90	0	0	57	10	11	20	2	0	34	64	21	92
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	A	22	0	0	5	18	36	36	5	0	58	67	12	18
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	D	22	0	0	5	14	36	41	5	0	67	61	14	18



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2003				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
ISTANBUL																		
<b>TOTAL ISTANBUL</b>						<b>365</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>18</b>	<b>21</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>37</b>	<b>64</b>	<b>21</b>	<b>21</b>
IVALO																		
IZMIR (ADNAM MENDERES)																		
	HEATHROW	KIBRIS TURKISH AIRLINES - KTHY	S	A	11	0	0	9	45	27	9	9	0	44	0	70	9	
	HEATHROW	KIBRIS TURKISH AIRLINES - KTHY	S	D	11	0	0	0	45	27	18	9	0	56	0	94	8	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	6	0	0	50	50	0	0	0	0	15	33	42	6	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	6	0	0	83	17	0	0	0	0	7	33	59	6	
<b>TOTAL IZMIR (ADNAM MENDERES)</b>						<b>34</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>41</b>	<b>18</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>36</b>	<b>14</b>	<b>69</b>	<b>69</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2003			
					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
JEDDAH	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	94	0	6	0	0	0	4	82	6	17
	HEATHROW	BRITISH AIRWAYS PLC	S	D	16	0	0	63	25	6	6	0	0	19	53	23	17
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	27	0	0	48	26	26	0	0	0	20	70	16	23
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	29	0	0	72	17	7	3	0	0	12	61	32	23
<b>TOTAL JEDDAH</b>					<b>91</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>15</b>	<b>66</b>	<b>20</b>	<b>20</b>
JEREZ	STANSTED	RYANAIR	S	A	24	0	2	79	0	8	4	8	0	29	0	0	0
	STANSTED	RYANAIR	S	D	26	0	0	81	8	0	8	4	0	20	0	0	0
<b>TOTAL JEREZ</b>					<b>50</b>	<b>1</b>	<b>2</b>	<b>80</b>	<b>4</b>	<b>4</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>25</b>	<b>63</b>	<b>24</b>	<b>24</b>
JERSEY	EDINBURGH	BMI BRITISH MIDLAND	S	A	2	0	7	100	0	0	0	0	0	5	0	0	0
	EDINBURGH	BMI BRITISH MIDLAND	S	D	2	0	7	100	0	0	0	0	0	3	0	0	0
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	20	0	0	90	5	5	0	0	0	4	78	10	23
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	16	0	0	81	19	0	0	0	0	7	72	14	18
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	31	0	0	81	0	6	10	3	0	22	71	25	48
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	31	0	0	81	3	3	10	3	0	20	71	22	49
	GATWICK	BRITISH AIRWAYS PLC	S	A	139	2	1	90	6	1	1	1	0	7	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	141	1	2	88	8	3	1	0	0	6	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	24	0	3	88	8	4	0	0	0	4	58	37	36
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	25	0	1	64	24	0	12	0	0	19	63	30	38
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	115	0	3	92	3	3	2	0	0	6	86	11	112
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	110	0	3	87	8	3	2	0	0	7	88	11	108
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	A	73	0	3	96	3	0	1	0	0	3	96	3	85
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	D	73	0	3	92	5	1	1	0	0	6	92	6	85
<b>TOTAL JERSEY</b>					<b>802</b>	<b>6</b>	<b>33</b>	<b>89</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>14</b>	<b>14</b>
JOHANNESBURG	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	85	5	10	0	0	0	8	81	9	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	58	21	10	10	2	0	28	54	30	59
	GATWICK	NATIONWIDE AIR	S	A	13	0	1	46	23	23	8	0	0	23	0	0	0
	GATWICK	NATIONWIDE AIR	S	D	13	0	1	100	0	0	0	0	0	1	0	0	0

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JAN 2003				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
JOHANNESBURG	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	62	0	1	35	35	19	10	0	0	25	60	31	62	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	62	1	1	81	11	6	2	0	0	10	81	52	62	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	39	32	26	3	0	0	27	29	46	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	1	1	47	30	17	3	3	0	32	63	56	30	
<b>TOTAL JOHANNESBURG</b>					<b>335</b>	<b>2</b>	<b>5</b>	<b>61</b>	<b>20</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>64</b>	<b>34</b>	<b>34</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2003				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	21	0	0	71	10	0	10	5	5	46	60	103	10	
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	D	21	0	1	33	5	19	24	10	10	123	22	260	9	
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	14	0	0	21	36	14	21	7	0	57	28	70	18	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	13	0	1	31	31	15	0	15	8	157	36	79	14	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	23	0	0	30	22	9	17	13	9	109	15	178	27	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	23	0	1	48	9	9	30	4	0	51	39	114	23	
<b>TOTAL KARACHI</b>					<b>115</b>	<b>0</b>	<b>3</b>	<b>41</b>	<b>17</b>	<b>10</b>	<b>18</b>	<b>9</b>	<b>5</b>	<b>88</b>	<b>31</b>	<b>130</b>	<b>130</b>	
KARLSRUHE/BADEN BADEN																		
	STANSTED	RYANAIR	S	A	50	0	2	80	10	8	2	0	0	9	0	0	0	
	STANSTED	RYANAIR	S	D	51	0	1	75	8	12	6	0	0	16	0	0	0	
<b>TOTAL KARLSRUHE/BADEN BADEN</b>					<b>101</b>	<b>1</b>	<b>3</b>	<b>77</b>	<b>9</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	
KATOWICE																		
	STANSTED	AIR POLONIA	S	A	13	0	0	69	8	8	8	0	8	44	0	0	0	
	STANSTED	AIR POLONIA	S	D	13	0	0	85	8	0	8	0	0	11	0	0	0	
<b>TOTAL KATOWICE</b>					<b>26</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>8</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	
KEFLAVIK																		
	STANSTED	ASTRAEUS LTD	S	A	30	0	1	70	17	10	3	0	0	13	0	0	0	
	STANSTED	ASTRAEUS LTD	S	D	30	0	1	100	0	0	0	0	0	2	0	0	0	
	GLASGOW	ICELANDAIR	S	A	18	0	0	67	22	11	0	0	0	12	78	11	18	
	GLASGOW	ICELANDAIR	S	D	18	0	0	83	11	6	0	0	0	7	80	12	15	
	HEATHROW	ICELANDAIR	S	A	54	0	0	85	11	0	4	0	0	9	78	16	45	
	HEATHROW	ICELANDAIR	S	D	54	0	0	76	13	7	4	0	0	11	76	22	45	
<b>TOTAL KEFLAVIK</b>					<b>204</b>	<b>1</b>	<b>2</b>	<b>81</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>17</b>	<b>17</b>	
KERRY COUNTY																		
	STANSTED	RYANAIR	S	A	31	0	0	90	3	3	0	3	0	11	87	10	30	
	STANSTED	RYANAIR	S	D	31	0	0	94	6	0	0	0	0	3	80	14	30	
<b>TOTAL KERRY COUNTY</b>					<b>62</b>	<b>1</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>12</b>	<b>12</b>	
KHARTOUM																		
	HEATHROW	SUDAN AIRWAYS	S	A	5	0	0	0	0	0	100	0	0	130	13	184	8	
	HEATHROW	SUDAN AIRWAYS	S	D	5	0	0	0	0	0	80	20	0	135	50	354	8	
	MANCHESTER	SUDAN AIRWAYS	C	A	3	0	0	0	0	0	67	33	0	167	0	0	0	
	MANCHESTER	SUDAN AIRWAYS	C	D	3	0	0	0	0	0	0	100	0	218	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2003			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
KHARTOUM																	
<b>TOTAL KHARTOUM</b>					<b>16</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>31</b>	<b>0</b>	<b>155</b>	<b>32</b>	<b>234</b>	<b>234</b>
KIEV (BORISPOL)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	82	9	0	9	0	0	13	33	38	21
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	82	9	9	0	0	0	8	48	28	21
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	A	21	0	0	71	24	0	5	0	0	13	70	14	20
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	D	21	1	0	95	0	5	0	0	0	3	84	6	19
<b>TOTAL KIEV (BORISPOL)</b>					<b>86</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>57</b>	<b>22</b>	<b>22</b>	<b>22</b>
KINGSTON																	
	HEATHROW	AIR JAMAICA	S	A	25	0	0	72	12	12	4	0	0	16	48	27	21
	HEATHROW	AIR JAMAICA	S	D	33	0	0	30	27	21	21	0	0	35	32	48	19
	MANCHESTER	AIR JAMAICA	S	D	9	0	0	78	0	11	11	0	0	15	60	70	5
	GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	0	71	21	7	0	0	0	11	0	87	13
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	69	23	8	0	0	0	11	50	37	14
<b>TOTAL KINGSTON</b>					<b>94</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>19</b>	<b>14</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>39</b>	<b>46</b>	<b>46</b>
KIRKWALL																	
	EDINBURGH	LOGANAIR	S	A	24	0	0	79	17	0	4	0	0	8	88	16	26
	EDINBURGH	LOGANAIR	S	D	51	1	0	67	16	8	10	0	0	20	70	21	53
<b>TOTAL KIRKWALL</b>					<b>75</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>76</b>	<b>19</b>	<b>19</b>
KITTLA																	
	MANCHESTER	AZZURRA AIR	C	A	2	0	0	0	0	50	50	0	0	62	0	51	4
	MANCHESTER	AZZURRA AIR	C	D	2	0	0	0	50	50	0	0	0	44	75	8	4
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	A	3	0	0	33	0	67	0	0	0	34	100	2	3
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	D	4	0	0	25	25	50	0	0	0	34	100	3	3
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	8	0	43	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	1	75	16	4
<b>TOTAL KITTLA</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>13</b>	<b>29</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>56</b>	<b>59</b>	<b>59</b>
KLAGENFURT																	
	STANSTED	RYANAIR	S	A	31	0	0	94	3	3	0	0	0	3	90	3	30
	STANSTED	RYANAIR	S	D	31	0	0	81	10	6	3	0	0	9	90	6	30
<b>TOTAL KLAGENFURT</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>5</b>	<b>5</b>
KRAKOW																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2003					
					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)												
KRAKOW																		
	GATWICK	BRITISH AIRWAYS PLC		S A	8	0	0	75	0	13	13	0	0	15	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC		S D	8	0	0	75	0	13	13	0	0	15	0	0	0	
	GATWICK	LOT-POLISH AIRLINES		S A	30	0	0	70	23	7	0	0	12	90	9	30		
	GATWICK	LOT-POLISH AIRLINES		S D	30	0	0	67	23	7	3	0	12	80	13	30		
<b>TOTAL KRAKOW</b>					<b>76</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>18</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>13</b>	<b>85</b>	<b>11</b>	<b>11</b>		
KUALA LUMPUR (SEPANG)																		
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS		S A	72	7	7	93	1	3	3	0	5	81	9	77		
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS		S D	78	0	1	78	13	5	1	0	3	20	67	29	79	
	MANCHESTER	MALAYSIAN AIRLINES SYSTEM-MAS		S A	18	0	0	61	17	22	0	0	13	69	17	13		
	MANCHESTER	MALAYSIAN AIRLINES SYSTEM-MAS		S D	18	0	0	72	17	6	6	0	18	77	8	13		
<b>TOTAL KUALA LUMPUR (SEPANG)</b>					<b>186</b>	<b>7</b>	<b>8</b>	<b>82</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>18</b>	<b>18</b>		
KUWAIT																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	30	0	0	73	10	10	7	0	13	83	23	29		
	HEATHROW	BRITISH AIRWAYS PLC		S D	30	0	0	73	17	7	3	0	10	67	27	30		
	HEATHROW	KUWAIT AIRWAYS		S A	31	0	0	58	26	13	3	0	16	42	26	31		
	HEATHROW	KUWAIT AIRWAYS		S D	31	0	0	39	42	13	3	3	27	61	30	31		
<b>TOTAL KUWAIT</b>					<b>122</b>	<b>1</b>	<b>0</b>	<b>61</b>	<b>24</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>17</b>	<b>63</b>	<b>27</b>	<b>27</b>		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2003				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	RYANAIR		S A	24	0	4	88	8	4	0	0	0	4	0	0	0	
	STANSTED	RYANAIR		S D	28	0	0	89	7	4	0	0	0	4	0	0	0	
<b>TOTAL LA ROCHELLE</b>					<b>52</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>17</b>	<b>17</b>	
LA ROMANA																		
LAGOS																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	31	0	0	68	16	13	3	0	0	17	87	52	31	
	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	0	29	35	23	6	6	0	38	30	40	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	30	1	1	10	27	47	17	0	0	40	5	165	22	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	31	0	0	45	26	23	3	3	0	31	25	105	24	
<b>TOTAL LAGOS</b>					<b>125</b>	<b>2</b>	<b>1</b>	<b>38</b>	<b>26</b>	<b>26</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>38</b>	<b>85</b>	<b>85</b>	
LAHORE																		
	HEATHROW	PAKISTAN INTL AIRLINES		S A	15	0	0	20	20	27	33	0	0	49	0	187	13	
	HEATHROW	PAKISTAN INTL AIRLINES		S D	13	0	0	8	31	38	8	8	8	137	0	118	13	
	MANCHESTER	PAKISTAN INTL AIRLINES		S A	6	0	0	67	0	17	17	0	0	28	0	164	6	
	MANCHESTER	PAKISTAN INTL AIRLINES		S D	6	0	0	17	17	17	50	0	0	61	0	263	5	
<b>TOTAL LAHORE</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>20</b>	<b>28</b>	<b>25</b>	<b>3</b>	<b>3</b>	<b>76</b>	<b>0</b>	<b>169</b>	<b>169</b>	
LARNACA																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	31	0	0	74	10	0	16	0	0	20	58	55	31	
	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	0	68	16	13	3	0	0	16	71	16	31	
	BIRMINGHAM	CYPRUS AIRWAYS		S A	4	0	0	100	0	0	0	0	0	5	75	8	4	
	BIRMINGHAM	CYPRUS AIRWAYS		S D	4	0	0	50	25	25	0	0	0	20	25	26	4	
	GATWICK	CYPRUS AIRWAYS		S A	4	0	0	75	0	0	0	25	0	74	80	9	5	
	GATWICK	CYPRUS AIRWAYS		S D	4	0	0	75	0	0	0	25	0	74	20	26	5	
	HEATHROW	CYPRUS AIRWAYS		S A	59	0	0	41	34	15	10	0	0	24	44	38	57	
	HEATHROW	CYPRUS AIRWAYS		S D	58	0	0	48	29	12	9	0	2	27	55	36	58	
	MANCHESTER	CYPRUS AIRWAYS		S A	13	0	0	77	8	8	8	0	0	17	70	28	10	
	MANCHESTER	CYPRUS AIRWAYS		S D	13	0	0	31	38	15	15	0	0	29	40	37	10	
	STANSTED	CYPRUS AIRWAYS		S A	15	0	0	53	13	33	0	0	0	21	25	52	8	
	STANSTED	CYPRUS AIRWAYS		S D	14	0	1	43	21	21	14	0	0	25	13	77	8	
	LUTON	HELIOS AIRWAYS LTD		S A	17	0	0	76	18	0	6	0	0	13	78	15	23	
	LUTON	HELIOS AIRWAYS LTD		S D	17	0	0	59	35	0	6	0	0	17	52	28	23	
	STANSTED	HELIOS AIRWAYS LTD		S A	4	0	0	50	25	25	0	0	0	15	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JAN 2003						
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)													
LARNACA																			
	STANSTED	HELIOS AIRWAYS LTD		S D	4	0	0	50	0	50	0	0	0	21	0	0	0		
	MANCHESTER	THOMAS COOK AIRLINES LTD		C A	4	0	0	75	0	25	0	0	0	16	100	0	5		
	MANCHESTER	THOMAS COOK AIRLINES LTD		C D	4	0	0	75	0	0	25	0	0	15	100	1	5		
<b>TOTAL LARNACA</b>					<b>307</b>	<b>0</b>	<b>1</b>	<b>55</b>	<b>22</b>	<b>12</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>57</b>	<b>30</b>	<b>30</b>		
LAS PALMAS																			
	MANCHESTER	AZZURRA AIR		C A	3	0	0	33	67	0	0	0	0	16	0	0	0		
	MANCHESTER	AZZURRA AIR		C D	3	0	0	100	0	0	0	0	0	7	0	0	0		
	EDINBURGH	BMI BRITISH MIDLAND		C A	4	0	0	50	0	25	25	0	0	29	0	0	0		
	EDINBURGH	BMI BRITISH MIDLAND		C D	4	0	0	50	25	0	25	0	0	27	0	0	0		
	BIRMINGHAM	BRITANNIA AIRWAYS		C A	9	0	0	67	11	11	11	0	0	16	67	36	9		
	BIRMINGHAM	BRITANNIA AIRWAYS		C D	9	0	0	78	11	0	11	0	0	13	78	23	9		
	GATWICK	BRITANNIA AIRWAYS		C A	14	0	0	86	7	0	7	0	0	9	62	98	13		
	GATWICK	BRITANNIA AIRWAYS		C D	14	0	0	93	7	0	0	0	0	4	79	18	14		
	GLASGOW	BRITANNIA AIRWAYS		C A	4	0	0	75	0	0	25	0	0	34	75	9	4		
	GLASGOW	BRITANNIA AIRWAYS		C D	4	0	0	75	0	0	25	0	0	49	75	16	4		
	LUTON	BRITANNIA AIRWAYS		C A	6	0	0	33	33	17	0	17	0	53	100	2	4		
	LUTON	BRITANNIA AIRWAYS		C D	6	1	0	67	0	17	0	17	0	41	100	1	5		
	MANCHESTER	BRITANNIA AIRWAYS		C A	14	0	0	50	14	7	29	0	0	35	89	5	9		
	MANCHESTER	BRITANNIA AIRWAYS		C D	14	0	0	64	7	7	21	0	0	26	89	2	9		
	NEWCASTLE	BRITANNIA AIRWAYS		C A	4	0	0	75	0	0	25	0	0	37	100	10	4		
	NEWCASTLE	BRITANNIA AIRWAYS		C D	4	0	0	75	0	0	25	0	0	38	100	0	4		
	STANSTED	BRITANNIA AIRWAYS		C A	4	0	0	50	25	25	0	0	0	15	100	0	1		
	STANSTED	BRITANNIA AIRWAYS		C D	4	0	0	100	0	0	0	0	0	2	100	0	1		
	GATWICK	EXCEL AIRWAYS LTD		C A	3	0	0	33	0	33	33	0	0	50	100	2	3		
	GATWICK	EXCEL AIRWAYS LTD		C D	2	0	0	50	0	50	0	0	0	20	100	0	3		
	MANCHESTER	EXCEL AIRWAYS LTD		C A	2	0	0	50	50	0	0	0	0	8	50	13	4		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	100	0	0	0	0	0	0	100	1	4		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	0	100	4	4		
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	7	0	0	100	0	0	0	0	0	5	67	9	9		
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	7	0	0	100	0	0	0	0	0	4	100	1	9		
	GLASGOW	FIRST CHOICE AIRWAYS LTD		C A	2	0	0	100	0	0	0	0	0	0	50	14	4		
	GLASGOW	FIRST CHOICE AIRWAYS LTD		C D	2	0	0	100	0	0	0	0	0	0	100	3	4		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	10	0	0	100	0	0	0	0	0	0	13	36	8		



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JAN 2003				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
LAS PALMAS	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	10	0	0	100	0	0	0	0	0	0	50	35	8
	GATWICK	FUTURA AIRLINES	C	A	3	0	0	33	0	0	67	0	0	62	0	0	0
	GATWICK	GB AIRWAYS LTD	S	A	17	0	1	59	24	12	6	0	0	15	62	15	13
	GATWICK	GB AIRWAYS LTD	S	D	18	0	0	78	6	17	0	0	0	12	92	9	13
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	80	20	0	0	0	0	7	60	21	5
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	4	75	9	4
	LUTON	MONARCH AIRLINES	C	A	4	0	0	50	50	0	0	0	0	13	50	16	4
	LUTON	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	0	100	1	4
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	75	0	0	25	0	0	20	80	14	5
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	50	25	0	25	0	0	29	100	0	5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	25	25	0	0	39	75	14	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	20	0	0	18	75	12	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	75	25	0	0	0	0	6	77	10	13
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	89	0	0	11	0	0	18	100	1	13
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	50	25	0	0	0	25	50	44	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	7	75	28	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	67	0	22	11	0	0	21	64	23	14
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	78	11	11	0	0	0	10	77	26	13
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	50	0	0	0	24	75	13	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	6	100	2	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	10	100	6	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	20	0	0	0	11	75	5	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	6	100	3	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	2	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	12	0	0	50	25	25	0	0	0	16	83	14	12
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	22	0	0	0	0	7	92	7	12
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	6	0	0	100	0	0	0	0	0	0	75	9	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	0	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	0	85	8	8	0	0	0	9	69	8	13
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	12	0	0	100	0	0	0	0	0	1	100	0	13
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	4	0	30	1
<b>TOTAL LAS PALMAS</b>					<b>385</b>	<b>3</b>	<b>1</b>	<b>75</b>	<b>11</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>77</b>	<b>16</b>	<b>16</b>
LAS VEGAS																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2003				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
LAS VEGAS																		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S A	13	0	0	77	8	15	0	0	0	12	78	16	9	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S D	13	0	0	69	31	0	0	0	12	67	18	9		
<b>TOTAL LAS VEGAS</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>19</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>72</b>	<b>17</b>	<b>17</b>		
LEEDS BRADFORD																		
	HEATHROW	BMI BRITISH MIDLAND		S A	105	0	0	87	7	5	2	0	6	86	10	105		
	HEATHROW	BMI BRITISH MIDLAND		S D	105	0	0	84	9	6	2	0	7	82	11	105		
	EDINBURGH	BMI REGIONAL		S A	83	0	0	90	5	4	0	1	6	84	8	87		
	EDINBURGH	BMI REGIONAL		S D	83	0	0	94	0	2	2	1	7	79	13	86		
	GLASGOW	BMI REGIONAL		S A	62	0	0	92	2	5	2	0	6	76	17	62		
	GLASGOW	BMI REGIONAL		S D	64	0	0	91	5	2	3	0	6	73	16	62		
<b>TOTAL LEEDS BRADFORD</b>					<b>504</b>	<b>3</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>12</b>	<b>12</b>		
LEIPZIG																		
	LONDON CITY	CIRRUS LUFTFAHRT		S A	42	0	4	74	14	2	7	2	22	0	0	0		
	LONDON CITY	CIRRUS LUFTFAHRT		S D	42	0	4	81	5	7	5	2	20	0	0	0		
<b>TOTAL LEIPZIG</b>					<b>84</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>10</b>	<b>5</b>	<b>6</b>	<b>2</b>	<b>21</b>	<b>73</b>	<b>16</b>	<b>16</b>		
LIBREVILLE																		
	GATWICK	AIR GABON		S A	4	0	1	0	0	25	50	0	25	193	0	359	4	
	GATWICK	AIR GABON		S D	4	0	1	0	0	0	75	0	25	236	0	360	4	
<b>TOTAL LIBREVILLE</b>					<b>8</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>0</b>	<b>25</b>	<b>214</b>	<b>0</b>	<b>359</b>	<b>359</b>	
LILONGWE																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	4	0	0	75	0	0	25	0	39	75	11	4		
	HEATHROW	BRITISH AIRWAYS PLC		S D	5	0	0	60	40	0	0	0	10	25	41	4		
<b>TOTAL LILONGWE</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>22</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>23</b>	<b>50</b>	<b>26</b>	<b>26</b>		
LIMOGES																		
	STANSTED	RYANAIR		S A	29	0	1	97	0	3	0	0	2	0	0	0		
	STANSTED	RYANAIR		S D	30	0	1	93	0	3	3	0	5	0	0	0		
<b>TOTAL LIMOGES</b>					<b>59</b>	<b>0</b>	<b>2</b>	<b>95</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>7</b>	<b>7</b>		
LINKOPING																		
LINZ																		
	STANSTED	RYANAIR		S A	16	0	1	100	0	0	0	0	2	0	0	0		
	STANSTED	RYANAIR		S D	16	0	1	88	6	6	0	0	6	0	0	0		
<b>TOTAL LINZ</b>					<b>32</b>	<b>0</b>	<b>2</b>	<b>94</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JAN 2003				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
LISBON																		
	GATWICK	AIR LUXOR	S	A	30	0	0	30	30	10	27	3	0	49	0	0	0	
	GATWICK	AIR LUXOR	S	D	30	0	0	60	0	23	13	3	0	33	0	0	0	
	GATWICK	AIR PORTUGAL	S	A	47	0	0	60	32	6	2	0	0	15	70	14	71	
	GATWICK	AIR PORTUGAL	S	D	65	0	0	85	5	9	2	0	0	8	84	8	70	
	HEATHROW	AIR PORTUGAL	S	A	111	0	0	31	24	32	13	0	0	31	28	41	79	
	HEATHROW	AIR PORTUGAL	S	D	91	0	0	65	11	10	14	0	0	19	48	43	79	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	122	0	0	68	16	11	6	0	0	17	55	30	123	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	122	0	0	78	11	6	6	0	0	13	72	20	123	
	MANCHESTER	PORTUGALIA	S	A	25	0	0	76	8	12	0	4	0	21	59	18	29	
	MANCHESTER	PORTUGALIA	S	D	25	0	0	84	0	8	4	4	0	20	86	6	29	
<b>TOTAL LISBON</b>					<b>668</b>	<b>2</b>	<b>0</b>	<b>63</b>	<b>15</b>	<b>13</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>61</b>	<b>25</b>	<b>25</b>	
LIVERPOOL																		
	NEWCASTLE	AIR WALES LTD	S	A	12	0	0	42	25	8	25	0	0	38	0	0	0	
	NEWCASTLE	AIR WALES LTD	S	D	8	0	0	63	13	13	13	0	0	19	0	0	0	
<b>TOTAL LIVERPOOL</b>					<b>22</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>18</b>	<b>9</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>100</b>	<b>7</b>	<b>7</b>	
LJUBLJANA																		
	GATWICK	ADRIA AIRWAYS	S	A	25	0	0	56	36	8	0	0	0	14	80	10	25	
	GATWICK	ADRIA AIRWAYS	S	D	25	0	0	80	16	4	0	0	0	10	92	4	25	
<b>TOTAL LJUBLJANA</b>					<b>50</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>26</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>7</b>	<b>7</b>	
LONDON CITY																		
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	77	0	0	79	3	6	12	0	0	18	0	0	0	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	76	0	0	70	13	7	11	0	0	21	0	0	0	
	EDINBURGH	SCOT AIRWAYS	S	A	173	1	29	72	16	6	5	1	0	16	54	21	239	
	EDINBURGH	SCOT AIRWAYS	S	D	174	1	28	86	9	2	3	0	0	8	78	11	222	
	MANCHESTER	VLM (BELGIUM)	S	A	181	0	13	87	8	4	0	1	0	7	90	4	109	
	MANCHESTER	VLM (BELGIUM)	S	D	181	0	13	93	4	3	0	1	0	4	97	1	109	
<b>TOTAL LONDON CITY</b>					<b>862</b>	<b>4</b>	<b>83</b>	<b>83</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>12</b>	<b>12</b>	
LOS ANGELES INTERNATION																		
	HEATHROW	AMERICAN AIRLINES	S	A	31	0	0	61	32	0	6	0	0	18	68	12	31	
	HEATHROW	AMERICAN AIRLINES	S	D	31	0	0	77	19	0	3	0	0	15	84	26	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	0	90	5	2	3	0	0	6	68	30	62	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2003					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
LOS ANGELES INTERNATIONAL																		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	0	49	34	10	7	0	0	20	39	50	62	
	HEATHROW	UNITED AIRLINES	S	A	34	0	0	91	0	6	3	0	0	8	68	24	31	
	HEATHROW	UNITED AIRLINES	S	D	31	0	0	90	6	3	0	0	0	7	74	13	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	43	0	0	56	26	14	2	2	0	23	55	25	60	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	42	0	0	38	31	12	17	2	0	34	43	33	60	
<b>TOTAL LOS ANGELES INTERNATIONAL</b>					<b>334</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>20</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>59</b>	<b>29</b>	<b>29</b>	
LUANDA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	4	0	0	100	0	0	0	0	0	0	75	18	4	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	5	0	0	60	20	0	20	0	0	28	75	15	4	
<b>TOTAL LUANDA</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>17</b>	<b>17</b>	
LUBECK																		
	STANSTED	RYANAIR	S	A	80	0	3	88	5	5	3	0	0	7	83	20	58	
	STANSTED	RYANAIR	S	D	81	0	2	79	10	7	4	0	0	11	87	7	60	
<b>TOTAL LUBECK</b>					<b>161</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>7</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>14</b>	<b>14</b>	
LUSAKA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	12	1	2	50	25	25	0	0	0	19	33	54	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	69	15	8	0	0	8	145	56	27	9	
<b>TOTAL LUSAKA</b>					<b>25</b>	<b>1</b>	<b>2</b>	<b>60</b>	<b>20</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>44</b>	<b>40</b>	<b>40</b>	
LUTON																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	174	1	5	84	7	5	3	1	0	9	77	13	190	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	174	0	6	79	9	6	6	1	0	13	75	16	191	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	178	0	7	90	3	3	3	1	0	7	82	11	185	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	179	1	7	88	4	5	2	1	0	9	83	11	185	
<b>TOTAL LUTON</b>					<b>707</b>	<b>5</b>	<b>25</b>	<b>85</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>13</b>	<b>13</b>	
LUXEMBOURG																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	46	0	0	83	9	2	4	2	0	15	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	46	0	0	91	7	2	0	0	0	5	0	0	0	
	HEATHROW	LUXAIR	S	A	61	2	0	38	38	16	7	2	0	29	49	22	59	
	HEATHROW	LUXAIR	S	D	61	1	0	74	10	8	7	2	0	17	71	16	59	
	LONDON CITY	LUXAIR	S	A	66	0	3	85	9	3	2	2	0	12	0	0	0	
	LONDON CITY	LUXAIR	S	D	66	0	3	76	17	3	3	2	0	14	0	0	0	
	MANCHESTER	LUXAIR	S	A	30	0	0	83	10	3	0	3	0	14	83	13	30	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2003				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
LUXEMBOURG																		
	MANCHESTER	LUXAIR		S D	28	0	2	96	0	0	4	0	0	6	93	3	30	
	LONDON CITY	VLM (BELGIUM)		S A	71	0	0	56	30	6	7	1	0	22	70	10	70	
	LONDON CITY	VLM (BELGIUM)		S D	70	0	1	64	26	7	3	0	0	14	74	8	70	
<b>TOTAL LUXEMBOURG</b>					<b>545</b>	<b>5</b>	<b>9</b>	<b>72</b>	<b>17</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>76</b>	<b>13</b>	<b>13</b>	
LUXOR																		
	GATWICK	BRITANNIA AIRWAYS		C A	4	0	0	75	25	0	0	0	0	4	40	18	5	
	GATWICK	BRITANNIA AIRWAYS		C D	4	0	0	100	0	0	0	0	0	0	80	5	5	
	MANCHESTER	BRITANNIA AIRWAYS		C A	4	0	0	50	25	0	25	0	0	25	40	18	5	
	MANCHESTER	BRITANNIA AIRWAYS		C D	4	0	0	75	0	0	25	0	0	22	80	5	5	
	HEATHROW	EGYPT AIR		S A	4	0	0	0	0	50	25	25	0	128	0	65	4	
	HEATHROW	EGYPT AIR		S D	4	0	0	0	25	25	25	0	25	163	0	55	4	
	GATWICK	MONARCH AIRLINES		C A	4	0	0	0	75	25	0	0	0	29	25	22	4	
	GATWICK	MONARCH AIRLINES		C D	4	0	0	100	0	0	0	0	0	5	75	10	4	
<b>TOTAL LUXOR</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>19</b>	<b>13</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>47</b>	<b>54</b>	<b>19</b>	<b>19</b>	
LYNEHAM																		
LYON																		
	MANCHESTER	AIR MALTA		C A	2	0	0	0	50	0	50	0	0	48	0	0	0	
	MANCHESTER	AIR MALTA		C D	2	0	0	100	0	0	0	0	0	8	0	0	0	
	MANCHESTER	AZZURRA AIR		C A	3	0	0	0	0	67	33	0	0	63	0	0	0	
	MANCHESTER	AZZURRA AIR		C D	3	0	0	33	33	33	0	0	0	21	0	0	0	
	GATWICK	BRITANNIA AIRWAYS		C A	10	0	0	70	10	0	0	20	0	71	62	42	13	
	GATWICK	BRITANNIA AIRWAYS		C D	9	0	0	78	0	0	0	22	0	71	67	22	12	
	GLASGOW	BRITANNIA AIRWAYS		C A	5	0	0	20	20	40	20	0	0	46	0	89	4	
	GLASGOW	BRITANNIA AIRWAYS		C D	5	0	0	60	20	20	0	0	0	15	100	6	4	
	MANCHESTER	BRITANNIA AIRWAYS		C A	5	0	0	0	40	20	40	0	0	46	0	66	4	
	MANCHESTER	BRITANNIA AIRWAYS		C D	5	0	0	80	0	20	0	0	0	11	75	12	4	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		C A	4	4	0	50	50	0	0	0	0	15	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	30	0	0	83	10	3	3	0	0	9	83	10	35	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		C D	5	3	0	60	0	40	0	0	0	16	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S D	30	0	0	90	3	3	3	0	0	7	89	8	35	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2003			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	GATWICK	BRITISH AIRWAYS PLC	C	A	4	1	0	75	0	25	0	0	0	13	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	C	D	4	0	0	75	0	25	0	0	0	11	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	89	0	0	66	17	10	6	0	1	26	47	28	92
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	72	9	10	8	1	0	20	63	21	93
	STANSTED	CHANNEL EXPRESS (AIR SVS)	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	STANSTED	CHANNEL EXPRESS (AIR SVS)	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	55	0	2	78	5	5	9	2	0	19	67	19	52
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	54	0	3	56	26	7	11	0	0	22	67	19	52
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	36	0	1	50	25	22	3	0	0	19	76	12	68
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	37	0	0	70	16	8	5	0	0	15	54	19	68
	STANSTED	EUROPEAN AIR CHARTER	C	A	5	0	0	80	0	20	0	0	0	11	25	25	4
	STANSTED	EUROPEAN AIR CHARTER	C	D	5	0	0	40	40	20	0	0	0	19	50	22	4
	HEATHROW	FLYBE.BRITISH EUROPEAN	S	A	84	0	0	77	13	5	5	0	0	11	70	17	76
	HEATHROW	FLYBE.BRITISH EUROPEAN	S	D	84	0	0	85	4	8	4	0	0	12	82	19	76
	GATWICK	MONARCH AIRLINES	C	A	11	0	0	64	9	18	9	0	0	20	56	30	9
	GATWICK	MONARCH AIRLINES	C	D	11	0	0	55	9	18	9	9	0	47	56	15	9
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	20	0	20	0	0	37	0	55	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	20	0	0	28	100	5	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	40	20	0	0	0	23	75	7	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	20	0	0	0	13	75	10	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	20	0	0	75	15	5	0	5	0	21	47	56	17
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	19	0	0	79	16	5	0	0	0	9	75	17	16
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	40	0	0	0	0	10	75	11	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	3	100	0	4
<b>TOTAL LYON</b>					<b>768</b>	<b>9</b>	<b>6</b>	<b>71</b>	<b>13</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>64</b>	<b>23</b>	<b>23</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2003			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
MAASTRICHT	STANSTED	RYANAIR		S A	14	0	0	93	7	0	0	0	0	1	0	0	0
	STANSTED	RYANAIR		S D	14	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL MAASTRICHT</b>					<b>28</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>1</b>	<b>82</b>	<b>9</b>	<b>9</b>
MADRAS/CHENNAI	HEATHROW	BRITISH AIRWAYS PLC		S A	8	0	0	75	25	0	0	0	5	100	1	9	
	HEATHROW	BRITISH AIRWAYS PLC		S D	9	0	0	33	56	11	0	0	20	25	27	8	
<b>TOTAL MADRAS/CHENNAI</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>41</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>65</b>	<b>13</b>	<b>13</b>	
MADRID	GATWICK	AEROLINEAS ARGENTINAS		S A	13	0	0	62	15	15	0	8	0	30	62	17	13
	GATWICK	AEROLINEAS ARGENTINAS		S D	13	0	0	62	23	8	0	8	0	32	92	2	13
	GATWICK	AIR EUROPA		S A	31	0	0	74	6	16	3	0	0	13	86	6	57
	GATWICK	AIR EUROPA		S D	31	0	0	87	3	0	10	0	0	11	89	9	57
	HEATHROW	BMI BRITISH MIDLAND		S A	61	0	0	64	18	8	8	0	2	25	72	17	61
	HEATHROW	BMI BRITISH MIDLAND		S D	61	0	0	79	10	3	8	0	0	15	82	10	60
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S A	29	0	0	83	0	7	3	7	0	22	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S D	29	0	0	86	3	3	7	0	0	10	0	0	0
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD		S A	24	0	0	88	4	0	8	0	0	7	0	0	0
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD		S D	18	0	0	94	0	0	0	6	0	20	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	51	0	0	76	8	12	2	0	2	20	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S D	51	0	0	82	8	0	10	0	0	11	0	0	0
	GATWICK	BRITISH AIRWAYS PLC		S A	92	0	0	85	4	4	5	1	0	14	80	10	115
	GATWICK	BRITISH AIRWAYS PLC		S D	92	0	0	80	10	4	5	0	0	12	81	12	115
	HEATHROW	BRITISH AIRWAYS PLC		S A	150	0	1	61	19	7	11	2	1	29	54	31	151
	HEATHROW	BRITISH AIRWAYS PLC		S D	150	0	0	78	9	5	7	1	0	16	70	18	151
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	30	0	1	73	10	13	3	0	0	15	29	33	31
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	31	0	0	77	6	13	3	0	0	12	87	12	31
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	59	1	2	73	8	7	12	0	0	17	73	15	60
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	60	1	1	77	7	7	8	2	0	21	63	20	60
	HEATHROW	IBERIA		S A	181	0	2	67	14	11	7	1	0	19	48	27	176

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2003			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
MADRID	HEATHROW	IBERIA		S D	181	0	1	77	8	7	6	2	0	16	71	23	175
<b>TOTAL MADRID</b>					<b>1438</b>	<b>3</b>	<b>12</b>	<b>75</b>	<b>10</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>67</b>	<b>20</b>	<b>20</b>
MAHON	GATWICK	GB AIRWAYS LTD		S A	9	0	0	100	0	0	0	0	0	5	0	0	0
	GATWICK	GB AIRWAYS LTD		S D	9	0	0	89	11	0	0	0	0	6	0	0	0
	LUTON	MONARCH AIRLINES		S A	6	0	0	100	0	0	0	0	0	0	100	1	5
	LUTON	MONARCH AIRLINES		S D	6	0	0	83	17	0	0	0	0	5	80	6	5
<b>TOTAL MAHON</b>					<b>30</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>4</b>	<b>52</b>	<b>54</b>	<b>54</b>
MALABO	GATWICK	ASTRAEUS LTD		C A	4	0	0	50	25	25	0	0	0	16	0	0	0
	GATWICK	ASTRAEUS LTD		C D	4	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL MALABO</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>
MALAGA	GATWICK	AIR CORDIAL LTD		C A	2	0	0	50	0	0	50	0	0	41	0	0	0
	MANCHESTER	AIR CORDIAL LTD		C A	2	0	0	0	0	0	100	0	0	132	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND		S A	30	0	1	50	20	17	13	0	0	29	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND		S D	31	0	0	74	3	13	10	0	0	17	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS		C A	6	0	0	67	17	0	0	17	0	53	78	17	9
	BIRMINGHAM	BRITANNIA AIRWAYS		C D	5	0	0	100	0	0	0	0	0	2	89	13	9
	GATWICK	BRITANNIA AIRWAYS		C A	11	0	0	82	0	18	0	0	0	10	80	6	10
	GATWICK	BRITANNIA AIRWAYS		C D	11	0	0	82	0	18	0	0	0	8	100	2	10
	GLASGOW	BRITANNIA AIRWAYS		C A	4	0	0	75	25	0	0	0	0	8	75	11	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	5	75	7	4
	LUTON	BRITANNIA AIRWAYS		C D	4	0	0	75	25	0	0	0	0	8	100	0	4
	MANCHESTER	BRITANNIA AIRWAYS		C A	10	0	0	80	10	10	0	0	0	7	77	9	13
	MANCHESTER	BRITANNIA AIRWAYS		C D	10	1	0	80	20	0	0	0	0	7	85	4	13
	NEWCASTLE	BRITANNIA AIRWAYS		C A	4	0	0	100	0	0	0	0	0	6	75	12	4
	NEWCASTLE	BRITANNIA AIRWAYS		C D	4	0	0	100	0	0	0	0	0	1	100	1	4
	STANSTED	BRITANNIA AIRWAYS		C A	3	0	0	67	0	33	0	0	0	17	75	18	4
	STANSTED	BRITANNIA AIRWAYS		C D	3	0	0	67	0	33	0	0	0	20	100	4	4
	EDINBURGH	CHANNEL EXPRESS (AIR SVS)		S A	9	0	0	67	0	11	22	0	0	32	0	0	0
	EDINBURGH	CHANNEL EXPRESS (AIR SVS)		S D	9	0	0	78	11	0	11	0	0	15	0	0	0



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2003				
					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)												
MALAGA																		
	GLASGOW	CHANNEL EXPRESS (AIR SVS)	C	A	8	0	0	63	13	13	13	0	0	25	0	0	0	
	GLASGOW	CHANNEL EXPRESS (AIR SVS)	C	D	9	0	0	33	44	22	0	0	0	20	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	61	2	1	74	5	11	10	0	0	15	78	13	60	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	84	3	6	6	0	0	12	75	15	61	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	60	9	8	65	13	15	7	0	0	17	69	24	67	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	69	1	2	68	17	4	10	0	0	20	67	25	67	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	30	0	1	50	10	17	20	3	0	37	0	0	0	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	30	0	1	67	7	17	7	3	0	29	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	64	0	3	77	3	9	9	2	0	18	71	16	89	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	66	0	1	77	5	6	11	2	0	18	62	24	91	
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	50	0	0	50	0	0	34	43	25	7	
	GATWICK	EXCEL AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	1	83	13	6	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	100	8	1	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	7	100	0	1	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	7	0	0	57	14	14	14	0	0	25	56	22	9	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	7	0	0	71	29	0	0	0	0	8	78	14	9	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	0	16	75	9	4	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	75	13	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	15	0	0	73	13	7	7	0	0	13	47	22	17	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	15	0	0	93	0	7	0	0	0	5	82	6	17	
	GATWICK	FUTURA AIRLINES	C	A	7	0	0	14	14	14	57	0	0	61	100	1	10	
	GATWICK	FUTURA AIRLINES	C	D	6	0	0	17	17	33	33	0	0	59	90	3	10	
	GATWICK	GB AIRWAYS LTD	S	A	35	0	0	80	11	3	6	0	0	13	76	12	46	
	GATWICK	GB AIRWAYS LTD	S	D	34	0	0	85	6	3	6	0	0	13	79	10	48	
	HEATHROW	GB AIRWAYS LTD	S	A	57	0	0	58	23	7	12	0	0	23	69	20	62	
	HEATHROW	GB AIRWAYS LTD	S	D	57	0	0	75	12	4	9	0	0	17	74	21	62	
	EDINBURGH	GREECE AIRWAYS	S	A	2	2	1	50	0	50	0	0	0	30	0	0	0	
	EDINBURGH	GREECE AIRWAYS	S	D	2	1	0	50	50	0	0	0	0	14	0	0	0	
	GLASGOW	GREECE AIRWAYS	C	A	2	0	0	50	0	50	0	0	0	29	0	0	0	
	GLASGOW	GREECE AIRWAYS	C	D	2	1	0	50	50	0	0	0	0	9	0	0	0	
	HEATHROW	IBERIA	S	A	31	0	0	58	16	13	13	0	0	24	50	25	30	
	HEATHROW	IBERIA	S	D	29	0	2	76	7	7	10	0	0	14	77	15	30	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	25	50	0	25	0	103	64	16	11	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2003				
					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	
MALAGA	GATWICK	MONARCH AIRLINES	S	A	28	0	0	61	18	11	11	0	0	21	0	0	0
	GATWICK	MONARCH AIRLINES	S	D	27	0	0	89	7	0	4	0	0	8	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	50	0	0	0	50	0	139	100	2	8
	LUTON	MONARCH AIRLINES	S	A	28	1	0	68	21	4	7	0	0	16	69	11	32
	LUTON	MONARCH AIRLINES	S	D	28	0	0	96	0	0	4	0	0	7	88	4	32
	MANCHESTER	MONARCH AIRLINES	C	A	3	0	0	33	33	33	0	0	0	27	50	19	6
	MANCHESTER	MONARCH AIRLINES	S	A	50	0	1	74	12	6	6	2	0	15	71	14	31
	MANCHESTER	MONARCH AIRLINES	S	D	50	0	3	88	6	2	4	0	0	6	97	3	31
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	31	0	0	74	13	6	3	3	0	18	81	10	31
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	31	0	0	84	3	10	0	3	0	16	77	12	31
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	11	50	18	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	1	100	0	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	6	0	0	33	17	17	33	0	0	54	30	174	10
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	6	0	0	67	17	0	17	0	0	20	80	59	10
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	4	67	14	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	4	89	9	9
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	20	0	0	0	12	75	10	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	6	50	17	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	20	0	0	0	10	100	4	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	1	100	0	8
<b>TOTAL MALAGA</b>					<b>1301</b>	<b>20</b>	<b>25</b>	<b>72</b>	<b>10</b>	<b>8</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>73</b>	<b>17</b>	<b>17</b>
MALE INTERNATIONAL	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	32	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	1	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	50	25	0	0	60	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	40	20	0	40	0	0	47	0	52	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	50	10	4
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	13	13	38	38	0	0	55	0	131	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	25	0	25	0	0	49	50	29	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	75	0	0	0	0	21	0	35	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	3	75	30	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	3	1	0	100	0	0	0	0	0	0	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2003				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
MALE INTERNATIONAL																		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	1	0	0	0	
	HEATHROW	SRILANKAN AIRLINES	S	D	4	0	0	75	0	0	25	0	0	16	0	0	0	
<b>TOTAL MALE INTERNATIONAL</b>					<b>56</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>11</b>	<b>9</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>29</b>	<b>48</b>	<b>48</b>	
MALMO																		
	STANSTED	RYANAIR	S	A	51	0	1	76	12	10	2	0	0	12	89	6	54	
	STANSTED	RYANAIR	S	D	51	0	1	71	16	10	4	0	0	13	83	9	54	
<b>TOTAL MALMO</b>					<b>102</b>	<b>0</b>	<b>2</b>	<b>74</b>	<b>14</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>86</b>	<b>8</b>	<b>8</b>	
MALTA																		
	BIRMINGHAM	AIR MALTA	S	A	9	0	0	89	0	0	0	11	0	27	78	10	9	
	BIRMINGHAM	AIR MALTA	S	D	9	0	0	78	0	11	0	11	0	31	78	13	9	
	GATWICK	AIR MALTA	S	A	28	0	0	86	7	4	4	0	0	11	97	4	29	
	GATWICK	AIR MALTA	S	D	27	0	1	78	7	7	7	0	0	18	93	7	29	
	GLASGOW	AIR MALTA	S	A	5	0	0	80	0	0	20	0	0	12	40	19	5	
	GLASGOW	AIR MALTA	S	D	5	0	0	80	0	0	20	0	0	19	40	29	5	
	HEATHROW	AIR MALTA	S	A	62	0	0	69	18	13	0	0	0	12	86	7	64	
	HEATHROW	AIR MALTA	S	D	62	0	0	32	27	29	11	0	0	28	52	26	64	
	MANCHESTER	AIR MALTA	S	A	34	0	0	74	12	15	0	0	0	11	100	1	25	
	MANCHESTER	AIR MALTA	S	D	34	0	0	62	12	21	6	0	0	19	92	2	26	
	STANSTED	AIR MALTA	S	A	9	0	0	100	0	0	0	0	0	3	50	23	8	
	STANSTED	AIR MALTA	S	D	9	0	0	56	33	11	0	0	0	16	25	38	8	
	GATWICK	ASTRAEUS LTD	S	A	11	0	0	64	36	0	0	0	0	12	0	0	0	
	GATWICK	ASTRAEUS LTD	S	D	12	0	0	75	17	8	0	0	0	10	0	0	0	
	MANCHESTER	ASTRAEUS LTD	S	A	2	0	0	0	50	0	50	0	0	63	0	0	0	
	MANCHESTER	ASTRAEUS LTD	S	D	2	0	0	0	50	0	50	0	0	59	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	7	100	3	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	75	9	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	4	50	14	6	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	6	83	8	6	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	19	0	40	1	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	12	0	31	1	
	GATWICK	GB AIRWAYS LTD	S	A	25	0	0	80	12	8	0	0	0	8	90	10	31	
	GATWICK	GB AIRWAYS LTD	S	D	25	0	0	96	0	4	0	0	0	4	84	13	31	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	1	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2003			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
MALTA	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	0	1
<b>TOTAL MALTA</b>					<b>412</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>14</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>80</b>	<b>11</b>	<b>11</b>
MANAUS-EDUARDO GOMES	MANCHESTER																
	HEATHROW	BMI BRITISH MIDLAND	S	A	227	0	1	74	13	8	5	0	0	13	72	19	225
	HEATHROW	BMI BRITISH MIDLAND	S	D	228	0	1	78	10	8	4	0	0	13	74	16	225
	EDINBURGH	BMI REGIONAL	S	A	119	0	0	87	7	3	3	0	0	7	87	11	120
	EDINBURGH	BMI REGIONAL	S	D	119	0	0	89	6	3	2	0	0	6	86	24	122
	GLASGOW	BMI REGIONAL	S	A	101	0	0	80	9	5	5	1	0	14	96	2	110
	GLASGOW	BMI REGIONAL	S	D	101	0	0	86	7	3	4	0	0	8	94	3	103
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	147	0	0	79	8	7	4	1	0	16	78	14	74
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	147	0	0	80	9	5	3	2	0	15	82	10	126
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	136	1	0	71	16	7	7	0	0	15	64	18	92
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	136	0	0	81	5	7	7	0	0	13	70	15	86
	GATWICK	BRITISH AIRWAYS PLC	S	A	189	0	0	87	4	3	3	2	1	19	86	9	192
	GATWICK	BRITISH AIRWAYS PLC	S	D	188	1	0	94	2	3	2	0	0	5	85	11	191
	HEATHROW	BRITISH AIRWAYS PLC	S	A	281	0	0	72	13	9	5	1	0	18	62	22	287
	HEATHROW	BRITISH AIRWAYS PLC	S	D	283	0	0	80	10	7	4	0	0	11	74	16	287
	STANSTED	EASTERN AIRWAYS	S	A	59	0	2	93	5	0	2	0	0	5	0	0	0
	STANSTED	EASTERN AIRWAYS	S	D	59	0	2	92	3	0	3	2	0	9	0	0	0
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	0	0	0	0
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	67	33	0	0	0	0	6	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	7	0	0	86	0	0	14	0	0	13	20	60	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	6	1	0	83	0	0	17	0	0	14	0	0	0
	LONDON CITY	VLM (BELGIUM)	S	A	180	1	14	89	7	3	0	1	0	5	90	4	109
	LONDON CITY	VLM (BELGIUM)	S	D	181	1	13	87	9	3	1	1	0	7	91	4	109
<b>TOTAL MANCHESTER</b>					<b>2915</b>	<b>33</b>	<b>35</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>14</b>	<b>14</b>
MARRAKESH	GATWICK	GB AIRWAYS LTD	S	A	13	0	0	77	8	0	15	0	0	26	77	15	13

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

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					Actual (7)	Plan (8)												
MARRAKESH																		
	GATWICK	GB AIRWAYS LTD		S D	14	0	0	79	7	7	0	7	0	24	78	14	9	
	HEATHROW	GB AIRWAYS LTD		S A	31	0	0	65	6	16	13	0	0	23	65	28	31	
	HEATHROW	GB AIRWAYS LTD		S D	31	0	0	77	6	3	13	0	0	25	61	33	31	
	GATWICK	ROYAL AIR MAROC		S A	8	0	0	63	0	38	0	0	0	16	60	27	5	
	GATWICK	ROYAL AIR MAROC		S D	9	0	0	67	11	22	0	0	0	13	100	4	2	
<b>TOTAL MARRAKESH</b>					<b>106</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>7</b>	<b>11</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>70</b>	<b>24</b>	<b>24</b>	
MARSEILLE																		
	GATWICK	BRITISH AIRWAYS PLC		S A	91	0	0	84	7	4	5	0	0	11	79	14	87	
	GATWICK	BRITISH AIRWAYS PLC		S D	92	0	0	90	1	4	3	1	0	9	83	12	88	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	52	0	4	96	2	0	2	0	0	3	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	52	0	4	96	4	0	0	0	0	2	0	0	0	
<b>TOTAL MARSEILLE</b>					<b>287</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>12</b>	<b>12</b>	
MAURITIUS																		
	HEATHROW	AIR MAURITIUS LTD		S A	18	0	0	0	11	28	44	11	6	124	6	43	17	
	HEATHROW	AIR MAURITIUS LTD		S D	17	0	1	18	18	24	29	12	0	72	29	37	17	
	HEATHROW	BRITISH AIRWAYS PLC		S A	14	0	0	64	0	36	0	0	0	18	23	213	13	
	HEATHROW	BRITISH AIRWAYS PLC		S D	13	0	0	69	8	23	0	0	0	16	43	120	14	
<b>TOTAL MAURITIUS</b>					<b>62</b>	<b>0</b>	<b>1</b>	<b>34</b>	<b>10</b>	<b>27</b>	<b>21</b>	<b>6</b>	<b>2</b>	<b>63</b>	<b>25</b>	<b>91</b>	<b>91</b>	
MEDINA																		
	HEATHROW	SAUDI ARABIAN AIRLINES		C D	3	0	0	67	0	33	0	0	0	14	0	0	0	
<b>TOTAL MEDINA</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>80</b>	<b>0</b>	<b>0</b>	<b>0</b>	
MELBOURNE																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	31	0	0	68	19	6	6	0	0	12	55	24	22	
	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	0	55	29	3	10	3	0	27	50	37	22	
	HEATHROW	QANTAS		S A	31	0	0	77	6	6	6	3	0	23	65	39	31	
	HEATHROW	QANTAS		S D	30	0	0	57	30	7	3	3	0	27	45	46	44	
<b>TOTAL MELBOURNE</b>					<b>123</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>21</b>	<b>6</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>53</b>	<b>39</b>	<b>39</b>	
MEXICO CITY																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	14	0	0	64	29	7	0	0	0	10	54	30	13	
	HEATHROW	BRITISH AIRWAYS PLC		S D	13	0	0	69	15	8	8	0	0	17	43	56	14	
<b>TOTAL MEXICO CITY</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>22</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>48</b>	<b>44</b>	<b>44</b>	
MIAMI INTERNATIONAL																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

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					Actual (7)	Plan (8)											
MIAMI INTERNATIONAL	HEATHROW	AMERICAN AIRLINES	S	A	43	0	0	84	7	2	7	0	0	11	85	5	62
	HEATHROW	AMERICAN AIRLINES	S	D	44	0	0	66	27	2	5	0	0	14	69	15	61
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	90	3	3	2	0	2	10	79	21	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	42	27	21	10	0	0	29	29	51	62
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	48	35	10	6	0	0	19	0	0	0
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	39	35	23	3	0	0	23	0	0	0
<b>TOTAL MIAMI INTERNATIONAL</b>					<b>273</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>21</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>68</b>	<b>21</b>	<b>21</b>
MILAN (LINATE)	HEATHROW	ALITALIA	S	A	82	0	3	73	15	11	1	0	0	11	62	18	84
	HEATHROW	ALITALIA	S	D	80	0	4	73	11	10	6	0	0	14	70	20	79
	HEATHROW	BMI BRITISH MIDLAND	S	A	85	0	0	69	18	7	5	1	0	16	70	17	87
	HEATHROW	BMI BRITISH MIDLAND	S	D	85	0	0	81	9	5	5	0	0	11	73	18	88
	HEATHROW	BRITISH AIRWAYS PLC	S	A	86	0	0	62	19	14	5	1	0	20	52	28	89
	HEATHROW	BRITISH AIRWAYS PLC	S	D	86	0	0	77	6	10	6	1	0	15	62	20	90
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	40	40	10	10	0	0	26	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	83	3	7	7	0	0	12	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	29	0	1	72	10	10	7	0	0	14	70	11	30
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	60	17	17	7	0	0	19	57	20	30
<b>TOTAL MILAN (LINATE)</b>					<b>623</b>	<b>5</b>	<b>8</b>	<b>71</b>	<b>14</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>64</b>	<b>20</b>	<b>20</b>
MILAN (MALPENSA)	HEATHROW	ALITALIA	S	A	142	0	7	44	22	23	12	0	0	27	24	42	146
	HEATHROW	ALITALIA	S	D	142	0	6	62	18	17	2	1	1	20	48	30	147
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	72	0	0	81	13	7	0	0	0	9	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	73	0	0	81	7	12	0	0	0	8	0	0	0
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	37	0	0	86	3	11	0	0	0	7	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	47	0	0	81	9	4	6	0	0	12	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	47	0	0	81	11	6	2	0	0	9	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	86	0	0	49	27	15	7	2	0	27	45	42	88
	HEATHROW	BRITISH AIRWAYS PLC	S	D	86	0	0	71	12	7	8	2	0	21	63	27	88
	EDINBURGH	DUO AIRWAYS LTD	S	A	22	0	4	68	14	5	14	0	0	23	0	0	0

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					Actual (7)	Plan (8)											
MILAN (MALPENSA)	EDINBURGH	DUO AIRWAYS LTD		S D	23	0	3	74	13	4	9	0	0	15	0	0	0
<b>TOTAL MILAN (MALPENSA)</b>					<b>777</b>	<b>0</b>	<b>20</b>	<b>66</b>	<b>15</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>50</b>	<b>31</b>	<b>31</b>
MINNEAPOLIS-ST PAUL	GATWICK	NORTHWEST AIRLINES		S A	29	0	1	69	17	3	7	3	0	23	63	24	27
	GATWICK	NORTHWEST AIRLINES		S D	29	0	1	86	3	3	3	3	0	21	85	9	27
<b>TOTAL MINNEAPOLIS-ST PAUL</b>					<b>58</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>10</b>	<b>3</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>74</b>	<b>16</b>	<b>16</b>
MINSK	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)		S A	5	0	0	60	20	20	0	0	0	16	20	75	5
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)		S D	5	0	0	40	20	20	20	0	0	40	20	71	5
<b>TOTAL MINSK</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>20</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>20</b>	<b>73</b>	<b>73</b>
MOENCHENGLADBACH																	
MOMBASA	GATWICK	AFRICAN SAFARI AIRWAYS-ASA		C A	5	0	0	20	0	60	20	0	0	40	0	69	4
	GATWICK	AFRICAN SAFARI AIRWAYS-ASA		C D	5	0	0	60	20	0	20	0	0	30	100	9	4
	HEATHROW	EAST AFRICAN SAFARI AIR LTD		S A	4	0	0	0	25	25	50	0	0	55	0	0	0
	HEATHROW	EAST AFRICAN SAFARI AIR LTD		S D	4	0	0	75	0	25	0	0	0	17	0	0	0
<b>TOTAL MOMBASA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>11</b>	<b>28</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>65</b>	<b>19</b>	<b>19</b>
MONASTIR	BIRMINGHAM	BRITANNIA AIRWAYS		C A	3	0	0	100	0	0	0	0	0	5	100	3	5
	BIRMINGHAM	BRITANNIA AIRWAYS		C D	4	0	0	100	0	0	0	0	0	3	100	1	5
	GATWICK	BRITANNIA AIRWAYS		C A	4	0	0	100	0	0	0	0	0	5	80	10	5
	GATWICK	BRITANNIA AIRWAYS		C D	4	0	0	75	25	0	0	0	0	6	100	0	5
	MANCHESTER	BRITANNIA AIRWAYS		C A	4	1	0	50	50	0	0	0	0	16	100	7	5
	MANCHESTER	BRITANNIA AIRWAYS		C D	4	0	0	75	0	25	0	0	0	10	100	3	5
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	3	0	0	67	33	0	0	0	0	17	25	34	4
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	3	0	0	67	33	0	0	0	0	10	75	30	4
	GLASGOW	FIRST CHOICE AIRWAYS LTD		C A	2	0	0	50	0	0	50	0	0	45	0	0	0
	GLASGOW	FIRST CHOICE AIRWAYS LTD		C D	2	0	0	50	0	50	0	0	0	29	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	2	0	0	100	0	0	0	0	0	12	75	12	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	2	0	0	100	0	0	0	0	0	0	100	4	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		C A	2	0	0	50	50	0	0	0	0	12	100	0	1

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																	MATCHED	UNMATCHED	
MONASTIR																			
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	20	0	0	27	60	38	5		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	20	0	0	0	0	5	75	10	4		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	25	0	0	0	17	80	7	5		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	3	60	18	5		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	8	100	0	4		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	0	100	0	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	2	100	2	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	5	100	2	4		
<b>TOTAL MONASTIR</b>					<b>78</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>86</b>	<b>10</b>	<b>10</b>		
MONTEGO BAY																			
	HEATHROW	AIR JAMAICA	S	A	13	0	0	23	23	15	38	0	0	44	31	65	13		
	HEATHROW	AIR JAMAICA	S	D	5	0	0	80	20	0	0	0	0	9	17	57	18		
	MANCHESTER	AIR JAMAICA	S	A	9	0	0	89	0	11	0	0	0	4	60	74	5		
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	4	0	0	0		
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	60	40	0	0	0	0	12	0	0	0		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	25	50	0	25	0	0	29	60	46	5		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	6	50	20	4		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	6	0	0	33	33	33	0	0	0	23	67	26	9		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	6	0	0	50	33	0	17	0	0	20	50	29	8		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	6	0	0	50	17	0	33	0	0	28	20	124	10		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	6	0	0	83	0	0	17	0	0	17	27	53	11		
<b>TOTAL MONTEGO BAY</b>					<b>69</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>22</b>	<b>7</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>37</b>	<b>56</b>	<b>56</b>		
MONTPELLIER																			
	GATWICK	GB AIRWAYS LTD	S	A	8	0	0	75	25	0	0	0	0	10	70	27	20		
	GATWICK	GB AIRWAYS LTD	S	D	8	0	0	75	25	0	0	0	0	11	95	3	19		
	STANSTED	RYANAIR	S	A	31	0	0	90	3	3	3	0	0	7	83	8	29		
	STANSTED	RYANAIR	S	D	31	0	0	87	6	0	6	0	0	11	73	12	30		
<b>TOTAL MONTPELLIER</b>					<b>78</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>12</b>	<b>12</b>		
MONTREAL (DORVAL)																			
	HEATHROW	AIR CANADA	S	A	31	0	0	13	16	35	23	10	3	78	52	27	31		
	HEATHROW	AIR CANADA	S	D	31	0	0	71	13	6	6	3	0	27	61	30	31		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	90	6	3	0	0	0	4	83	9	29		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	65	23	6	6	0	0	15	59	28	29		



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JAN 2003				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
MONTREAL (DORVAL)																	
<b>TOTAL MONTREAL (DORVAL)</b>					<b>124</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>15</b>	<b>13</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>31</b>	<b>63</b>	<b>24</b>	<b>24</b>
MOSCOW (DOMODEDOVO)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	43	25	18	13	0	0	30	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	67	23	5	5	0	0	14	0	0	0
	GATWICK	TRANSAERO AIRLINES	S	A	12	0	0	42	25	17	0	17	0	65	31	28	13
	GATWICK	TRANSAERO AIRLINES	S	D	12	0	0	33	17	25	8	17	0	69	54	22	13
<b>TOTAL MOSCOW (DOMODEDOVO)</b>					<b>144</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>24</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>30</b>	<b>42</b>	<b>25</b>	<b>25</b>
MOSCOW (SHEREMETYEVO)																	
	HEATHROW	AEROFLOT	S	A	71	0	0	54	20	15	7	4	0	29	32	27	63
	HEATHROW	AEROFLOT	S	D	71	0	0	62	20	11	4	3	0	23	61	16	61
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>					<b>142</b>	<b>1</b>	<b>0</b>	<b>58</b>	<b>20</b>	<b>13</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>26</b>	<b>59</b>	<b>19</b>	<b>19</b>
MOSCOW (VNUKOVO)																	
MUMBAI																	
	HEATHROW	AIR INDIA	S	A	44	0	0	32	27	25	16	0	0	31	16	161	49
	HEATHROW	AIR INDIA	S	D	44	0	0	30	25	32	14	0	0	32	14	162	49
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	90	3	0	3	0	3	50	84	10	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	32	39	26	3	0	0	24	48	34	31
<b>TOTAL MUMBAI</b>					<b>150</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>24</b>	<b>22</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>34</b>	<b>35</b>	<b>108</b>	<b>108</b>
MUNICH																	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	24	0	0	63	21	13	4	0	0	18	77	19	22
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	16	0	0	100	0	0	0	0	0	2	89	8	18
	GATWICK	BRITISH AIRWAYS PLC	S	A	86	0	1	59	17	14	6	3	0	25	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	86	0	0	81	8	8	2	0	0	9	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	141	0	0	58	18	13	10	1	0	25	55	35	137
	HEATHROW	BRITISH AIRWAYS PLC	S	D	141	0	0	77	11	7	4	1	0	14	74	21	138
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	60	0	3	48	15	17	18	2	0	36	72	17	85
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	60	0	2	62	15	12	12	0	0	24	64	19	85
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	31	0	0	74	13	6	6	0	0	12	0	0	0
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	30	0	0	83	3	10	3	0	0	9	0	0	0
	HEATHROW	LUFTHANSA	S	A	179	0	3	63	17	12	8	0	0	19	73	13	174
	HEATHROW	LUFTHANSA	S	D	179	0	3	75	8	11	5	0	0	14	78	15	173

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2003						
					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	
MUNICH																			
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	61	0	0	31	23	25	21	0	0	39	68	14	113		
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	60	0	0	77	5	8	10	0	0	18	82	11	113		
	MANCHESTER	LUFTHANSA CITY LINE	S	A	123	0	0	39	22	20	20	0	0	35	53	25	116		
	MANCHESTER	LUFTHANSA CITY LINE	S	D	122	0	0	82	7	5	7	0	0	10	84	12	115		
<b>TOTAL MUNICH</b>					<b>1399</b>	<b>1</b>	<b>12</b>	<b>66</b>	<b>13</b>	<b>12</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>71</b>	<b>18</b>	<b>18</b>		
MUNSTER-OSNABRUCK																			
	STANSTED	AIR BERLIN	S	A	31	0	0	94	3	0	3	0	0	4	100	0	30		
	STANSTED	AIR BERLIN	S	D	30	0	1	90	0	7	3	0	0	8	83	9	29		
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	A	5	0	0	100	0	0	0	0	0	5	0	0	0		
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	D	5	0	0	80	20	0	0	0	0	6	0	0	0		
<b>TOTAL MUNSTER-OSNABRUCK</b>					<b>71</b>	<b>0</b>	<b>1</b>	<b>92</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>4</b>	<b>4</b>		
MURCIA SAN JAVIER																			
	MANCHESTER	BMI BRITISH MIDLAND	S	A	5	0	0	20	40	20	20	0	0	38	0	0	0		
	MANCHESTER	BMI BRITISH MIDLAND	S	D	5	0	0	40	40	0	20	0	0	21	0	0	0		
	GATWICK	GB AIRWAYS LTD	S	A	18	0	0	94	0	6	0	0	0	4	0	0	0		
	GATWICK	GB AIRWAYS LTD	S	D	15	0	0	93	7	0	0	0	0	4	0	0	0		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	25	0	0	56	20	8	16	0	0	31	0	0	0		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	25	0	1	72	4	16	4	4	0	19	0	0	0		
	MANCHESTER	MY TRAVEL AIRWAYS UK	S	A	24	1	0	46	25	13	17	0	0	25	0	0	0		
	MANCHESTER	MY TRAVEL AIRWAYS UK	S	D	24	0	0	71	17	8	4	0	0	10	0	0	0		
	BIRMINGHAM	RYANAIR	S	A	30	0	1	83	13	0	3	0	0	7	0	0	0		
	BIRMINGHAM	RYANAIR	S	D	31	0	0	77	10	6	6	0	0	15	0	0	0		
	STANSTED	RYANAIR	S	A	61	0	1	90	7	2	0	0	2	10	0	0	0		
	STANSTED	RYANAIR	S	D	61	0	1	80	13	7	0	0	0	8	0	0	0		
<b>TOTAL MURCIA SAN JAVIER</b>					<b>328</b>	<b>2</b>	<b>4</b>	<b>75</b>	<b>13</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>14</b>	<b>14</b>		
MUSCAT																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	87	6	0	3	0	3	24	100	1	29		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	65	13	19	0	0	3	32	74	20	31		
	HEATHROW	GULF AIR	S	A	45	0	0	33	18	13	22	11	2	70	55	30	31		
	HEATHROW	GULF AIR	S	D	45	0	0	60	18	11	7	2	2	34	71	27	31		
<b>TOTAL MUSCAT</b>					<b>152</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>14</b>	<b>11</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>42</b>	<b>74</b>	<b>20</b>	<b>20</b>		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2003				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	18	0	0	83	11	6	0	0	0	7	89	5	18	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	16	0	0	63	6	19	13	0	0	24	82	23	17	
	HEATHROW	EAST AFRICAN SAFARI AIR LTD	S	A	17	0	0	59	6	29	6	0	0	22	0	0	0	
	HEATHROW	EAST AFRICAN SAFARI AIR LTD	S	D	17	0	0	76	18	6	0	0	0	9	0	0	0	
	HEATHROW	KENYA AIRWAYS	S	A	36	0	0	39	17	39	6	0	0	27	63	36	32	
	HEATHROW	KENYA AIRWAYS	S	D	36	0	0	72	19	3	3	0	3	36	78	21	32	
<b>TOTAL NAIROBI</b>					<b>140</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>14</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>23</b>	<b>76</b>	<b>23</b>	<b>23</b>	
NANTES																		
	GATWICK	GB AIRWAYS LTD	S	A	18	0	0	83	6	6	0	6	0	22	73	48	26	
	GATWICK	GB AIRWAYS LTD	S	D	18	0	0	89	6	0	6	0	0	6	70	13	27	
	GATWICK	REGIONAL COMPAGNIE AERIENNE EUROPEENNE	S	A	70	0	0	93	4	0	3	0	0	6	76	13	78	
	GATWICK	REGIONAL COMPAGNIE AERIENNE EUROPEENNE	S	D	70	0	0	93	4	1	1	0	0	4	85	5	78	
<b>TOTAL NANTES</b>					<b>184</b>	<b>1</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>14</b>	<b>14</b>	
NAPLES																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	60	0	0	82	13	3	2	0	0	8	75	12	61	
	GATWICK	BRITISH AIRWAYS PLC	S	D	61	0	0	85	11	2	2	0	0	7	84	10	62	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	90	3	3	0	3	0	10	76	24	59	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	94	0	6	0	0	0	7	65	26	60	
<b>TOTAL NAPLES</b>					<b>183</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>17</b>	<b>17</b>	
NEW ORLEANS																		
<b>TOTAL NEW ORLEANS</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>86</b>	<b>0</b>	<b>0</b>	<b>0</b>	
NEW YORK (JF KENNEDY)																		
	HEATHROW	AIR INDIA	S	A	31	0	0	71	10	13	6	0	0	14	19	213	31	
	HEATHROW	AIR INDIA	S	D	31	0	0	32	29	19	19	0	0	33	13	200	31	
	HEATHROW	AMERICAN AIRLINES	S	A	162	1	0	62	11	17	9	2	0	25	66	25	183	
	HEATHROW	AMERICAN AIRLINES	S	D	162	0	0	87	8	1	2	1	0	11	79	22	182	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	204	0	0	78	7	6	6	2	1	22	82	14	228	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	203	0	0	68	19	5	7	0	0	23	56	27	226	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	28	0	0	86	4	4	7	0	0	11	83	5	30	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	28	0	0	89	4	4	4	0	0	6	93	3	29	
	HEATHROW	KUWAIT AIRWAYS	S	A	13	0	0	77	15	8	0	0	0	7	86	5	14	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2003					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
NEW YORK (JF KENNEDY)																		
	HEATHROW	KUWAIT AIRWAYS		S D	14	0	0	14	29	50	7	0	0	38	15	38	13	
	MANCHESTER	PAKISTAN INTL AIRLINES		S A	23	0	0	48	22	9	22	0	0	37	45	103	20	
	MANCHESTER	PAKISTAN INTL AIRLINES		S D	23	0	0	22	9	17	22	22	9	126	23	221	22	
	HEATHROW	UNITED AIRLINES		S A	59	0	0	85	2	5	8	0	0	12	89	35	62	
	HEATHROW	UNITED AIRLINES		S D	62	0	0	84	8	6	0	2	0	9	82	11	60	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	88	0	1	32	18	24	23	3	0	48	64	31	88	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	91	0	1	58	22	14	4	1	0	22	60	36	90	
<b>TOTAL NEW YORK (JF KENNEDY)</b>					<b>1222</b>	<b>1</b>	<b>2</b>	<b>68</b>	<b>13</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>67</b>	<b>36</b>	<b>36</b>	
NEW YORK (NEWARK)																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	82	0	0	89	5	4	2	0	0	7	95	8	60	
	HEATHROW	BRITISH AIRWAYS PLC		S D	82	0	0	82	10	6	2	0	0	10	68	25	59	
	BIRMINGHAM	CONTINENTAL AIRLINES		S A	31	0	0	77	3	16	0	0	3	22	73	16	26	
	BIRMINGHAM	CONTINENTAL AIRLINES		S D	31	0	0	81	13	0	0	6	0	25	81	13	26	
	GATWICK	CONTINENTAL AIRLINES		S A	61	0	0	82	8	5	3	2	0	12	87	11	52	
	GATWICK	CONTINENTAL AIRLINES		S D	61	1	0	87	7	2	3	2	0	11	77	11	52	
	GLASGOW	CONTINENTAL AIRLINES		S A	31	0	0	77	3	16	3	0	0	15	65	31	26	
	GLASGOW	CONTINENTAL AIRLINES		S D	31	0	0	94	3	0	0	3	0	10	96	10	26	
	MANCHESTER	CONTINENTAL AIRLINES		S A	30	1	0	77	3	7	13	0	0	20	77	13	26	
	MANCHESTER	CONTINENTAL AIRLINES		S D	30	0	0	87	7	0	7	0	0	9	96	4	26	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	57	0	0	39	11	9	30	12	0	67	49	36	49	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	58	0	0	60	10	14	12	3	0	32	44	44	50	
<b>TOTAL NEW YORK (NEWARK)</b>					<b>585</b>	<b>2</b>	<b>0</b>	<b>77</b>	<b>7</b>	<b>6</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>76</b>	<b>18</b>	<b>18</b>	
NEWCASTLE																		
	GATWICK	BRITISH AIRWAYS PLC		S A	115	0	0	91	4	2	2	0	1	9	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC		S D	116	0	0	91	4	3	0	1	0	6	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC		S A	196	0	0	73	14	4	6	2	1	19	60	22	166	
	HEATHROW	BRITISH AIRWAYS PLC		S D	197	0	0	79	9	8	4	1	0	12	75	13	166	
	BIRMINGHAM	EASTERN AIRWAYS		S A	74	0	7	82	11	0	7	0	0	12	0	0	0	
	BIRMINGHAM	EASTERN AIRWAYS		S D	73	0	7	90	0	3	7	0	0	9	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	116	1	2	83	9	2	3	3	0	14	74	13	109	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	116	0	2	68	14	9	8	1	0	19	69	15	110	
<b>TOTAL NEWCASTLE</b>					<b>1003</b>	<b>3</b>	<b>18</b>	<b>81</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>15</b>	<b>15</b>	
NEWQUAY																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JAN 2003				
					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
NEWQUAY																		
	GATWICK	AIR SOUTHWEST	S	A	86	0	0	88	5	5	2	0	0	7	0	0	0	
	GATWICK	AIR SOUTHWEST	S	D	57	0	1	89	7	2	2	0	0	6	0	0	0	
	STANSTED	RYANAIR	S	A	49	0	2	100	0	0	0	0	0	96	1	27		
	STANSTED	RYANAIR	S	D	50	0	1	94	6	0	0	0	0	3	93	7	30	
<b>TOTAL NEWQUAY</b>					<b>242</b>	<b>0</b>	<b>4</b>	<b>92</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>84</b>	<b>9</b>	<b>9</b>	
NICE																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	51	0	0	61	20	12	8	0	0	20	77	15	62	
	HEATHROW	BMI BRITISH MIDLAND	S	D	51	0	0	86	6	2	4	2	0	11	82	10	62	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	22	0	0	95	0	5	0	0	0	2	68	15	22	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	22	0	0	86	9	0	5	0	0	6	77	13	22	
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	84	10	0	6	0	0	10	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	94	3	0	3	0	0	8	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	120	0	0	81	7	6	6	1	0	15	72	17	117	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	121	0	0	76	16	2	6	0	0	11	71	22	119	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	36	0	0	78	8	6	8	0	0	12	74	7	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	34	0	11	91	6	0	3	0	0	5	81	10	31	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	90	1	2	64	17	9	9	1	0	20	75	14	88	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	91	1	1	60	12	16	10	1	0	25	53	31	90	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	29	0	2	83	7	3	7	0	0	12	79	8	29	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	30	0	1	83	0	10	3	3	0	16	57	24	30	
<b>TOTAL NICE</b>					<b>761</b>	<b>5</b>	<b>29</b>	<b>76</b>	<b>10</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>17</b>	<b>17</b>	
NIEDERRHEIN																		
	MANCHESTER	DUTCHBIRD	S	A	2	0	0	0	0	100	0	0	0	39	0	0	0	
	MANCHESTER	DUTCHBIRD	S	D	2	0	0	0	50	50	0	0	0	37	0	0	0	
	STANSTED	RYANAIR	S	A	76	0	1	89	8	3	0	0	0	4	0	0	0	
	STANSTED	RYANAIR	S	D	76	0	1	75	18	7	0	0	0	10	0	0	0	
<b>TOTAL NIEDERRHEIN</b>					<b>156</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>13</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>	
NIMES																		
	STANSTED	RYANAIR	S	A	29	0	1	90	3	3	3	0	0	7	72	14	29	
	STANSTED	RYANAIR	S	D	29	0	1	90	7	0	3	0	0	9	31	30	29	
<b>TOTAL NIMES</b>					<b>58</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>52</b>	<b>22</b>	<b>22</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JAN 2003				
					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)												
NORWICH																		
	MANCHESTER	BMI REGIONAL	S	A	3	0	0	33	33	33	0	0	0	23	0	0	0	
	MANCHESTER	BMI REGIONAL	S	D	4	0	0	100	0	0	0	0	0	0	0	0	0	
	EDINBURGH	EASTERN AIRWAYS	S	A	63	2	2	84	10	5	0	2	0	10	74	15	65	
	EDINBURGH	EASTERN AIRWAYS	S	D	63	0	2	87	6	5	0	2	0	8	78	12	65	
	MANCHESTER	EASTERN AIRWAYS	S	A	45	0	2	89	4	2	2	2	0	12	84	16	62	
	MANCHESTER	EASTERN AIRWAYS	S	D	59	0	2	93	3	0	3	0	0	4	92	6	62	
<b>TOTAL NORWICH</b>					<b>238</b>	<b>2</b>	<b>8</b>	<b>88</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>12</b>	<b>12</b>	
NOTTINGHAM EAST MIDLAN																		
	EDINBURGH	BMI BRITISH MIDLAND	S	A	83	1	2	90	5	2	1	1	0	7	85	7	84	
	EDINBURGH	BMI BRITISH MIDLAND	S	D	84	0	1	86	8	2	2	1	0	9	82	8	84	
	GLASGOW	BMI BRITISH MIDLAND	S	A	54	1	1	80	7	4	9	0	0	14	81	9	83	
	GLASGOW	BMI BRITISH MIDLAND	S	D	54	1	1	76	9	6	9	0	0	15	78	11	82	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	56	0	0	77	11	7	4	2	0	16	83	10	52	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	55	0	1	73	13	9	5	0	0	17	75	13	52	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	54	0	2	70	11	7	11	0	0	19	74	14	53	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	55	0	1	60	18	11	11	0	0	24	72	17	53	
<b>TOTAL NOTTINGHAM EAST MIDLANDS INT'L</b>					<b>495</b>	<b>4</b>	<b>9</b>	<b>78</b>	<b>10</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>79</b>	<b>11</b>	<b>11</b>	
NUREMBERG																		
	STANSTED	AIR BERLIN	S	A	30	0	1	77	17	7	0	0	0	9	83	15	53	
	STANSTED	AIR BERLIN	S	D	30	0	1	70	17	10	0	3	0	18	68	20	53	
<b>TOTAL NUREMBERG</b>					<b>60</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>17</b>	<b>17</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2003				
					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)												
OPORTO (PORTUGAL)																		
	GATWICK	AIR PORTUGAL	S	A	30	0	1	30	50	17	3	0	0	23	40	31	10	
	GATWICK	AIR PORTUGAL	S	D	11	0	0	73	18	9	0	0	0	11	60	25	10	
	HEATHROW	AIR PORTUGAL	S	A	31	1	0	32	35	16	16	0	0	35	21	34	47	
	HEATHROW	AIR PORTUGAL	S	D	49	0	1	59	16	10	14	0	0	25	57	23	47	
	GATWICK	GB AIRWAYS LTD	S	A	20	0	0	85	5	5	5	0	0	9	50	35	30	
	GATWICK	GB AIRWAYS LTD	S	D	20	0	0	75	25	0	0	0	0	7	57	31	30	
<b>TOTAL OPORTO (PORTUGAL)</b>					<b>162</b>	<b>1</b>	<b>2</b>	<b>55</b>	<b>26</b>	<b>10</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>45</b>	<b>30</b>	<b>30</b>	
ORAN ES SENIA																		
ORLANDO																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	29	0	0	100	0	0	0	0	0	2	84	6	31	
	GATWICK	BRITISH AIRWAYS PLC	S	D	29	0	0	83	10	7	0	0	0	8	77	10	31	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	44	0	0	84	5	11	0	0	0	8	96	4	46	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	43	0	0	67	19	14	0	0	0	13	80	11	46	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	24	0	0	96	0	4	0	0	0	2	0	0	0	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	24	0	0	83	8	4	0	4	0	16	0	0	0	
<b>TOTAL ORLANDO</b>					<b>193</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>7</b>	<b>7</b>	
OSAKA (KANSAI)																		
	HEATHROW	JAPAN AIRLINES	S	A	30	1	1	87	3	3	3	0	3	20	87	6	31	
	HEATHROW	JAPAN AIRLINES	S	D	30	0	1	60	30	3	3	0	3	56	63	16	30	
<b>TOTAL OSAKA (KANSAI)</b>					<b>60</b>	<b>1</b>	<b>2</b>	<b>73</b>	<b>17</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>38</b>	<b>75</b>	<b>11</b>	<b>11</b>	
OSLO (GARDERMOEN)																		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	46	0	0	85	4	7	2	2	0	13	81	11	53	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	49	0	0	90	6	2	2	0	0	6	89	5	53	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	119	0	0	68	14	11	5	2	0	20	55	35	119	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	120	0	0	75	13	9	3	0	0	12	69	23	121	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	16	0	4	75	13	6	6	0	0	15	0	0	0	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	16	0	4	88	6	6	0	0	0	7	0	0	0	
	EDINBURGH	DUO AIRWAYS LTD	S	A	23	0	2	52	13	13	22	0	0	28	0	0	0	
	EDINBURGH	DUO AIRWAYS LTD	S	D	25	0	0	56	24	4	16	0	0	27	0	0	0	
	HEATHROW	SAS	S	A	149	0	0	79	8	10	3	0	0	11	59	17	148	
	HEATHROW	SAS	S	D	148	0	0	81	9	7	2	0	0	9	75	13	146	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2003				
					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)											
<b>TOTAL OSLO (GARDERMOEN)</b>					<b>711</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>11</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>68</b>	<b>19</b>	<b>19</b>
OSTEND																	
	STANSTED	RYANAIR	S	A	14	0	0	100	0	0	0	0	0	0	0	0	0
	STANSTED	RYANAIR	S	D	14	0	0	86	14	0	0	0	0	3	0	0	0
<b>TOTAL OSTEND</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
OSTERSUND / FROSON																	
	GATWICK	FLYBE.BRITISH EUROPEAN	C	A	3	0	0	0	67	0	33	0	0	68	0	0	0
	GATWICK	FLYBE.BRITISH EUROPEAN	C	D	3	0	0	67	0	0	33	0	0	40	0	0	0
<b>TOTAL OSTERSUND / FROSON</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>63</b>	<b>11</b>	<b>11</b>
OTTAWA INTERNATIONAL																	
	HEATHROW	AIR CANADA	S	A	29	0	0	59	31	3	3	3	0	21	68	22	28
	HEATHROW	AIR CANADA	S	D	29	0	0	76	17	0	3	0	3	24	68	24	28
<b>TOTAL OTTAWA INTERNATIONAL</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>24</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>22</b>	<b>68</b>	<b>23</b>	<b>23</b>
OUAGADOUGOU																	
OUARGLA																	
	GATWICK	AIR ALGERIE	C	A	8	0	0	38	0	0	50	13	0	82	0	0	0
	GATWICK	AIR ALGERIE	C	D	8	0	0	25	13	13	38	13	0	75	0	0	0
<b>TOTAL OUARGLA</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>6</b>	<b>6</b>	<b>44</b>	<b>13</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>0</b>	<b>0</b>
OVDA																	
	HEATHROW	EL AL	S	A	3	0	0	33	0	67	0	0	0	34	50	14	4
	HEATHROW	EL AL	S	D	2	0	0	100	0	0	0	0	0	3	75	12	4
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	67	33	0	0	0	0	11	0	0	0
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	5	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	67	33	0	0	0	0	11	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	0	0	0	0
	MANCHESTER	FLYJET LTD	C	A	2	0	0	0	0	50	50	0	0	107	0	0	0
<b>TOTAL OVDA</b>					<b>22</b>	<b>3</b>	<b>0</b>	<b>64</b>	<b>9</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>62</b>	<b>21</b>	<b>21</b>



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2003				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
PADERBORN																		
	STANSTED	AIR BERLIN		S A	32	0	1	94	0	0	6	0	0	6	81	12	31	
	STANSTED	AIR BERLIN		S D	33	0	0	82	6	3	6	0	3	20	83	12	29	
	BIRMINGHAM	EUROPEAN AIR CHARTER		C A	4	0	0	50	50	0	0	0	0	12	0	0	0	
	BIRMINGHAM	EUROPEAN AIR CHARTER		C D	4	0	0	75	0	25	0	0	0	12	0	0	0	
<b>TOTAL PADERBORN</b>					<b>73</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>5</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>81</b>	<b>12</b>	<b>12</b>	
PALERMO																		
	STANSTED	RYANAIR		S A	30	0	1	57	30	10	3	0	0	16	0	0	0	
	STANSTED	RYANAIR		S D	29	0	1	76	17	3	3	0	0	12	0	0	0	
<b>TOTAL PALERMO</b>					<b>65</b>	<b>0</b>	<b>2</b>	<b>62</b>	<b>23</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>25</b>	<b>38</b>	<b>38</b>	
PALMA DE MALLORCA																		
	STANSTED	AIR BERLIN		S A	13	0	0	15	46	31	8	0	0	32	0	0	0	
	STANSTED	AIR BERLIN		S D	14	0	0	79	14	7	0	0	0	7	0	0	0	
	GATWICK	AIR EUROPA		S A	23	0	0	65	26	4	4	0	0	14	78	14	9	
	GATWICK	AIR EUROPA		S D	23	0	0	87	9	4	0	0	0	5	78	10	9	
	HEATHROW	BMI BRITISH MIDLAND		S A	29	0	1	41	34	14	7	3	0	29	62	25	29	
	HEATHROW	BMI BRITISH MIDLAND		S D	31	0	0	48	32	16	0	3	0	23	69	23	29	
	MANCHESTER	BMI BRITISH MIDLAND		S A	31	0	0	23	35	29	13	0	0	42	0	0	0	
	MANCHESTER	BMI BRITISH MIDLAND		S D	31	0	0	77	6	6	10	0	0	15	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS		C A	5	0	0	80	0	0	20	0	0	21	89	10	9	
	BIRMINGHAM	BRITANNIA AIRWAYS		C D	5	0	0	60	0	40	0	0	0	16	100	4	9	
	GATWICK	BRITANNIA AIRWAYS		C A	6	0	0	67	17	17	0	0	0	13	56	18	9	
	GATWICK	BRITANNIA AIRWAYS		C D	6	0	0	83	17	0	0	0	0	6	78	12	9	
	GLASGOW	BRITANNIA AIRWAYS		C A	9	0	0	56	11	11	0	0	22	101	67	14	9	
	GLASGOW	BRITANNIA AIRWAYS		C D	9	0	0	100	0	0	0	0	0	3	100	2	9	
	MANCHESTER	BRITANNIA AIRWAYS		C A	6	0	0	33	33	0	33	0	0	56	78	11	9	
	MANCHESTER	BRITANNIA AIRWAYS		C D	6	0	0	83	0	0	17	0	0	19	100	0	9	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	30	0	1	73	13	10	3	0	0	14	68	13	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	31	0	0	87	6	3	3	0	0	10	84	12	31	
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	31	0	0	87	0	3	6	3	0	17	81	12	31	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	31	0	0	68	19	3	6	3	0	24	71	16	31	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	31	0	1	71	13	6	10	0	0	16	77	14	30	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	31	0	1	52	23	16	10	0	0	25	73	16	30	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	2	0	0	100	0	0	0	0	0	1	80	18	5	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JAN 2003							
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records			
					Actual (7)	Plan (8)														
PALMA DE MALLORCA																				
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	60	16	5			
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	8	60	28	5			
	GATWICK	GB AIRWAYS LTD	S	A	3	0	0	100	0	0	0	0	0	6	92	8	12			
	GATWICK	GB AIRWAYS LTD	S	D	5	0	0	60	40	0	0	0	0	8	73	10	11			
	MANCHESTER	MONARCH AIRLINES	S	A	6	0	0	83	0	17	0	0	0	10	0	0	0			
	MANCHESTER	MONARCH AIRLINES	S	D	6	0	0	83	0	0	17	0	0	14	0	0	0			
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	24	1	0	75	4	0	17	4	0	37	0	0	0			
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	25	0	0	76	4	0	16	4	0	38	0	0	0			
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	20	0	0	0	0	6	0	0	0			
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	6	0	0	0			
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	20	0	0	34	100	3	8			
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	20	0	0	0	11	100	1	8			
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	0	40	0	0	0	19	100	0	4			
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	2	100	0	4			
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	6	0	0	50	17	33	0	0	0	22	100	0	4			
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	40	20	0	0	0	16	100	0	4			
<b>TOTAL PALMA DE MALLORCA</b>					<b>553</b>	<b>4</b>	<b>4</b>	<b>67</b>	<b>15</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>78</b>	<b>13</b>	<b>13</b>			
PANAMA CITY																				
<b>TOTAL PANAMA CITY</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>			
PAPHOS																				
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	3	0	0	67	0	0	33	0	0	55	80	4	5			
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	4	75	8	4			
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	75	0	25	0	0	0	12	56	29	9			
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	100	0	0	0	0	0	2	67	32	9			
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	50	0	0	0	27	60	12	5			
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	14	100	0	5			
	LUTON	BRITANNIA AIRWAYS	C	A	3	0	0	67	33	0	0	0	0	11	100	0	6			
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	29	100	0	6			
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	56	11	0	22	11	0	61	78	137	9			
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	56	22	0	11	11	0	57	89	55	9			
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	50	30	2				
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	5	50	34	2			
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	50	0	50	0	0	0	29	43	143	7			

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2003				
					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	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	50	0	0	50	0	0	56	83	7	6
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	S	A	3	0	1	100	0	0	0	0	0	0	80	5	5
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	0	0	100	3	5
	GATWICK	FIRST CHOICE AIRWAYS LTD	S	A	8	0	0	88	13	0	0	0	4	67	16	9	
	GATWICK	FIRST CHOICE AIRWAYS LTD	S	D	8	0	0	88	13	0	0	0	6	67	20	9	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	S	A	2	2	2	50	0	0	50	0	0	35	40	20	5
	GLASGOW	FIRST CHOICE AIRWAYS LTD	S	D	3	0	0	100	0	0	0	0	2	80	7	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	S	A	4	1	0	100	0	0	0	0	0	80	93	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	1	100	0	5	
	GATWICK	GB AIRWAYS LTD	S	A	8	0	0	50	25	13	13	0	0	31	0	0	0
	GATWICK	GB AIRWAYS LTD	S	D	8	0	0	100	0	0	0	0	4	0	0	0	
	BIRMINGHAM	HELIOS AIRWAYS LTD	S	A	5	0	0	80	20	0	0	0	5	0	0	0	
	BIRMINGHAM	HELIOS AIRWAYS LTD	S	D	5	0	0	80	20	0	0	0	9	0	0	0	
	GATWICK	HELIOS AIRWAYS LTD	S	A	10	0	0	90	0	10	0	0	6	0	0	0	
	GATWICK	HELIOS AIRWAYS LTD	S	D	10	0	0	70	0	30	0	0	14	0	0	0	
	LUTON	HELIOS AIRWAYS LTD	S	A	5	0	0	60	0	20	0	20	0	76	0	0	0
	LUTON	HELIOS AIRWAYS LTD	S	D	5	0	1	40	20	20	0	20	0	85	0	0	0
	MANCHESTER	HELIOS AIRWAYS LTD	S	A	9	0	0	56	0	22	22	0	0	33	0	0	0
	MANCHESTER	HELIOS AIRWAYS LTD	S	D	9	0	0	33	22	22	22	0	0	38	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	25	25	0	0	32	100	0	1
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	3	100	0	1	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	25	0	0	21	100	0	1	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	5	100	14	1	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	100	0	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	7	100	1	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	2	100	0	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	3	100	0	4	
<b>TOTAL PAPHOS</b>					<b>221</b>	<b>3</b>	<b>4</b>	<b>75</b>	<b>9</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>75</b>	<b>30</b>	<b>30</b>
PAPHOS																	
PARIS (CHARLES DE GAULLE)	HEATHROW	AIR FRANCE	S	A	365	2	1	43	25	22	10	0	0	27	36	39	336
	HEATHROW	AIR FRANCE	S	D	360	3	3	61	16	14	9	1	0	21	56	35	336
	MANCHESTER	AIR FRANCE	S	A	171	0	0	66	11	14	8	1	0	20	50	30	167
	MANCHESTER	AIR FRANCE	S	D	170	1	0	78	8	8	6	0	0	14	70	20	166

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2003				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
PARIS (CHARLES DE GAULLE)	NEWCASTLE	AIR FRANCE	S	A	75	0	0	55	16	23	5	1	0	22	0	0	0
	NEWCASTLE	AIR FRANCE	S	D	75	0	0	65	16	15	3	1	0	17	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	A	162	0	2	58	15	14	12	1	0	27	51	31	164
	HEATHROW	BMI BRITISH MIDLAND	S	D	162	0	2	67	17	10	6	1	0	17	65	19	165
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	112	1	0	74	8	8	10	0	0	17	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	113	0	0	79	11	6	4	1	0	14	0	0	0
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	82	0	0	62	10	11	17	0	0	27	68	20	82
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	81	0	0	49	22	12	16	0	0	27	71	19	82
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	22	0	0	82	14	5	0	0	0	9	74	15	23
	LONDON CITY	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	61	0	0	77	5	8	10	0	0	18	0	0	0
	LONDON CITY	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	60	0	0	53	20	8	18	0	0	32	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	102	0	0	61	17	11	12	0	0	22	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	103	0	0	78	6	11	6	0	0	12	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	152	0	0	63	14	13	8	2	0	25	66	21	183
	GATWICK	BRITISH AIRWAYS PLC	S	D	154	0	0	81	8	5	6	0	0	12	77	14	184
	HEATHROW	BRITISH AIRWAYS PLC	S	A	307	0	1	63	15	11	9	2	0	29	54	38	301
	HEATHROW	BRITISH AIRWAYS PLC	S	D	307	0	0	75	11	9	5	1	0	14	69	22	302
	EDINBURGH	CITY JET	S	A	60	0	0	72	18	7	3	0	0	15	59	27	54
	EDINBURGH	CITY JET	S	D	60	0	0	73	15	7	5	0	0	15	69	25	54
	LONDON CITY	CITY JET	S	A	19	0	0	84	16	0	0	0	0	7	47	25	19
	LONDON CITY	CITY JET	S	D	20	0	0	50	25	20	5	0	0	24	58	32	19
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	130	2	4	73	10	12	5	1	0	15	77	20	138
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	131	2	3	78	10	8	4	1	0	15	68	22	139
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	55	23	10	10	3	0	33	0	0	0
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	74	13	6	6	0	0	18	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	159	0	0	67	16	11	6	0	0	15	65	26	175
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	160	0	0	61	18	13	6	1	1	22	66	19	179
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>					<b>3999</b>	<b>17</b>	<b>22</b>	<b>65</b>	<b>14</b>	<b>12</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>61</b>	<b>26</b>	<b>26</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2003					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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 (LE BOURGET)																		
PARIS (ORLY)																		
	LONDON CITY	CITY JET	S	A	96	0	0	73	16	7	4	0	0	16	62	14	97	
	LONDON CITY	CITY JET	S	D	95	0	0	71	21	5	3	0	0	14	72	16	96	
<b>TOTAL PARIS (ORLY)</b>					<b>191</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>18</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>67</b>	<b>15</b>	<b>15</b>	
PAU																		
	STANSTED	RYANAIR	S	A	30	0	1	97	0	0	3	0	0	6	0	0	0	
	STANSTED	RYANAIR	S	D	30	0	1	87	10	0	3	0	0	8	0	0	0	
<b>TOTAL PAU</b>					<b>60</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	
PERPIGNAN																		
	STANSTED	RYANAIR	S	A	32	0	0	81	3	6	6	3	0	22	73	17	30	
	STANSTED	RYANAIR	S	D	30	0	0	63	30	0	7	0	0	18	67	11	30	
<b>TOTAL PERPIGNAN</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>16</b>	<b>3</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>70</b>	<b>14</b>	<b>14</b>	
PESCARA																		
	STANSTED	RYANAIR	S	A	29	0	1	76	10	10	3	0	0	9	48	19	29	
	STANSTED	RYANAIR	S	D	30	0	0	67	20	7	7	0	0	14	69	12	29	
<b>TOTAL PESCARA</b>					<b>59</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>15</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>59</b>	<b>16</b>	<b>16</b>	
PHILADELPHIA INTERNATIONAL																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	0	0	92	2	2	3	2	0	10	82	19	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	0	0	81	14	3	0	2	0	11	63	32	59	
	GATWICK	US AIRWAYS	S	A	31	0	0	48	10	16	23	3	0	47	74	21	31	
	GATWICK	US AIRWAYS	S	D	31	0	0	81	10	3	6	0	0	15	90	6	31	
	MANCHESTER	US AIRWAYS	S	A	31	0	0	55	19	19	3	3	0	25	58	25	31	
	MANCHESTER	US AIRWAYS	S	D	31	0	0	81	3	10	6	0	0	17	90	15	31	
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>					<b>242</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>9</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>75</b>	<b>21</b>	<b>21</b>	
PHOENIX																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	71	19	10	0	0	0	12	39	31	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	71	13	10	6	0	0	18	58	28	31	
<b>TOTAL PHOENIX</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>48</b>	<b>30</b>	<b>30</b>	
PHUKET																		
PISA																		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	21	0	0	52	24	19	5	0	0	19	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2003			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
PISA	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	21	0	0	86	0	10	5	0	0	11	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	58	0	0	86	9	0	2	3	0	15	89	8	61
	GATWICK	BRITISH AIRWAYS PLC	S	D	58	0	0	81	12	3	3	0	0	11	82	9	62
	STANSTED	RYANAIR	S	A	57	0	1	75	16	5	4	0	0	11	50	21	58
	STANSTED	RYANAIR	S	D	59	0	1	83	10	5	2	0	0	12	44	24	59
<b>TOTAL PISA</b>					<b>274</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>15</b>	<b>15</b>
PITTSBURGH																	
PLOVDIV	GATWICK	BH AIR	C	A	5	0	0	40	0	60	0	0	0	31	0	0	0
	GATWICK	BH AIR	C	D	5	0	0	40	0	40	20	0	0	41	0	0	0
	MANCHESTER	BH AIR	C	A	5	0	0	60	20	0	0	20	0	55	0	0	0
	MANCHESTER	BH AIR	C	D	5	0	0	40	40	0	0	20	0	64	0	0	0
	NEWCASTLE	BH AIR	C	A	5	0	0	20	20	60	0	0	0	29	0	0	0
	NEWCASTLE	BH AIR	C	D	5	0	0	40	40	20	0	0	0	17	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	12	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	5	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL PLOVDIV</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>17</b>	<b>19</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>26</b>	<b>65</b>	<b>12</b>	<b>12</b>
PLYMOUTH																	
	GATWICK	AIR SOUTHWEST	S	A	29	0	1	86	7	3	3	0	0	7	0	0	0
	GATWICK	AIR SOUTHWEST	S	D	58	0	0	90	5	2	3	0	0	7	0	0	0
<b>TOTAL PLYMOUTH</b>					<b>87</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>6</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>15</b>	<b>15</b>
POITIERS																	
	STANSTED	RYANAIR	S	A	30	0	0	93	0	0	7	0	0	8	0	0	0
	STANSTED	RYANAIR	S	D	29	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL POITIERS</b>					<b>59</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>94</b>	<b>3</b>	<b>3</b>
PORLAMAR																	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	5	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	3	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	67	0	33	0	0	0	13	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	0	50	0	0	0	21	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2003			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
PORLAMAR																	
<b>TOTAL PORLAMAR</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
PORT HARCOURT																	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	6	3	2	33	0	33	33	0	0	38	0	0	0
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	33	22	44	0	0	25	0	0	0	
<b>TOTAL PORT HARCOURT</b>					<b>15</b>	<b>3</b>	<b>2</b>	<b>33</b>	<b>13</b>	<b>40</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>
PORT OF SPAIN																	
	HEATHROW	BWIA	S	A	31	0	0	48	29	13	6	3	0	26	42	35	31
	HEATHROW	BWIA	S	D	31	0	0	48	19	16	13	3	0	32	37	48	30
	MANCHESTER	BWIA	S	A	6	0	0	0	33	17	33	17	0	76	75	8	4
	MANCHESTER	BWIA	S	D	6	0	0	17	17	50	0	17	0	66	75	8	4
<b>TOTAL PORT OF SPAIN</b>					<b>74</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>24</b>	<b>18</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>36</b>	<b>42</b>	<b>38</b>	<b>38</b>
POZNAN																	
	STANSTED	AIR POLONIA	S	A	9	0	0	100	0	0	0	0	0	0	0	0	0
	STANSTED	AIR POLONIA	S	D	9	0	0	78	11	11	0	0	0	8	0	0	0
<b>TOTAL POZNAN</b>					<b>18</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
PRAGUE																	
	MANCHESTER	BMI BRITISH MIDLAND	S	A	31	0	0	0	23	35	32	10	0	70	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	S	D	31	0	0	71	16	6	3	3	0	17	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	91	0	1	34	25	27	13	0	0	34	55	30	91
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	70	12	14	3	1	0	16	67	26	92
	BIRMINGHAM	CSA	S	A	24	2	1	71	4	21	4	0	0	16	88	6	25
	BIRMINGHAM	CSA	S	D	24	1	1	92	4	4	0	0	0	5	92	13	24
	EDINBURGH	CSA	S	A	22	0	0	64	9	14	14	0	0	20	0	0	0
	EDINBURGH	CSA	S	D	22	0	0	73	27	0	0	0	0	10	0	0	0
	HEATHROW	CSA	S	A	86	1	6	42	22	22	10	3	0	34	52	27	62
	HEATHROW	CSA	S	D	86	0	6	72	6	10	9	2	0	22	79	24	61
	MANCHESTER	CSA	S	A	42	1	2	74	14	10	2	0	0	15	74	10	39
	MANCHESTER	CSA	S	D	42	0	2	90	7	0	2	0	0	5	92	3	38
	STANSTED	CSA	S	A	46	0	4	52	20	17	11	0	0	26	85	10	52
	STANSTED	CSA	S	D	46	0	4	61	13	17	9	0	0	23	86	12	51
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	16	32	35	16	0	0	37	0	0	0
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	55	26	13	6	0	0	20	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2003			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
PRAGUE	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	90	0	3	72	6	7	13	2	0	22	71	14	89
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	91	0	2	68	19	4	8	1	0	19	57	19	89
<b>TOTAL PRAGUE</b>					<b>929</b>	<b>7</b>	<b>32</b>	<b>60</b>	<b>16</b>	<b>14</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>70</b>	<b>19</b>	<b>19</b>
PRESTWICK	STANSTED	RYANAIR	S	A	223	0	5	93	4	1	1	0	0	5	94	4	277
	STANSTED	RYANAIR	S	D	222	0	9	86	8	3	3	0	0	7	89	6	278
<b>TOTAL PRESTWICK</b>					<b>445</b>	<b>2</b>	<b>14</b>	<b>89</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>5</b>	<b>5</b>
PRISTINA	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	38	23	23	8	8	0	37	92	13	12
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	85	15	0	0	0	0	9	46	24	13
	STANSTED	CHANNEL EXPRESS (AIR SVS)	C	A	3	0	0	67	0	33	0	0	0	17	75	13	4
<b>TOTAL PRISTINA</b>					<b>29</b>	<b>5</b>	<b>0</b>	<b>62</b>	<b>17</b>	<b>14</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>71</b>	<b>17</b>	<b>17</b>
PROVIDENCIALES	HEATHROW	BRITISH AIRWAYS PLC	S	A	4	0	0	100	0	0	0	0	0	1	75	6	4
	HEATHROW	BRITISH AIRWAYS PLC	S	D	4	0	0	100	0	0	0	0	0	5	75	23	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>3</b>	<b>75</b>	<b>14</b>	<b>14</b>
PUERTO PLATA	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	8	75	20	4
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	12	75	26	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	2	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	1	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	3	1	0	33	67	0	0	0	0	16	50	12	2
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	22	100	0	3
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	11	80	17	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	50	0	0	0	0	11	80	12	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	2	0	0	50	0	0	0	50	0	103	67	73	3
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	2	0	0	50	0	0	0	50	0	140	80	46	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	3	1	0	67	0	0	33	0	0	26	100	0	1
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	0	21	1
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	20	0	0	0	8	0	159	1
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	6	0	0	100	0	0	0	0	0	4	0	152	1
<b>TOTAL PUERTO PLATA</b>					<b>53</b>	<b>2</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>18</b>	<b>67</b>	<b>30</b>	<b>30</b>



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JAN 2003				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
PUERTO VALLARTA																		
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	2	0	0	100	0	0	0	0	0	1	25	19	4	
<b>TOTAL PUERTO VALLARTA</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>13</b>	<b>42</b>	<b>42</b>	
PUNTA CANA																		
	GATWICK	BRITANNIA AIRWAYS		C A	5	0	0	80	0	0	20	0	0	14	0	0	0	
	GATWICK	BRITANNIA AIRWAYS		C D	4	0	0	75	0	0	25	0	0	29	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS		C A	4	0	0	50	25	0	25	0	0	24	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS		C D	4	0	0	100	0	0	0	0	0	3	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK		C A	5	0	0	80	20	0	0	0	0	6	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK		C D	4	0	0	50	50	0	0	0	0	12	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C A	5	0	0	40	0	40	20	0	0	43	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C D	4	0	0	50	0	25	25	0	0	53	0	0	0	
<b>TOTAL PUNTA CANA</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>11</b>	<b>9</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2003				
					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	
RALEIGH	GATWICK	AMERICAN AIRLINES	S	A	30	0	1	83	10	3	3	0	0	9	87	4	31
	GATWICK	AMERICAN AIRLINES	S	D	29	0	2	90	7	3	0	0	0	8	94	4	31
<b>TOTAL RALEIGH</b>					<b>59</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>4</b>	<b>4</b>
REIMS	STANSTED	RYANAIR	S	A	13	0	0	92	8	0	0	0	0	2	0	0	0
	STANSTED	RYANAIR	S	D	13	0	1	100	0	0	0	0	0	0	0	0	0
<b>TOTAL REIMS</b>					<b>26</b>	<b>0</b>	<b>1</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>1</b>	<b>1</b>
REUS	STANSTED	RYANAIR	S	A	51	0	4	100	0	0	0	0	0	1	0	0	0
	STANSTED	RYANAIR	S	D	52	0	2	85	12	4	0	0	0	6	0	0	0
<b>TOTAL REUS</b>					<b>103</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>6</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>
RIGA	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	77	9	14	0	0	0	8	50	16	20
	HEATHROW	BRITISH AIRWAYS PLC	S	D	23	0	0	61	22	4	13	0	0	24	71	14	21
<b>TOTAL RIGA</b>					<b>45</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>61</b>	<b>15</b>	<b>15</b>
RIMINI	LUTON	VOLARE AIRLINES	S	A	4	0	0	0	0	25	75	0	0	87	0	0	0
	LUTON	VOLARE AIRLINES	S	D	4	0	0	0	25	25	50	0	0	64	0	0	0
<b>TOTAL RIMINI</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>25</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>
RIO DE JANEIRO (GALEAO)	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	83	17	0	0	0	0	8	83	37	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	65	24	6	6	0	0	20	60	26	30
	HEATHROW	VARIG	S	A	31	0	0	39	16	32	10	3	0	35	33	33	30
	HEATHROW	VARIG	S	D	31	0	0	68	10	13	6	3	0	23	55	71	31
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>					<b>97</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>15</b>	<b>15</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>57</b>	<b>42</b>	<b>42</b>
RIYADH	HEATHROW	BRITISH AIRWAYS PLC	S	A	11	0	0	82	0	0	0	0	18	130	85	26	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	12	0	0	67	17	0	17	0	0	23	77	47	13
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	14	0	0	79	7	14	0	0	0	11	57	23	14
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	10	0	0	70	30	0	0	0	0	15	79	14	14
<b>TOTAL RIYADH</b>					<b>47</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>43</b>	<b>74</b>	<b>27</b>	<b>27</b>
RODEZ																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2003			
					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
RODEZ	STANSTED	RYANAIR	S	A	26	0	2	92	4	0	4	0	0	4	0	0	0
	STANSTED	RYANAIR	S	D	26	0	2	92	0	8	0	0	0	5	0	0	0
<b>TOTAL RODEZ</b>					<b>52</b>	<b>0</b>	<b>4</b>	<b>92</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
ROME (CIAMPINO)	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	59	0	2	80	5	3	10	2	0	18	76	15	59
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	59	0	2	83	7	2	8	0	0	14	61	22	59
	STANSTED	RYANAIR	S	A	171	0	3	74	14	8	4	1	0	13	80	7	115
	STANSTED	RYANAIR	S	D	174	0	1	72	18	9	2	0	0	13	75	11	118
<b>TOTAL ROME (CIAMPINO)</b>					<b>463</b>	<b>2</b>	<b>8</b>	<b>75</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>12</b>	<b>12</b>
ROME (FIUMICINO)	GATWICK	ALITALIA	S	A	5	0	0	60	40	0	0	0	0	14	41	22	27
	GATWICK	ALITALIA	S	D	5	0	0	80	0	20	0	0	0	9	63	15	27
	HEATHROW	ALITALIA	S	A	148	0	4	37	29	27	7	0	0	26	32	34	149
	HEATHROW	ALITALIA	S	D	149	0	3	56	15	16	12	0	1	26	47	34	146
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	15	0	0	87	0	7	7	0	0	11	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	15	0	0	80	7	0	13	0	0	16	0	0	0
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	10	0	0	70	20	10	0	0	0	13	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	28	0	0	86	4	0	7	4	0	16	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	29	0	0	83	7	0	10	0	0	13	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	1	0	68	13	10	6	0	3	55	35	31	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	90	3	0	6	0	0	10	52	22	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	147	0	1	54	22	16	7	1	0	23	55	25	146
	HEATHROW	BRITISH AIRWAYS PLC	S	D	149	0	0	77	10	7	5	1	0	15	61	20	147
<b>TOTAL ROME (FIUMICINO)</b>					<b>762</b>	<b>1</b>	<b>12</b>	<b>61</b>	<b>17</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>46</b>	<b>29</b>	<b>29</b>
ROTTERDAM	HEATHROW	KLM	S	A	70	0	1	71	14	11	3	0	0	12	70	16	71
	HEATHROW	KLM	S	D	70	0	1	71	13	13	1	1	0	15	66	18	71
	HEATHROW	KLM CITYHOPPER	S	A	3	0	0	100	0	0	0	0	0	0	100	0	3
	HEATHROW	KLM CITYHOPPER	S	D	3	0	0	100	0	0	0	0	0	8	100	2	3

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JAN 2003				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
ROTTERDAM	LONDON CITY	VLM (BELGIUM)	S	A	151	0	8	95	3	1	1	0	0	3	86	6	131	
	LONDON CITY	VLM (BELGIUM)	S	D	151	0	8	95	3	0	0	1	0	6	89	8	131	
<b>TOTAL ROTTERDAM</b>					<b>448</b>	<b>3</b>	<b>18</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>10</b>	<b>10</b>	
ROVANIEMI	GATWICK	ASTRAEUS LTD	C	A	5	0	0	20	40	0	20	20	0	67	0	0	0	
	GATWICK	ASTRAEUS LTD	C	D	5	0	0	60	20	20	0	0	0	12	0	0	0	
<b>TOTAL ROVANIEMI</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>30</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>39</b>	<b>33</b>	<b>23</b>	<b>23</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2003				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
SALONIKA																		
	GATWICK	OLYMPIC AIRWAYS		S A	22	0	0	55	23	18	5	0	0	18	75	11	20	
	GATWICK	OLYMPIC AIRWAYS		S D	22	0	0	73	9	9	9	0	0	15	80	10	20	
<b>TOTAL SALONIKA</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>76</b>	<b>12</b>	<b>12</b>	
SALZBURG																		
	BIRMINGHAM	BRITANNIA AIRWAYS		C A	4	0	0	75	0	0	25	0	0	25	50	64	4	
	BIRMINGHAM	BRITANNIA AIRWAYS		C D	5	0	0	80	0	20	0	0	0	14	75	11	4	
	GATWICK	BRITANNIA AIRWAYS		C A	10	0	0	50	10	0	40	0	0	28	75	7	8	
	GATWICK	BRITANNIA AIRWAYS		C D	10	0	0	50	10	0	40	0	0	37	63	13	8	
	GLASGOW	BRITANNIA AIRWAYS		C A	5	0	0	100	0	0	0	0	0	1	75	18	4	
	GLASGOW	BRITANNIA AIRWAYS		C D	5	0	0	100	0	0	0	0	0	0	75	22	4	
	LUTON	BRITANNIA AIRWAYS		C A	5	0	0	80	20	0	0	0	0	7	25	34	4	
	LUTON	BRITANNIA AIRWAYS		C D	5	0	0	80	20	0	0	0	0	4	75	7	4	
	MANCHESTER	BRITANNIA AIRWAYS		C A	5	0	0	80	0	20	0	0	0	14	50	29	4	
	MANCHESTER	BRITANNIA AIRWAYS		C D	5	0	0	80	0	20	0	0	0	10	50	32	4	
	NEWCASTLE	BRITANNIA AIRWAYS		C A	5	0	0	80	0	0	20	0	0	18	50	39	4	
	NEWCASTLE	BRITANNIA AIRWAYS		C D	5	0	0	60	20	0	20	0	0	25	50	62	4	
	STANSTED	BRITANNIA AIRWAYS		C A	5	0	0	80	0	20	0	0	0	12	50	14	4	
	STANSTED	BRITANNIA AIRWAYS		C D	5	0	0	80	20	0	0	0	0	5	100	3	4	
	BIRMINGHAM	EUROPEAN AIR CHARTER		C A	5	0	0	60	0	40	0	0	0	22	0	0	0	
	BIRMINGHAM	EUROPEAN AIR CHARTER		C D	5	0	0	100	0	0	0	0	0	6	0	0	0	
	GATWICK	EUROPEAN AIR CHARTER		C A	5	0	0	100	0	0	0	0	0	4	100	3	2	
	GATWICK	EUROPEAN AIR CHARTER		C D	5	0	0	40	40	20	0	0	0	17	100	5	2	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	10	0	0	100	0	0	0	0	0	1	50	18	8	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	10	0	0	50	40	10	0	0	0	13	100	3	8	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	5	0	0	100	0	0	0	0	0	0	50	16	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	5	0	0	80	20	0	0	0	0	8	50	24	4	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN		S A	30	0	1	50	37	3	7	3	0	31	0	0	0	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN		S D	31	0	0	77	13	0	6	3	0	23	0	0	0	
	GATWICK	MONARCH AIRLINES		C A	5	0	0	60	40	0	0	0	0	12	50	69	4	
	GATWICK	MONARCH AIRLINES		C D	5	0	0	80	20	0	0	0	0	5	75	68	4	
	GATWICK	MY TRAVEL AIRWAYS UK		C A	5	0	0	80	0	0	20	0	0	38	75	8	4	
	GATWICK	MY TRAVEL AIRWAYS UK		C D	5	0	0	60	20	0	20	0	0	42	75	4	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK		C A	5	0	0	20	40	20	20	0	0	28	25	77	4	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2003				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
SALZBURG																		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	20	0	0	0	7	25	82	4	
	STANSTED	RYANAIR	S	A	60	0	1	80	15	5	0	0	0	7	72	18	60	
	STANSTED	RYANAIR	S	D	60	0	1	88	10	2	0	0	0	7	71	13	59	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	20	40	0	0	0	21	75	11	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	5	100	3	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	6	100	0	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	3	100	0	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	2	100	2	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	2	100	1	4	
<b>TOTAL SALZBURG</b>					<b>370</b>	<b>0</b>	<b>3</b>	<b>76</b>	<b>14</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>19</b>	<b>19</b>	
SAMEDAN/ST MORITZ																		
SAN DIEGO																		
SAN FRANCISCO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	0	0	92	5	3	0	0	0	3	82	14	57	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	52	27	17	5	0	0	22	56	33	57	
	HEATHROW	UNITED AIRLINES	S	A	62	0	0	81	11	6	2	0	0	10	55	22	62	
	HEATHROW	UNITED AIRLINES	S	D	62	0	0	81	10	5	5	0	0	14	84	14	62	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	39	16	32	10	3	0	35	23	35	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	55	29	10	6	0	0	23	63	23	30	
<b>TOTAL SAN FRANCISCO</b>					<b>305</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>64</b>	<b>22</b>	<b>22</b>	
SAN JOSE																		
SAN JUAN (PUERTO RICO)																		
<b>TOTAL SAN JUAN (PUERTO RICO)</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>27</b>	<b>0</b>	<b>292</b>	<b>292</b>	
SANAA																		
	HEATHROW	YEMENIA	S	A	9	0	0	11	11	11	44	11	11	126	75	18	4	
	HEATHROW	YEMENIA	S	D	9	0	0	22	33	0	11	33	0	109	78	11	9	
<b>TOTAL SANAA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>22</b>	<b>6</b>	<b>28</b>	<b>22</b>	<b>6</b>	<b>118</b>	<b>65</b>	<b>36</b>	<b>36</b>	
SANDEFJORD(TORP)																		
	STANSTED	RYANAIR	S	A	80	0	3	56	20	15	6	1	1	27	58	13	53	
	STANSTED	RYANAIR	S	D	81	0	2	68	14	15	4	0	0	16	72	10	54	
<b>TOTAL SANDEFJORD(TORP)</b>					<b>161</b>	<b>1</b>	<b>5</b>	<b>62</b>	<b>17</b>	<b>15</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>21</b>	<b>65</b>	<b>12</b>	<b>12</b>	
SANFORD																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2003					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Matched	Unmatched
SANFORD																		
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	0	60	47	5	
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	7	20	25	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	6	100	0	1	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	40	20	20	20	0	0	50	0	0	0	
	GATWICK	EUROPEAN AIR CHARTER	C	A	4	0	0	50	25	25	0	0	0	18	0	0	0	
	GATWICK	EUROPEAN AIR CHARTER	C	D	4	0	0	0	50	0	50	0	0	77	0	0	0	
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	4	0	0	50	0	0	0	25	25	386	0	0	0	
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	5	0	0	20	40	20	20	0	0	32	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	12	50	61	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	60	20	20	0	0	0	15	50	61	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	20	0	0	20	0	69	80	10	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	6	0	0	33	33	17	0	17	0	62	80	13	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	1	75	7	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	40	20	0	0	0	24	50	56	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	1	25	121	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	0	80	20	0	0	0	20	75	72	4	
<b>TOTAL SANFORD</b>					<b>78</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>24</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>44</b>	<b>63</b>	<b>39</b>	<b>39</b>	
SANTA CRUZ DE LA PALMA																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	80	7	5		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	100	1	5		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	80	4	5		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	100	0	5		
<b>TOTAL SANTA CRUZ DE LA PALMA</b>					<b>20</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>90</b>	<b>3</b>	<b>3</b>		
SANTIAGO DE CHILE																		
<b>TOTAL SANTIAGO DE CHILE</b>					<b>6</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>	
SANTIAGO DE COMPOSTELA																		
	HEATHROW	IBERIA	S	A	29	0	1	83	3	7	7	0	0	10	76	18	29	
	HEATHROW	IBERIA	S	D	30	0	0	90	3	3	3	0	0	9	79	11	29	
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>					<b>61</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>3</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>16</b>	<b>16</b>	
SEATTLE (TACOMA)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	73	7	7	10	0	3	52	83	7	29	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	68	19	6	6	0	0	18	67	18	30	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JAN 2003				
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Plan (8)											
SEATTLE (TACOMA)																	
<b>TOTAL SEATTLE (TACOMA)</b>					<b>61</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>7</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>35</b>	<b>75</b>	<b>13</b>	<b>13</b>
SEOUL (INCHEON)																	
	HEATHROW	ASIANA AIRLINES	S	A	14	0	0	93	0	7	0	0	0	7	23	32	13
	HEATHROW	ASIANA AIRLINES	S	D	14	0	0	79	21	0	0	0	0	7	62	25	13
	HEATHROW	KOREAN AIR	S	A	22	0	0	50	14	27	5	5	0	29	23	34	22
	HEATHROW	KOREAN AIR	S	D	22	0	0	73	9	14	0	0	5	74	73	12	22
<b>TOTAL SEOUL (INCHEON)</b>					<b>72</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>11</b>	<b>14</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>34</b>	<b>46</b>	<b>25</b>	<b>25</b>
SEVILLE																	
	GATWICK	GB AIRWAYS LTD	S	A	18	0	0	78	11	0	11	0	0	17	52	18	21
	GATWICK	GB AIRWAYS LTD	S	D	18	0	0	67	11	11	11	0	0	19	85	8	20
	HEATHROW	IBERIA	S	A	30	0	0	80	13	7	0	0	0	9	76	18	29
	HEATHROW	IBERIA	S	D	30	0	0	93	3	0	3	0	0	8	83	13	29
<b>TOTAL SEVILLE</b>					<b>96</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>15</b>	<b>15</b>
SEYCHELLES																	
	HEATHROW	AIR SEYCHELLES	S	A	9	0	0	11	0	56	33	0	0	58	0	0	0
	HEATHROW	AIR SEYCHELLES	S	D	9	0	0	67	11	22	0	0	0	13	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	8	0	0	100	0	0	0	0	0	100	0	0	9
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	56	22	11	11	0	0	22	63	16	8
<b>TOTAL SEYCHELLES</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>9</b>	<b>23</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>63</b>	<b>21</b>	<b>21</b>
SHANGHAI (PU DONG)																	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	17	0	0	41	18	29	6	6	0	36	8	52	13
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	18	0	0	39	17	22	17	6	0	40	54	17	13
<b>TOTAL SHANGHAI (PU DONG)</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>17</b>	<b>26</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>38</b>	<b>31</b>	<b>34</b>	<b>34</b>
SHANNON																	
	HEATHROW	AER LINGUS	S	A	94	0	0	87	3	6	3	0	0	8	72	19	93
	HEATHROW	AER LINGUS	S	D	93	0	0	83	8	4	5	0	0	10	70	22	93
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	31	0	0	77	10	6	6	0	0	12	60	40	30
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	33	0	0	76	3	15	6	0	0	13	71	20	31
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	5	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	31	0	0	81	10	3	3	3	0	16	79	13	19



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2003				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN		S D	31	0	0	65	26	3	3	3	0	20	74	16	19	
	STANSTED	RYANAIR		S A	75	0	1	93	1	3	0	3	0	9	87	6	113	
	STANSTED	RYANAIR		S D	73	0	2	92	5	3	0	0	0	4	83	8	111	
<b>TOTAL SHANNON</b>					<b>465</b>	<b>0</b>	<b>3</b>	<b>85</b>	<b>6</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>15</b>	<b>15</b>	
SHARJAH																		
SHARM EL SHEIKH (OPHIRA)																		
	GATWICK	BRITANNIA AIRWAYS		C A	4	0	0	0	25	25	50	0	0	74	0	60	4	
	GATWICK	BRITANNIA AIRWAYS		C D	4	0	0	25	25	0	50	0	0	45	25	24	4	
	HEATHROW	EGYPT AIR		S A	4	0	0	75	0	25	0	0	0	15	75	16	4	
	HEATHROW	EGYPT AIR		S D	3	0	0	100	0	0	0	0	0	75	9	4		
	GATWICK	EXCEL AIRWAYS LTD		C A	5	1	0	20	20	20	40	0	0	39	0	119	5	
	GATWICK	EXCEL AIRWAYS LTD		C D	5	0	0	60	20	20	0	0	0	12	40	74	5	
	GATWICK	MONARCH AIRLINES		C A	9	0	0	33	22	22	11	11	0	66	44	51	9	
	GATWICK	MONARCH AIRLINES		C D	9	0	0	78	0	11	0	11	0	31	67	15	9	
	GATWICK	THOMAS COOK AIRLINES LTD		C A	7	0	0	86	0	14	0	0	0	8	50	67	6	
	GATWICK	THOMAS COOK AIRLINES LTD		C D	5	0	0	100	0	0	0	0	0	3	60	15	5	
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>					<b>55</b>	<b>1</b>	<b>0</b>	<b>58</b>	<b>11</b>	<b>15</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>31</b>	<b>45</b>	<b>44</b>	<b>44</b>	
SINGAPORE																		
	HEATHROW	SINGAPORE AIRLINES		S A	93	0	0	69	14	12	5	0	0	14	68	16	93	
	HEATHROW	SINGAPORE AIRLINES		S D	93	0	0	68	24	6	2	0	0	15	48	26	93	
	MANCHESTER	SINGAPORE AIRLINES		S A	31	0	0	39	13	32	16	0	0	32	45	35	31	
	MANCHESTER	SINGAPORE AIRLINES		S D	31	0	0	71	13	6	10	0	0	16	29	41	31	
<b>TOTAL SINGAPORE</b>					<b>248</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>17</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>53</b>	<b>26</b>	<b>26</b>	
SION																		
	GATWICK	FLYBE.BRITISH EUROPEAN		C A	5	0	0	40	20	20	20	0	0	30	0	0	0	
	GATWICK	FLYBE.BRITISH EUROPEAN		C D	5	0	0	80	20	0	0	0	0	7	0	0	0	
	HEATHROW	SWISS AIRLINES		C A	4	0	0	25	25	25	25	0	0	46	0	0	0	
	HEATHROW	SWISS AIRLINES		C D	4	0	0	25	25	25	25	0	0	57	0	0	0	
<b>TOTAL SION</b>					<b>18</b>	<b>1</b>	<b>0</b>	<b>44</b>	<b>22</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>25</b>	<b>38</b>	<b>38</b>	
SOFIA																		
	MANCHESTER	ASTRAEUS LTD		C A	5	0	0	20	20	40	20	0	0	39	0	0	0	
	MANCHESTER	ASTRAEUS LTD		C D	5	0	0	60	20	0	20	0	0	27	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2003					
					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
SOFIA																		
	GATWICK	BH AIR	C	A	5	0	0	0	80	20	0	0	67	0	0	0		
	GATWICK	BH AIR	C	D	5	0	0	20	40	40	0	0	69	0	0	0		
	MANCHESTER	BH AIR	C	A	3	0	0	33	33	33	0	0	73	0	0	0		
	MANCHESTER	BH AIR	C	D	2	0	0	50	50	0	0	0	16	0	0	0		
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	20	0	0	18	0	0	0		
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	4	0	0	0		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	1	0	20	20	0	40	20	76	67	22	3		
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	40	40	0	20	0	28	100	1	3		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	47	17	17	17	3	36	73	16	30		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	77	17	0	3	3	17	77	10	30		
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	A	5	0	0	100	0	0	0	0	0	100	2	4		
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	D	5	0	0	100	0	0	0	0	3	75	9	4		
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	20	40	20	20	0	35	0	54	3		
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	80	0	20	0	0	9	67	13	3		
<b>TOTAL SOFIA</b>					<b>125</b>	<b>1</b>	<b>0</b>	<b>54</b>	<b>18</b>	<b>14</b>	<b>13</b>	<b>2</b>	<b>30</b>	<b>69</b>	<b>15</b>	<b>15</b>		
SOUTHAMPTON																		
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	112	0	0	79	12	5	2	2	14	69	16	97		
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	110	0	0	84	9	5	2	0	8	72	14	97		
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	111	1	0	76	14	7	3	0	12	69	13	94		
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	109	0	0	83	11	2	4	0	8	79	11	96		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	93	0	0	69	16	8	6	1	18	83	9	66		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	92	0	0	83	4	7	5	1	14	91	6	66		
	NEWCASTLE	EASTERN AIRWAYS	S	A	64	0	2	73	8	9	5	5	26	0	0	0		
	NEWCASTLE	EASTERN AIRWAYS	S	D	65	0	2	83	6	6	3	2	15	0	0	0		
	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	A	56	0	1	66	18	7	9	0	17	0	0	0		
	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	D	55	0	2	71	15	7	7	0	15	0	0	0		
<b>TOTAL SOUTHAMPTON</b>					<b>867</b>	<b>1</b>	<b>7</b>	<b>78</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>14</b>	<b>78</b>	<b>12</b>	<b>12</b>		
ST ETIENNE																		
	STANSTED	RYANAIR	S	A	31	0	0	84	10	3	0	3	18	67	23	30		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

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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)											
ST ETIENNE	STANSTED	RYANAIR		S D	31	0	0	94	6	0	0	0	0	4	77	13	30
<b>TOTAL ST ETIENNE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>18</b>	<b>18</b>
ST KITTS	GATWICK	EXCEL AIRWAYS LTD		C A	4	0	0	25	25	25	25	0	0	43	0	0	0
<b>TOTAL ST KITTS</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>
ST LOUIS (LAMBERT)																	
ST LUCIA (HEWANORRA)	GATWICK	BRITISH AIRWAYS PLC		S A	9	0	1	89	11	0	0	0	0	3	75	28	8
	GATWICK	BRITISH AIRWAYS PLC		S D	8	0	0	100	0	0	0	0	0	2	67	12	9
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S A	13	0	0	85	8	8	0	0	0	5	78	8	9
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S D	13	0	0	54	23	23	0	0	0	16	63	14	8
<b>TOTAL ST LUCIA (HEWANORRA)</b>					<b>43</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>71</b>	<b>15</b>	<b>15</b>
ST PETERSBURG	GATWICK	AEROFLOT		S A	2	0	0	100	0	0	0	0	0	10	50	16	2
	GATWICK	AEROFLOT		S D	2	0	0	100	0	0	0	0	0	6	50	27	2
	HEATHROW	AEROFLOT		S A	5	0	0	80	0	20	0	0	0	15	83	12	6
	HEATHROW	AEROFLOT		S D	5	0	0	20	40	20	20	0	0	29	67	15	6
	HEATHROW	BRITISH AIRWAYS PLC		S A	21	0	1	81	10	10	0	0	0	8	82	13	22
	HEATHROW	BRITISH AIRWAYS PLC		S D	22	0	0	77	14	5	5	0	0	8	77	18	22
<b>TOTAL ST PETERSBURG</b>					<b>63</b>	<b>1</b>	<b>1</b>	<b>70</b>	<b>13</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>16</b>	<b>16</b>
ST THOMAS ISLANDS	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	5	0	0	0	20	0	80	0	0	88	0	53	4
<b>TOTAL ST THOMAS ISLANDS</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>53</b>	<b>53</b>
STANSTED	MANCHESTER	EASTERN AIRWAYS		S A	59	1	2	92	3	0	3	2	0	9	0	0	0
	MANCHESTER	EASTERN AIRWAYS		S D	59	2	2	95	3	0	2	0	0	3	0	0	0
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S A	160	0	4	86	8	3	4	0	0	9	80	13	187
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S D	161	0	4	79	10	8	3	0	0	12	79	12	187
	GLASGOW	EASYJET AIRLINE COMPANY LTD		S A	135	0	2	93	1	2	4	0	0	6	80	15	132
	GLASGOW	EASYJET AIRLINE COMPANY LTD		S D	136	0	2	88	4	3	5	0	0	8	81	14	131
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S A	116	0	2	74	9	10	7	0	0	16	72	15	109
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S D	116	0	2	75	11	8	3	3	0	19	75	15	109

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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)											
STANSTED																	
<b>TOTAL STANSTED</b>					<b>942</b>	<b>6</b>	<b>20</b>	<b>84</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>13</b>	<b>13</b>
STAVANGER																	
	HEATHROW	SAS	S	A	51	0	0	80	6	10	4	0	0	12	89	10	27
	HEATHROW	SAS	S	D	51	0	0	76	8	12	4	0	0	14	85	12	27
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S	S	A	25	0	0	80	8	4	8	0	0	14	81	16	27
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S	S	D	25	0	0	76	12	0	12	0	0	14	74	12	27
<b>TOTAL STAVANGER</b>					<b>152</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>8</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>82</b>	<b>12</b>	<b>12</b>
STOCKHOLM (ARLANDA)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	170	0	0	72	10	8	9	1	1	24	59	33	167
	HEATHROW	BRITISH AIRWAYS PLC	S	D	170	0	0	68	16	10	5	1	0	17	69	21	168
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	42	0	2	79	7	5	10	0	0	13	78	21	46
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	42	0	2	83	2	2	12	0	0	13	78	12	46
	HEATHROW	SAS	S	A	163	0	2	75	10	10	4	1	0	14	68	18	196
	HEATHROW	SAS	S	D	163	0	2	75	11	7	6	1	0	14	78	16	194
	MANCHESTER	SKYWAYS EXPRESS	S	A	54	0	0	81	13	6	0	0	0	8	91	5	46
	MANCHESTER	SKYWAYS EXPRESS	S	D	54	0	0	96	2	0	2	0	0	3	93	6	46
<b>TOTAL STOCKHOLM (ARLANDA)</b>					<b>858</b>	<b>1</b>	<b>8</b>	<b>75</b>	<b>11</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>72</b>	<b>19</b>	<b>19</b>
STOCKHOLM (SKAVSTA)																	
	STANSTED	RYANAIR	S	A	81	0	2	89	6	4	0	1	0	9	72	12	81
	STANSTED	RYANAIR	S	D	82	0	1	94	6	0	0	0	0	4	84	8	81
<b>TOTAL STOCKHOLM (SKAVSTA)</b>					<b>163</b>	<b>0</b>	<b>3</b>	<b>91</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>10</b>	<b>10</b>
STORNOWAY																	
	EDINBURGH	BMI REGIONAL	S	A	29	0	0	97	3	0	0	0	0	1	93	10	30
	EDINBURGH	BMI REGIONAL	S	D	29	0	0	93	3	3	0	0	0	4	77	10	30
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	46	0	0	87	4	7	0	2	0	8	69	16	45
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	46	0	0	87	4	4	4	0	0	11	76	14	45
	EDINBURGH	LOGANAIR	S	A	10	0	0	90	10	0	0	0	0	3	82	5	11
	EDINBURGH	LOGANAIR	S	D	49	0	0	86	10	4	0	0	0	9	83	9	30
<b>TOTAL STORNOWAY</b>					<b>209</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>12</b>	<b>12</b>
STRASBOURG																	
	GATWICK	BRIT AIR	S	A	71	0	0	73	17	8	1	0	0	13	83	7	70

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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)												
STRASBOURG																		
	GATWICK	BRIT AIR		S D	71	0	0	86	13	0	1	0	0	6	96	2	69	
<b>TOTAL STRASBOURG</b>					<b>142</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>15</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>7</b>	<b>7</b>	
STUTTART																		
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S A	66	0	0	70	20	0	11	0	0	18	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S D	67	0	0	85	6	1	7	0	0	11	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	25	0	0	68	20	4	4	4	0	24	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S D	25	0	0	76	12	4	4	4	0	17	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC		S A	92	0	0	66	13	10	9	2	0	23	60	28	91	
	HEATHROW	BRITISH AIRWAYS PLC		S D	92	0	0	83	8	3	5	1	0	14	75	16	92	
	BIRMINGHAM	DUO AIRWAYS LTD		S A	37	0	6	62	24	3	5	5	0	28	64	25	66	
	BIRMINGHAM	DUO AIRWAYS LTD		S D	34	0	8	85	9	6	0	0	0	7	72	19	69	
	HEATHROW	LUFTHANSA CITY LINE		S A	78	0	0	68	17	8	8	0	0	17	72	15	89	
	HEATHROW	LUFTHANSA CITY LINE		S D	78	0	0	71	18	4	8	0	0	15	74	15	89	
<b>TOTAL STUTTART</b>					<b>594</b>	<b>1</b>	<b>14</b>	<b>73</b>	<b>14</b>	<b>5</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>71</b>	<b>18</b>	<b>18</b>	
SUMBURGH																		
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD		S A	24	0	0	75	8	0	13	4	0	24	88	10	24	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD		S D	25	0	0	84	8	4	4	0	0	9	73	21	26	
	EDINBURGH	LOGANAIR		S A	30	0	0	80	7	7	7	0	0	10	93	4	27	
	EDINBURGH	LOGANAIR		S D	30	0	0	70	13	7	10	0	0	18	70	13	27	
	GLASGOW	LOGANAIR		S A	26	0	0	92	8	0	0	0	0	3	93	4	27	
	GLASGOW	LOGANAIR		S D	28	0	0	86	11	4	0	0	0	9	64	12	28	
<b>TOTAL SUMBURGH</b>					<b>166</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>11</b>	<b>11</b>	
SWANSEA																		
	LONDON CITY	AIR WALES LTD		S A	34	0	22	74	9	6	12	0	0	19	0	0	0	
	LONDON CITY	AIR WALES LTD		S D	34	1	22	65	18	3	15	0	0	22	0	0	0	
<b>TOTAL SWANSEA</b>					<b>68</b>	<b>1</b>	<b>44</b>	<b>69</b>	<b>13</b>	<b>4</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	
SYDNEY																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	62	0	0	94	2	3	2	0	0	4	87	20	62	
	HEATHROW	BRITISH AIRWAYS PLC		S D	62	0	0	63	21	8	6	2	0	21	54	31	59	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2003					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
SYDNEY	GATWICK	EUROPEAN AIR CHARTER	C	A	3	0	0	0	0	33	67	0	0	61	0	0	0	
	GATWICK	EUROPEAN AIR CHARTER	C	D	3	0	0	0	33	67	0	0	0	36	0	0	0	
	HEATHROW	QANTAS	S	A	62	1	0	73	13	6	6	2	0	17	63	37	62	
	HEATHROW	QANTAS	S	D	63	0	0	29	44	16	10	2	0	33	15	46	48	
<b>TOTAL SYDNEY</b>					<b>255</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>20</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>57</b>	<b>33</b>	<b>33</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2003				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
TABA																		
	GATWICK	ASTRAEUS LTD	C	A	7	0	0	43	14	14	29	0	0	31	71	28	7	
	GATWICK	ASTRAEUS LTD	C	D	5	0	0	60	0	20	20	0	0	28	80	5	5	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	50	50	0	0	0	0	11	50	26	2	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	7	2	
<b>TOTAL TABA</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>17</b>	<b>8</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>74</b>	<b>16</b>	<b>16</b>	
TAIPEI																		
	HEATHROW	EVA AIR	S	A	22	0	0	18	18	59	5	0	0	35	41	31	17	
	HEATHROW	EVA AIR	S	D	22	0	0	41	27	23	5	0	5	41	53	27	17	
<b>TOTAL TAIPEI</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>23</b>	<b>41</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>38</b>	<b>47</b>	<b>29</b>	<b>29</b>	
TALLIN																		
	GATWICK	ESTONIAN AIR	S	A	25	0	0	68	16	12	4	0	0	14	77	15	26	
	GATWICK	ESTONIAN AIR	S	D	25	0	0	68	12	12	8	0	0	19	88	10	26	
<b>TOTAL TALLIN</b>					<b>50</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>14</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>83</b>	<b>12</b>	<b>12</b>	
TAMPA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	21	0	0	100	0	0	0	0	0	1	79	12	19	
	GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	77	18	5	0	0	0	9	67	23	18	
<b>TOTAL TAMPA</b>					<b>43</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>73</b>	<b>17</b>	<b>17</b>	
TAMPERE																		
	STANSTED	RYANAIR	S	A	31	0	0	97	0	3	0	0	0	1	0	0	0	
	STANSTED	RYANAIR	S	D	31	0	0	90	6	3	0	0	0	4	0	0	0	
<b>TOTAL TAMPERE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	
TANGIERS (IBN BATUTA)																		
TASHKENT																		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	14	0	0	36	14	29	21	0	0	32	0	0	0	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	13	0	0	38	38	8	15	0	0	34	0	0	0	
	BIRMINGHAM	UZBEKISTAN AIRLINES	S	A	13	0	1	23	23	0	23	15	15	163	21	417	14	
	BIRMINGHAM	UZBEKISTAN AIRLINES	S	D	14	0	0	21	0	14	29	14	21	188	14	441	14	
	HEATHROW	UZBEKISTAN AIRLINES	S	A	18	1	0	50	11	0	22	11	6	116	12	151	17	
	HEATHROW	UZBEKISTAN AIRLINES	S	D	18	1	0	50	0	11	17	11	11	136	18	144	17	
<b>TOTAL TASHKENT</b>					<b>90</b>	<b>2</b>	<b>1</b>	<b>38</b>	<b>13</b>	<b>10</b>	<b>21</b>	<b>9</b>	<b>9</b>	<b>113</b>	<b>16</b>	<b>275</b>	<b>275</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2003				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
TEESSIDE																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	86	0	1	74	14	7	3	1	0	15	74	18	89	
	HEATHROW	BMI BRITISH MIDLAND	S	D	88	0	0	82	11	3	3	0	0	11	75	19	91	
<b>TOTAL TEESSIDE</b>					<b>177</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>13</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>18</b>	<b>18</b>	
TEHRAN																		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	16	1	0	69	25	0	0	6	0	24	44	39	16	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	18	0	0	67	11	17	6	0	0	20	38	37	16	
	HEATHROW	IRAN AIR	S	A	14	0	0	14	0	36	43	7	0	67	8	48	13	
	HEATHROW	IRAN AIR	S	D	13	1	0	38	23	38	0	0	0	25	38	71	13	
<b>TOTAL TEHRAN</b>					<b>61</b>	<b>2</b>	<b>0</b>	<b>49</b>	<b>15</b>	<b>21</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>48</b>	<b>48</b>	
TEL AVIV																		
	GATWICK	ARKIA	C	A	2	0	0	100	0	0	0	0	0	5	75	4	4	
	GATWICK	ARKIA	C	D	2	0	0	50	50	0	0	0	0	15	100	2	4	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	0	62	8	23	7	0	0	20	52	28	58	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	0	70	13	10	7	0	0	16	72	18	58	
	HEATHROW	EL AL	S	A	50	0	0	44	24	18	12	2	0	31	59	26	54	
	HEATHROW	EL AL	S	D	50	0	0	46	26	12	10	4	2	41	66	24	53	
	STANSTED	EL AL	S	A	8	0	0	75	25	0	0	0	0	6	71	15	7	
	STANSTED	EL AL	S	D	7	0	0	14	71	14	0	0	0	19	60	24	5	
	GATWICK	ISRAIR LTD	C	A	8	0	0	63	13	25	0	0	0	19	100	9	1	
	GATWICK	ISRAIR LTD	C	D	8	0	0	38	38	25	0	0	0	24	0	22	1	
<b>TOTAL TEL AVIV</b>					<b>263</b>	<b>2</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>16</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>62</b>	<b>23</b>	<b>23</b>	
TENERIFE (NORTE LOS ROD)																		
	EDINBURGH	BMI BRITISH MIDLAND	C	A	5	0	0	100	0	0	0	0	0	1	0	0	0	
	EDINBURGH	BMI BRITISH MIDLAND	C	D	5	0	0	60	40	0	0	0	0	9	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	A	9	0	0	56	33	11	0	0	0	16	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	D	9	0	0	67	33	0	0	0	0	11	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	0	20	0	0	25	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	2	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	7	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	4	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	20	40	40	0	0	0	27	0	0	0	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2003				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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 (NORTE LOS ROD)																		
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	7	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	A	5	0	0	80	20	0	0	0	0	6	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	D	5	0	0	100	0	0	0	0	0	3	0	0	0	
<b>TOTAL TENERIFE (NORTE LOS RODEOS)</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>21</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	
TENERIFE (SURREINA SOFIA)																		
	MANCHESTER	AIR CORDIAL LTD	C	A	2	0	0	0	0	50	50	0	0	93	0	0	0	
	GATWICK	ASTRAEUS LTD	C	A	7	0	0	0	29	57	0	14	0	76	17	34	6	
	GATWICK	ASTRAEUS LTD	C	D	6	0	0	67	0	17	0	17	0	59	67	10	3	
	MANCHESTER	ASTRAEUS LTD	C	A	2	0	0	100	0	0	0	0	0	2	0	65	6	
	MANCHESTER	ASTRAEUS LTD	C	D	2	0	0	50	50	0	0	0	0	10	50	25	6	
	MANCHESTER	AZZURRA AIR	C	A	8	0	0	25	13	38	25	0	0	59	14	50	7	
	MANCHESTER	AZZURRA AIR	C	D	6	0	0	17	33	33	17	0	0	45	56	24	9	
	HEATHROW	BMI BRITISH MIDLAND	S	A	22	0	0	32	9	45	14	0	0	35	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	D	22	0	0	55	32	9	5	0	0	18	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	13	0	0	92	0	0	8	0	0	8	47	20	15	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	13	0	0	77	0	15	8	0	0	15	86	12	14	
	GATWICK	BRITANNIA AIRWAYS	C	A	25	1	0	88	8	4	0	0	0	4	52	24	27	
	GATWICK	BRITANNIA AIRWAYS	C	D	24	0	0	100	0	0	0	0	0	2	100	2	27	
	GLASGOW	BRITANNIA AIRWAYS	C	A	9	0	0	78	0	11	11	0	0	17	88	11	8	
	GLASGOW	BRITANNIA AIRWAYS	C	D	9	0	0	67	22	0	11	0	0	19	100	1	9	
	LUTON	BRITANNIA AIRWAYS	C	A	9	0	0	100	0	0	0	0	0	0	20	48	5	
	LUTON	BRITANNIA AIRWAYS	C	D	9	0	0	100	0	0	0	0	0	4	80	30	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	26	0	0	81	12	4	4	0	0	11	64	16	22	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	22	0	0	86	0	9	5	0	0	12	96	3	23	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	9	0	0	78	11	0	11	0	0	11	50	22	8	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	9	0	0	67	22	0	11	0	0	14	100	0	9	
	STANSTED	BRITANNIA AIRWAYS	C	A	9	0	0	100	0	0	0	0	0	0	88	17	8	
	STANSTED	BRITANNIA AIRWAYS	C	D	9	0	0	67	22	11	0	0	0	12	67	36	9	
	GLASGOW	CHANNEL EXPRESS (AIR SVS)	C	A	9	0	0	78	22	0	0	0	0	7	0	0	0	
	GLASGOW	CHANNEL EXPRESS (AIR SVS)	C	D	9	0	0	100	0	0	0	0	0	4	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	12	0	0	58	8	17	17	0	0	29	33	50	12	
	GATWICK	EXCEL AIRWAYS LTD	C	D	10	0	0	70	20	0	10	0	0	13	90	4	10	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	7	0	0	29	29	0	43	0	0	65	10	51	10	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2003					
					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	EXCEL AIRWAYS LTD	C	D	6	0	0	83	0	17	0	0	0	9	75	15	12	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	11	0	0	82	18	0	0	0	0	5	40	58	10	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	11	0	0	100	0	0	0	0	0	0	90	24	10	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	20	0	0	80	15	0	0	5	0	15	31	32	16	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	20	0	0	90	5	0	0	5	0	17	88	11	16	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	0	70	29	10	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	89	11	0	0	0	0	3	78	22	9	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	6	0	0	67	17	0	17	0	0	15	0	0	0	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	6	0	0	83	0	0	17	0	0	12	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	34	0	0	85	9	3	3	0	0	8	54	33	28	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	33	0	0	94	3	0	3	0	0	4	96	7	25	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	89	11	0	0	0	0	3	22	37	9	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	89	0	11	0	0	0	8	60	85	10	
	GATWICK	FUTURA AIRLINES	C	A	7	0	0	14	14	29	43	0	0	53	50	66	2	
	GATWICK	FUTURA AIRLINES	C	D	4	1	0	75	0	25	0	0	0	11	0	0	0	
	GLASGOW	FUTURA AIRLINES	C	A	2	0	0	0	100	0	0	0	0	21	22	34	9	
	GLASGOW	FUTURA AIRLINES	C	D	2	0	0	50	50	0	0	0	0	15	25	34	8	
	NEWCASTLE	FUTURA AIRLINES	C	A	5	0	0	40	40	20	0	0	0	23	0	0	0	
	NEWCASTLE	FUTURA AIRLINES	C	D	5	0	0	40	0	60	0	0	0	27	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	A	35	0	0	71	20	6	3	0	0	9	66	22	32	
	GATWICK	GB AIRWAYS LTD	S	D	38	0	0	79	16	3	3	0	0	9	76	17	33	
	BIRMINGHAM	HOLA AIRLINES	C	A	3	0	0	0	33	67	0	0	0	40	0	37	4	
	BIRMINGHAM	HOLA AIRLINES	C	D	2	0	0	0	0	100	0	0	0	41	40	16	5	
	EDINBURGH	IBERWORLD	C	A	5	0	0	60	40	0	0	0	0	10	40	26	5	
	EDINBURGH	IBERWORLD	C	D	5	0	0	80	20	0	0	0	0	8	40	24	5	
	GATWICK	IBERWORLD	C	A	2	0	0	50	50	0	0	0	0	16	0	0	0	
	MANCHESTER	ICELANDAIR	C	A	8	0	0	25	25	25	25	0	0	38	0	0	0	
	MANCHESTER	ICELANDAIR	C	D	7	0	0	86	0	0	14	0	0	16	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	A	11	0	0	64	27	0	9	0	0	23	73	11	11	
	BIRMINGHAM	MONARCH AIRLINES	C	D	10	0	0	100	0	0	0	0	0	2	100	1	11	
	GATWICK	MONARCH AIRLINES	C	A	23	1	0	48	9	30	4	0	9	53	52	34	23	
	GATWICK	MONARCH AIRLINES	C	D	21	0	0	71	14	14	0	0	0	12	88	7	17	
	LUTON	MONARCH AIRLINES	S	A	18	0	0	83	11	0	6	0	0	12	38	28	13	

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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
TENERIFE (SURREINA SOFIA)																		
	LUTON	MONARCH AIRLINES	C	A	6	0	0	50	17	33	0	0	0	22	0	61	6	
	LUTON	MONARCH AIRLINES	C	D	5	0	0	80	20	0	0	0	4	60	43	5		
	LUTON	MONARCH AIRLINES	S	D	18	0	1	94	0	0	6	0	9	69	11	13		
	MANCHESTER	MONARCH AIRLINES	C	A	13	0	0	77	8	15	0	0	9	50	38	12		
	MANCHESTER	MONARCH AIRLINES	S	A	24	0	0	67	8	21	4	0	18	0	0	0		
	MANCHESTER	MONARCH AIRLINES	C	D	12	1	0	83	0	8	0	0	8	37	73	24	11	
	MANCHESTER	MONARCH AIRLINES	S	D	25	0	0	80	8	12	0	0	7	0	0	0		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	9	0	0	78	0	11	11	0	24	75	16	8		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	23	0	1	87	0	9	0	0	22	0	0	0		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	9	0	0	67	22	0	11	0	21	78	25	9		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	20	4	0	80	0	5	10	0	5	30	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	13	0	0	77	15	0	0	0	8	70	71	21	14	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	13	0	0	100	0	0	0	0	2	93	2	14		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	9	0	0	44	22	22	11	0	33	50	18	8		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	9	0	0	67	0	22	11	0	25	100	3	9		
	LUTON	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	20	20	0	0	14	40	31	5		
	LUTON	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	60	20	0	0	23	80	15	5		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	20	0	0	75	5	15	5	0	14	44	27	27		
	MANCHESTER	MY TRAVEL AIRWAYS UK	S	A	24	0	0	71	17	8	4	0	16	0	0	0		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	20	0	0	85	5	5	5	0	9	89	11	28		
	MANCHESTER	MY TRAVEL AIRWAYS UK	S	D	24	0	0	96	0	0	4	0	5	0	0	0		
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	9	0	0	44	11	22	11	11	50	67	13	9		
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	9	0	0	67	11	0	11	11	43	100	0	9		
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	9	0	0	89	0	11	0	0	6	63	12	8		
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	9	0	0	78	22	0	0	0	8	75	10	8		
	GLASGOW	SPANAIR	C	A	7	0	0	14	43	43	0	0	28	20	28	5		
	GLASGOW	SPANAIR	C	D	6	0	0	33	33	33	0	0	26	40	22	5		
	MANCHESTER	SPANAIR	C	A	2	0	0	0	0	100	0	0	42	0	0	0		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	2	29	34	7		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	9	0	0	100	0	0	0	0	0	86	9	7		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	21	0	0	76	5	14	0	0	5	30	62	19	34	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	20	0	0	90	5	5	0	0	7	78	10	32		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	16	1	0	88	13	0	0	0	3	69	12	13		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2003				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
TENERIFE (SURREINA SOFIA)																		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	16	1	0	88	13	0	0	0	0	4	77	10	13	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	32	0	0	91	6	0	3	0	0	7	69	15	36	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	29	0	0	93	3	3	0	0	0	2	94	5	35	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	75	27	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	0	80	103	5	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	2	50	18	2	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	1	80	15	5	
	BIRMINGHAM	VOLAR AIRLINES	C	A	5	0	0	20	40	40	0	0	0	27	0	38	1	
	BIRMINGHAM	VOLAR AIRLINES	C	D	4	0	0	25	0	25	50	0	0	45	0	53	1	
	GATWICK	VOLAR AIRLINES	C	A	2	0	0	50	50	0	0	0	0	17	33	26	3	
	GLASGOW	VOLAR AIRLINES	C	A	9	0	0	33	56	11	0	0	0	22	57	21	7	
	GLASGOW	VOLAR AIRLINES	C	D	7	0	0	57	14	29	0	0	0	17	67	13	6	
	MANCHESTER	VOLAR AIRLINES	C	A	2	0	0	50	0	0	50	0	0	74	60	23	5	
	MANCHESTER	VOLAR AIRLINES	C	D	2	0	0	0	50	0	50	0	0	97	75	18	4	
	NEWCASTLE	VOLAR AIRLINES	C	A	6	0	0	33	33	33	0	0	0	25	0	0	0	
	NEWCASTLE	VOLAR AIRLINES	C	D	6	0	0	17	17	50	17	0	0	35	0	0	0	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>					<b>1301</b>	<b>13</b>	<b>2</b>	<b>74</b>	<b>11</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>64</b>	<b>22</b>	<b>22</b>	
TIREE																		
	GLASGOW	LOGANAIR	S	A	17	5	0	88	0	6	6	0	0	8	79	14	24	
	GLASGOW	LOGANAIR	S	D	23	0	0	83	9	9	0	0	0	9	84	10	25	
<b>TOTAL TIREE</b>					<b>40</b>	<b>5</b>	<b>0</b>	<b>85</b>	<b>5</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>12</b>	<b>12</b>	
TOBAGO																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	92	0	8	0	0	0	3	71	9	14	
	GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	0	64	36	0	0	0	0	10	69	22	13	
	GATWICK	EXCEL AIRWAYS LTD	C	A	6	0	0	83	17	0	0	0	0	6	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	13	0	0	62	15	23	0	0	0	18	0	0	0	
<b>TOTAL TOBAGO</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>17</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>14</b>	<b>14</b>	
TOKYO (NARITA)																		
	HEATHROW	ALL NIPPON AIRWAYS	S	A	31	0	0	81	13	6	0	0	0	6	87	5	31	
	HEATHROW	ALL NIPPON AIRWAYS	S	D	30	0	0	73	17	7	0	3	0	20	77	26	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	1	85	7	5	3	0	0	8	78	11	58	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	48	31	11	10	0	0	23	43	35	58	
	HEATHROW	JAPAN AIRLINES	S	A	59	2	2	80	10	8	2	0	0	9	78	14	51	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2003				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
TOKYO (NARITA)																		
	HEATHROW	JAPAN AIRLINES		S D	61	0	0	69	20	7	2	0	3	51	71	22	51	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	27	4	4	85	0	4	7	4	0	16	80	32	15	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	31	0	0	42	26	26	6	0	0	26	42	46	31	
<b>TOTAL TOKYO (NARITA)</b>					<b>362</b>	<b>6</b>	<b>7</b>	<b>70</b>	<b>16</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>21</b>	<b>66</b>	<b>24</b>	<b>24</b>	
TORONTO																		
	HEATHROW	AIR CANADA		S A	121	0	1	36	22	24	17	2	0	37	42	35	121	
	HEATHROW	AIR CANADA		S D	121	0	1	69	18	9	3	0	0	14	61	27	122	
	GATWICK	AIR TRANSAT		S A	6	0	0	33	0	50	17	0	0	34	40	19	5	
	GATWICK	AIR TRANSAT		S D	6	0	0	17	33	33	17	0	0	31	60	10	5	
	GLASGOW	AIR TRANSAT		S A	4	0	0	0	25	50	25	0	0	40	60	15	5	
	GLASGOW	AIR TRANSAT		S D	4	0	0	25	0	50	25	0	0	38	60	8	5	
	MANCHESTER	AIR TRANSAT		S A	4	0	0	0	50	50	0	0	0	35	100	0	5	
	MANCHESTER	AIR TRANSAT		S D	4	0	0	0	75	25	0	0	0	31	80	12	5	
	HEATHROW	BRITISH AIRWAYS PLC		S A	59	0	1	64	17	15	3	0	0	16	63	27	60	
	HEATHROW	BRITISH AIRWAYS PLC		S D	60	0	0	50	25	17	8	0	0	25	51	35	59	
	BIRMINGHAM	PAKISTAN INTL AIRLINES		S A	13	0	0	23	8	31	23	8	8	86	22	255	9	
	BIRMINGHAM	PAKISTAN INTL AIRLINES		S D	13	0	0	69	0	8	15	0	8	61	44	107	9	
<b>TOTAL TORONTO</b>					<b>421</b>	<b>2</b>	<b>3</b>	<b>51</b>	<b>20</b>	<b>18</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>53</b>	<b>37</b>	<b>37</b>	
TORREJON DE ARDOZ																		
TOULON / HYERES																		
	GATWICK	GB AIRWAYS LTD		S A	5	0	0	60	20	0	20	0	0	24	0	0	0	
	GATWICK	GB AIRWAYS LTD		S D	5	0	0	80	0	20	0	0	0	13	0	0	0	
<b>TOTAL TOULON / HYERES</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>100</b>	<b>2</b>	<b>2</b>	
TOULOUSE (BLAGNAC)																		
	MANCHESTER	BMI REGIONAL		S A	23	0	0	91	4	4	0	0	0	5	97	2	30	
	MANCHESTER	BMI REGIONAL		S D	24	0	0	96	4	0	0	0	0	2	97	2	29	
	GATWICK	BRITANNIA AIRWAYS		C A	4	0	0	50	0	0	50	0	0	44	88	6	8	
	GATWICK	BRITANNIA AIRWAYS		C D	4	0	0	75	0	25	0	0	0	15	75	13	8	
	MANCHESTER	BRITANNIA AIRWAYS		C A	4	0	0	50	25	25	0	0	0	21	25	62	4	
	MANCHESTER	BRITANNIA AIRWAYS		C D	4	0	0	100	0	0	0	0	0	0	100	0	4	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		C A	4	0	0	25	0	75	0	0	0	39	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2003				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
TOULOUSE (BLAGNAC)	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	4	0	0	50	0	25	25	0	0	29	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	4	0	0	25	0	75	0	0	0	40	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	4	0	0	50	25	25	0	0	0	14	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	90	0	0	81	10	4	3	0	1	19	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	91	0	0	85	7	4	4	0	0	9	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	59	0	3	78	10	5	7	0	0	13	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	62	0	9	74	15	3	8	0	0	15	0	0	0
	NEWCASTLE	EUROPEAN AIR CHARTER	C	A	4	0	0	25	0	75	0	0	0	34	50	85	4
	NEWCASTLE	EUROPEAN AIR CHARTER	C	D	4	0	0	25	25	50	0	0	0	25	50	82	4
	STANSTED	EUROPEAN AIR CHARTER	C	A	4	0	0	25	50	25	0	0	0	22	25	91	4
	STANSTED	EUROPEAN AIR CHARTER	C	D	4	0	0	25	25	50	0	0	0	25	50	74	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	11	75	6	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	0	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	25	25	25	25	0	0	34	50	51	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	9	75	44	4
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	0	0	0	25	96	50	60	4
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	75	5	4
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	25	0	25	0	0	26	0	0	0
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	30	2	1	63	10	13	10	3	0	31	60	18	25
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	C	A	4	0	0	25	50	0	25	0	0	30	75	14	4
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	29	2	2	83	14	3	0	0	0	7	50	25	26
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	C	D	4	0	0	25	75	0	0	0	0	16	75	11	4
	HEATHROW	FLYBE.BRITISH EUROPEAN	S	A	77	0	0	65	19	12	4	0	0	15	65	16	78
	HEATHROW	FLYBE.BRITISH EUROPEAN	S	D	77	0	0	81	9	9	1	0	0	10	81	17	78
	GATWICK	MONARCH AIRLINES	C	A	8	1	0	25	38	13	13	0	13	112	57	21	7
	GATWICK	MONARCH AIRLINES	C	D	8	1	0	100	0	0	0	0	0	3	75	9	8
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	8	63	13	8
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	4	63	12	8
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	25	25	0	0	42	50	192	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	20	50	192	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	5	75	11	4

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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)											
TOULOUSE (BLAGNAC)	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	25	0	0	0	21	50	23	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	25	0	50	0	0	59	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	0	25	50	0	0	43	0	0	0
<b>TOTAL TOULOUSE (BLAGNAC)</b>					<b>700</b>	<b>6</b>	<b>15</b>	<b>74</b>	<b>12</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>75</b>	<b>19</b>	<b>19</b>
TOURS	STANSTED	RYANAIR	S	A	28	0	0	93	4	4	0	0	0	3	0	0	0
	STANSTED	RYANAIR	S	D	28	0	0	96	0	4	0	0	0	3	0	0	0
<b>TOTAL TOURS</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>79</b>	<b>15</b>	<b>15</b>
TREVISO	STANSTED	RYANAIR	S	A	88	0	2	86	3	2	7	1	0	12	84	11	87
	STANSTED	RYANAIR	S	D	90	0	1	82	9	3	6	0	0	12	78	11	88
<b>TOTAL TREVISO</b>					<b>178</b>	<b>0</b>	<b>3</b>	<b>84</b>	<b>6</b>	<b>3</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>11</b>	<b>11</b>
TRIESTE (RONCHI DEI LEGIO)	STANSTED	RYANAIR	S	A	30	0	0	73	17	7	3	0	0	11	72	12	29
	STANSTED	RYANAIR	S	D	30	0	0	60	20	17	3	0	0	18	80	10	30
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>					<b>60</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>15</b>	<b>76</b>	<b>11</b>	<b>11</b>
TRIPOLI	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	33	17	28	17	6	0	45	77	101	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	61	33	0	6	0	0	21	69	10	13
	HEATHROW	LIBYAN ARAB AIRLINES	S	A	8	0	0	25	0	38	13	25	0	79	33	32	9
	HEATHROW	LIBYAN ARAB AIRLINES	S	D	8	0	0	50	0	13	25	13	0	71	78	15	9
<b>TOTAL TRIPOLI</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>17</b>	<b>17</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>46</b>	<b>66</b>	<b>43</b>	<b>43</b>
TRIVANDRUM	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	0	25	25	0	0	28	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	60	0	20	20	0	0	20	0	0	0
<b>TOTAL TRIVANDRUM</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>0</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>56</b>	<b>69</b>	<b>69</b>
TUNIS	GATWICK	GB AIRWAYS LTD	S	A	17	0	0	76	6	12	6	0	0	16	72	14	18
	GATWICK	GB AIRWAYS LTD	S	D	17	0	0	88	6	0	6	0	0	11	72	15	18
	HEATHROW	TUNISAIR	S	A	18	0	0	17	33	33	17	0	0	45	47	35	15
	HEATHROW	TUNISAIR	S	D	18	0	0	17	33	28	17	6	0	48	47	33	15
<b>TOTAL TUNIS</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>20</b>	<b>19</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>61</b>	<b>23</b>	<b>23</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JAN 2003			
					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	BRITANNIA AIRWAYS	C	A	4	0	0	25	50	25	0	0	0	22	50	34	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	75	22	4
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	25	13	25	38	0	0	43	0	53	4
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	100	0	0	0	0	0	2	75	5	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	25	50	0	0	51	25	57	4
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	1	100	3	4
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	0	50	50	0	0	0	31	0	49	4
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	4	100	4	4
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	7	0	0	14	57	29	0	0	0	28	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	8	0	0	63	38	0	0	0	0	9	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	5	0	0	100	0	0	0	0	0	1	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	5	0	0	60	0	40	0	0	0	16	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	58	0	0	53	31	12	0	3	0	24	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	58	0	0	86	7	7	0	0	0	6	0	0	0
	GATWICK	EUROPEAN AIR CHARTER	C	A	4	1	0	0	0	100	0	0	0	45	33	17	6
	GATWICK	EUROPEAN AIR CHARTER	C	D	4	0	0	50	0	50	0	0	0	27	75	9	8
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	75	13	13	0	0	0	8	38	26	8
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	88	13	0	0	0	0	4	63	14	8
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	38	25	25	13	0	0	31	57	63	7
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	100	0	0	0	0	0	0	75	43	8
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	0	25	25	0	0	31	25	35	4
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	75	19	4
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	C	A	5	0	0	40	20	0	20	20	0	85	50	16	4
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	C	D	5	0	0	40	0	40	20	0	0	33	50	17	4
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	C	A	4	0	0	0	25	50	25	0	0	45	0	68	4
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	C	D	4	0	0	75	25	0	0	0	0	18	25	25	4
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	2	25	81	4
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	2	75	69	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	5	25	15	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	100	0	4
	STANSTED	RYANAIR	S	A	59	0	1	49	24	19	8	0	0	24	75	10	56



ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2003			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
TURIN	STANSTED	RYANAIR	S	D	59	0	1	51	19	25	5	0	0	23	80	9	56
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	12	0	0	50	8	8	33	0	0	38	25	48	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	12	0	0	75	17	8	0	0	0	9	75	6	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	25	0	0	0	17	100	0	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	3	1	0	100	0	0	0	0	0	0	100	0	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	0	50	25	0	0	40	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL TURIN</b>					<b>422</b>	<b>2</b>	<b>2</b>	<b>62</b>	<b>17</b>	<b>16</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>67</b>	<b>21</b>	<b>21</b>

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: U

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JAN 2003					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records			
					Actual (7)	Plan (8)													
URALSK																			

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2003					
					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
VALENCIA																		
	GATWICK	GB AIRWAYS LTD	S	A	18	0	0	72	11	6	11	0	0	23	75	15	40	
	GATWICK	GB AIRWAYS LTD	S	D	21	0	0	81	0	10	5	5	0	20	73	15	40	
	HEATHROW	IBERIA	S	A	31	0	0	71	23	3	3	0	0	13	61	25	31	
	HEATHROW	IBERIA	S	D	31	0	0	87	6	0	6	0	0	9	61	20	31	
<b>TOTAL VALENCIA</b>					<b>101</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>4</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>68</b>	<b>18</b>	<b>18</b>	
VALLADOLID																		
	STANSTED	RYANAIR	S	A	29	0	2	83	3	3	7	3	0	17	0	0	0	
	STANSTED	RYANAIR	S	D	31	0	0	55	16	19	10	0	0	24	0	0	0	
<b>TOTAL VALLADOLID</b>					<b>60</b>	<b>0</b>	<b>2</b>	<b>68</b>	<b>10</b>	<b>12</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	
VANCOUVER																		
	HEATHROW	AIR CANADA	S	A	31	0	0	61	23	10	6	0	0	15	58	19	31	
	HEATHROW	AIR CANADA	S	D	31	0	0	61	26	10	3	0	0	16	58	25	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	77	6	6	6	3	0	19	79	6	29	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	61	19	6	13	0	0	26	46	23	28	
<b>TOTAL VANCOUVER</b>					<b>128</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>18</b>	<b>9</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>62</b>	<b>19</b>	<b>19</b>	
VARADERO																		
	GATWICK	MONARCH AIRLINES	C	A	4	1	0	75	0	0	25	0	0	33	100	0	2	
<b>TOTAL VARADERO</b>					<b>4</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>100</b>	<b>0</b>	<b>0</b>	
VASTERAS																		
	STANSTED	RYANAIR	S	A	59	0	2	78	7	12	3	0	0	11	63	16	30	
	STANSTED	RYANAIR	S	D	59	0	2	80	10	7	3	0	0	13	53	15	30	
<b>TOTAL VASTERAS</b>					<b>118</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>8</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>58</b>	<b>16</b>	<b>16</b>	
VENICE																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	29	0	0	52	7	24	17	0	0	34	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	D	31	0	0	58	19	16	6	0	0	21	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	22	0	0	68	9	9	14	0	0	27	76	20	21	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	22	0	0	73	5	9	14	0	0	25	82	13	22	
	GATWICK	BRITISH AIRWAYS PLC	S	A	60	0	0	77	8	5	7	3	0	22	74	17	92	
	GATWICK	BRITISH AIRWAYS PLC	S	D	60	0	0	88	5	3	3	0	0	9	81	11	93	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	54	0	3	91	2	4	4	0	0	7	71	18	59	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	54	0	3	65	20	11	4	0	0	16	45	21	60	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2003				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
VENICE																		
	LUTON	VOLARE AIRLINES		S A	8	0	0	25	0	38	38	0	0	52	0	0	0	
	LUTON	VOLARE AIRLINES		S D	8	0	0	0	0	25	63	13	0	121	0	0	0	
<b>TOTAL VENICE</b>					<b>348</b>	<b>1</b>	<b>6</b>	<b>72</b>	<b>9</b>	<b>10</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>71</b>	<b>16</b>	<b>16</b>	
VERONA																		
	GATWICK	BRITANNIA AIRWAYS		C A	5	0	0	40	20	20	20	0	0	35	0	0	0	
	GATWICK	BRITANNIA AIRWAYS		C D	5	0	0	80	20	0	0	0	0	8	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS		C A	5	0	0	0	20	60	20	0	0	52	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS		C D	5	0	0	100	0	0	0	0	0	3	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC		S A	28	0	0	96	0	4	0	0	0	4	84	17	31	
	GATWICK	BRITISH AIRWAYS PLC		S D	28	0	0	89	4	7	0	0	0	6	81	9	31	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	50	0	50	0	0	0	24	25	106	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	50	0	25	25	0	0	32	75	9	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	100	0	0	0	0	0	0	0	136	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	1	75	16	4	
<b>TOTAL VERONA</b>					<b>92</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>4</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>25</b>	<b>25</b>	
VIENNA																		
	HEATHROW	AUSTRIAN AIRLINES		S A	142	0	3	48	19	20	11	2	0	29	50	27	147	
	HEATHROW	AUSTRIAN AIRLINES		S D	142	0	3	56	16	20	7	1	0	25	65	25	147	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	29	0	0	55	14	0	28	3	0	37	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S D	29	0	0	76	7	10	7	0	0	13	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC		S A	121	1	0	56	17	13	12	2	0	25	56	35	120	
	HEATHROW	BRITISH AIRWAYS PLC		S D	122	0	0	65	20	10	6	0	0	17	69	19	120	
	BIRMINGHAM	DUO AIRWAYS LTD		S A	30	0	1	83	7	0	7	3	0	15	77	10	31	
	BIRMINGHAM	DUO AIRWAYS LTD		S D	30	0	1	87	10	0	3	0	0	8	81	11	31	
<b>TOTAL VIENNA</b>					<b>645</b>	<b>2</b>	<b>8</b>	<b>59</b>	<b>16</b>	<b>13</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>63</b>	<b>24</b>	<b>24</b>	
VILNIUS																		
	GATWICK	LITHUANIA AIRLINES		S A	42	0	1	81	7	7	5	0	0	10	87	12	30	
	GATWICK	LITHUANIA AIRLINES		S D	42	0	1	93	5	2	0	0	0	3	87	10	30	
<b>TOTAL VILNIUS</b>					<b>84</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>11</b>	<b>11</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2003					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
WARSAW																		
	STANSTED	AIR POLONIA	S	A	26	0	0	88	4	4	4	0	0	6	0	0	0	0
	STANSTED	AIR POLONIA	S	D	26	0	0	58	23	12	4	0	4	32	0	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	88	0	0	70	15	5	9	1	0	17	71	21	85	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	88	0	0	84	9	0	7	0	0	13	72	18	87	
	HEATHROW	LOT-POLISH AIRLINES	S	A	92	0	0	60	16	17	7	0	0	20	58	20	92	
	HEATHROW	LOT-POLISH AIRLINES	S	D	91	0	0	81	10	7	2	0	0	10	71	24	91	
	MANCHESTER	LOT-POLISH AIRLINES	S	A	26	0	0	69	8	12	8	4	0	24	89	8	27	
	MANCHESTER	LOT-POLISH AIRLINES	S	D	26	0	1	88	0	0	4	0	8	83	92	3	26	
<b>TOTAL WARSAW</b>					<b>463</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>12</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>71</b>	<b>19</b>	<b>19</b>	
WASHINGTON (DULLES)																		
	MANCHESTER	BMI BRITISH MIDLAND	S	A	26	0	1	85	4	4	4	0	4	48	0	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	S	D	26	0	1	88	8	4	0	0	0	5	0	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	86	0	0	67	8	6	13	5	1	47	88	9	56	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	87	0	0	56	18	10	11	3	0	29	60	29	55	
	HEATHROW	UNITED AIRLINES	S	A	93	0	0	70	13	11	3	3	0	20	84	13	95	
	HEATHROW	UNITED AIRLINES	S	D	92	0	0	83	11	1	4	1	0	14	79	17	94	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	70	7	10	7	7	0	28	73	18	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	35	42	13	10	0	0	23	61	28	31	
<b>TOTAL WASHINGTON (DULLES)</b>					<b>471</b>	<b>2</b>	<b>2</b>	<b>69</b>	<b>13</b>	<b>7</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>77</b>	<b>18</b>	<b>18</b>	
WATERFORD																		
	LUTON	AER ARRAN	S	A	31	0	0	90	0	3	6	0	0	9	0	0	0	0
	LUTON	AER ARRAN	S	D	31	0	0	84	6	6	3	0	0	8	0	0	0	0
<b>TOTAL WATERFORD</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>3</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
WATTISHAM																		
WEST PALM BEACH																		
WHITE PLAINS																		
WINDHOEK																		

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: Y

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JAN 2003					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records			
					Actual (7)	Plan (8)													
YEREVAN																			

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2004

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2003			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	CROATIA AIRLINES	S	A	30	0	0	47	33	17	3	0	0	19	59	38	29
	HEATHROW	CROATIA AIRLINES	S	D	30	0	0	70	13	10	7	0	0	16	55	46	29
<b>TOTAL ZAGREB</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>23</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>64</b>	<b>31</b>	<b>31</b>
ZURICH	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	57	0	0	51	30	14	4	2	0	22	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	57	0	0	82	9	5	2	2	0	12	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	177	0	0	59	18	12	9	1	1	26	47	29	171
	HEATHROW	BRITISH AIRWAYS PLC	S	D	178	0	0	63	18	13	6	1	0	18	68	18	174
	EDINBURGH	DUO AIRWAYS LTD	S	A	25	0	0	12	36	40	12	0	0	40	0	0	0
	EDINBURGH	DUO AIRWAYS LTD	S	D	25	0	0	36	40	20	4	0	0	25	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	59	1	2	59	12	20	7	2	0	24	68	19	59
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	59	0	2	64	19	8	8	0	0	21	83	11	59
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	86	2	6	56	17	16	8	2	0	25	67	20	58
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	88	1	4	61	20	10	8	0	0	19	68	18	60
	BIRMINGHAM	SWISS AIRLINES	S	A	86	0	2	51	23	19	7	0	0	22	51	25	87
	BIRMINGHAM	SWISS AIRLINES	S	D	86	0	2	50	27	19	5	0	0	21	52	23	87
	HEATHROW	SWISS AIRLINES	S	A	211	0	4	45	22	24	8	0	0	26	51	25	209
	HEATHROW	SWISS AIRLINES	S	D	211	0	5	61	18	13	8	0	0	19	70	19	207
	LONDON CITY	SWISS AIRLINES	S	A	95	0	3	57	26	9	7	0	0	19	55	20	169
	LONDON CITY	SWISS AIRLINES	S	D	95	0	3	49	28	13	8	1	0	24	48	27	165
	MANCHESTER	SWISS AIRLINES	S	A	62	0	0	37	31	24	8	0	0	25	42	31	91
	MANCHESTER	SWISS AIRLINES	S	D	62	0	0	61	23	13	3	0	0	17	72	14	92
<b>TOTAL ZURICH</b>					<b>1719</b>	<b>10</b>	<b>33</b>	<b>55</b>	<b>21</b>	<b>15</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>59</b>	<b>22</b>	<b>22</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2004

Reporting Airport: BIRMINGHAM (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2003			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	618	7	0	72	11	10	5	1	0	18	74	21	610
SCHEDULED FLIGHTS(ALL ROUTES)	7947	60	342	78	10	6	5	1	0	17	72	23	8120
AIRPORT TOTAL	8565	67	342	77	10	6	5	1	0	17	72	23	8730



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2004

Reporting Airport: EDINBURGH (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2003			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	90	11	0	58	19	10	11	0	2	29	48	30	100
SCHEDULED FLIGHTS(ALL ROUTES)	7871	47	202	78	11	6	4	1	0	13	75	15	7721
AIRPORT TOTAL	7961	58	202	78	11	6	4	1	0	13	74	15	7821

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2004

Reporting Airport: GATWICK (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2003			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	2595	55	0	64	14	11	9	1	1	25	64	25	2629
SCHEDULED FLIGHTS(ALL ROUTES)	14181	52	199	81	9	5	3	1	0	12	77	14	14444
AIRPORT TOTAL	16776	107	199	79	10	6	4	1	0	14	75	15	17073

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2004

Reporting Airport: GLASGOW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2003			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	509	39	0	73	12	10	3	0	1	19	68	19	444
SCHEDULED FLIGHTS(ALL ROUTES)	5765	63	105	82	8	6	4	0	0	11	77	15	6085
AIRPORT TOTAL	6274	102	105	81	8	6	4	0	0	12	76	15	6529

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2004

Reporting Airport: HEATHROW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2003			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	38	12	0	55	16	21	5	3	0	28	40	39	42
SCHEDULED FLIGHTS(ALL ROUTES)	37887	82	193	68	14	10	6	1	0	19	64	26	37328
AIRPORT TOTAL	37925	94	193	68	14	10	6	1	0	19	64	26	37370

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2004

Reporting Airport: LONDON CITY (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2003			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	4067	48	246	79	12	5	4	1	0	13	75	13	4029
AIRPORT TOTAL	4067	63	246	79	12	5	4	1	0	13	75	13	4029

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2004

Reporting Airport: LUTON (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2003			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	181	61	0	70	13	6	7	2	1	23	73	24	153
SCHEDULED FLIGHTS(ALL ROUTES)	4123	40	137	76	10	7	6	1	0	15	77	15	3977
AIRPORT TOTAL	4304	101	137	76	10	7	6	1	0	15	77	15	4130

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2004

Reporting Airport: MANCHESTER (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2003			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	1933	47	0	67	11	10	11	2	0	25	67	27	1916
SCHEDULED FLIGHTS(ALL ROUTES)	12316	44	128	78	9	7	5	1	0	15	78	14	11235
AIRPORT TOTAL	14249	91	128	76	9	7	6	1	0	16	76	16	13151

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2004

Reporting Airport: NEWCASTLE (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2003			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	253	2	0	60	15	16	8	1	0	22	70	33	229
SCHEDULED FLIGHTS(ALL ROUTES)	3101	12	62	76	9	8	6	1	0	17	78	14	2494
AIRPORT TOTAL	3354	14	62	75	10	8	6	1	0	17	77	15	2723



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2004

Reporting Airport: STANSTED (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2003			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	300	7	0	70	14	12	3	1	0	14	63	34	334
SCHEDULED FLIGHTS(ALL ROUTES)	12052	87	287	81	10	6	3	1	0	12	76	13	11634
AIRPORT TOTAL	12352	94	287	80	10	6	3	1	0	12	76	14	11968