

# Punctuality Statistics

Economic Regulation Group  
Aviation Data Unit



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

**Full and Summary Analysis**

**July 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.

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## FOREWORD

### 1 CONTENT

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

### 2 ENQUIRIES

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

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

Tel: 020-7453-6258  
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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 JULY 2004

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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	10	0	0	100	0	0	0	0	0	2	100	7	4
<b>TOTAL INNSBRUCK</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>7</b>	<b>4</b>
<b>SALZBURG</b>															
	EXCEL AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	100	0	10
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	80	0	0	20	0	0	20	63	10	8
	FLYBE.BRITISH EUROPEAN	S	62	0	0	84	10	5	2	0	0	8	0	0	0
<b>TOTAL SALZBURG</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>4</b>	<b>18</b>
VIENNA	BRITISH AIRWAYS CITIEXPRESS L	S	51	0	0	75	12	10	4	0	0	14	0	0	0
<b>TOTAL VIENNA</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>90</b>	<b>5</b>	<b>62</b>
<b>TOTAL AUSTRIA</b>			<b>141</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>89</b>	<b>5</b>	<b>84</b>
<b>BELGIUM</b>															
BRUSSELS	SN BRUSSELS AIRLINES	S	183	0	0	83	9	7	2	0	0	7	92	5	190
<b>TOTAL BRUSSELS</b>			<b>183</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>92</b>	<b>5</b>	<b>192</b>
<b>TOTAL BELGIUM</b>			<b>183</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>92</b>	<b>5</b>	<b>192</b>
<b>BULGARIA</b>															
BURGAS	BH AIR	C	10	0	0	20	40	40	0	0	0	29	0	36	8
<b>TOTAL BURGAS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>40</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>36</b>	<b>8</b>
VARNA	BH AIR	C	10	0	0	70	20	10	0	0	0	12	38	16	8
<b>TOTAL VARNA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>38</b>	<b>16</b>	<b>8</b>
<b>TOTAL BULGARIA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>30</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>19</b>	<b>26</b>	<b>16</b>
<b>CANADA</b>															
TORONTO	AIR TRANSAT	S	18	0	0	61	6	17	17	0	0	22	72	31	18
	MY TRAVEL AIRWAYS UK	C	6	0	0	0	67	33	0	0	0	33	75	30	8
	SKYSERVICE F B O Inc	C	4	0	0	50	25	0	25	0	0	41	0	0	0
	THOMAS COOK AIRLINES LTD	S	20	0	0	90	5	5	0	0	0	5	0	0	0
<b>TOTAL TORONTO</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>18</b>	<b>63</b>	<b>32</b>	<b>51</b>
<b>TOTAL CANADA</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>14</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>63</b>	<b>32</b>	<b>51</b>
<b>CROATIA</b>															
DUBROVNIK	FLYBE.BRITISH EUROPEAN	C	8	0	0	88	0	13	0	0	0	8	63	19	8
<b>TOTAL DUBROVNIK</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>63</b>	<b>19</b>	<b>8</b>
SPLIT	FLYBE.BRITISH EUROPEAN	C	10	0	0	40	20	40	0	0	0	24	0	0	0
<b>TOTAL SPLIT</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>43</b>	<b>23</b>	<b>7</b>
<b>TOTAL CROATIA</b>			<b>18</b>	<b>4</b>	<b>0</b>	<b>61</b>	<b>11</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>53</b>	<b>21</b>	<b>15</b>
<b>CYPRUS</b>															
LARNACA	AIR MALTA	C	6	0	0	100	0	0	0	0	0	6	0	0	0
	BRITANNIA AIRWAYS	C	9	0	0	89	0	11	0	0	0	5	100	2	8
	CYPRUS AIRWAYS	S	18	0	0	78	17	6	0	0	0	10	39	27	18
	EUROCYPRIA AIRLINES LTD	C	19	0	0	42	11	5	21	21	0	70	58	16	24
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	12	100	6	8

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2004

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)
LARNACA	MY TRAVEL AIRWAYS UK	C	8	0	0	75	25	0	0	0	0	7	30	22	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	13	0	0	0	8	70	6	10
<b>TOTAL LARNACA</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>24</b>	<b>60</b>	<b>16</b>	<b>78</b>
PAPHOS	BRITANNIA AIRWAYS	C	18	0	0	89	11	0	0	0	0	6	61	17	18
	FIRST CHOICE AIRWAYS LTD	S	8	0	0	88	13	0	0	0	0	7	80	7	10
	MONARCH AIRLINES	C	8	0	0	75	13	13	0	0	0	9	80	9	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	13	0	25	0	0	35	63	10	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	4	100	1	10
<b>TOTAL PAPHOS</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>8</b>	<b>66</b>
<b>TOTAL CYPRUS</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>69</b>	<b>12</b>	<b>144</b>
CZECH REPUBLIC															
PRAGUE	CSA	S	89	0	0	75	19	3	2	0	0	12	83	28	52
<b>TOTAL PRAGUE</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>19</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>28</b>	<b>52</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>19</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>28</b>	<b>52</b>
DENMARK															
COPENHAGEN	SAS	S	106	0	10	75	15	7	4	0	0	11	90	7	116
<b>TOTAL COPENHAGEN</b>			<b>106</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>15</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>92</b>	<b>5</b>	<b>262</b>
<b>TOTAL DENMARK</b>			<b>106</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>15</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>92</b>	<b>5</b>	<b>262</b>
DOMINICAN REPUBLIC															
PUERTO PLATA	BRITANNIA AIRWAYS	C	8	0	0	88	0	0	13	0	0	14	0	0	0
	MY TRAVEL AIRWAYS UK	C	4	0	0	75	0	0	25	0	0	24	20	78	5
<b>TOTAL PUERTO PLATA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>20</b>	<b>78</b>	<b>5</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>20</b>	<b>78</b>	<b>5</b>
FINLAND															
HELSINKI	CITY AIRLINE	S	18	0	0	89	11	0	0	0	0	6	0	0	0
<b>TOTAL HELSINKI</b>			<b>18</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>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL FINLAND</b>			<b>18</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>0</b>	<b>0</b>	<b>0</b>
FRANCE															
BASTIA	FLYBE.BRITISH EUROPEAN	C	8	0	0	88	13	0	0	0	0	3	75	19	8
<b>TOTAL BASTIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>75</b>	<b>19</b>	<b>8</b>
LYON	BRITISH AIRWAYS CITIEXPRESS L	S	96	0	0	77	8	8	5	1	0	16	0	0	0
<b>TOTAL LYON</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>8</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>82</b>	<b>13</b>	<b>106</b>
NICE	BRITISH AIRWAYS CITIEXPRESS L	S	10	0	0	60	40	0	0	0	0	13	0	0	0
<b>TOTAL NICE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>91</b>	<b>5</b>	<b>75</b>
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS CITIEXPRESS L	S	226	0	0	84	7	6	3	0	0	9	62	19	240
	FLYBE.BRITISH EUROPEAN	S	334	0	0	79	8	8	5	0	0	12	51	24	336
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>560</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>56</b>	<b>22</b>	<b>622</b>
PERPIGNAN	FLYBE.BRITISH EUROPEAN	S	62	0	0	65	23	8	5	0	0	15	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2004

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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 PERPIGNAN			62	0	0	65	23	8	5	0	0	15	0	0	0
TOULOUSE (BLAGNAC)	FLYBE.BRITISH EUROPEAN	S	62	0	0	76	18	2	3	2	0	16	33	48	54
TOTAL TOULOUSE (BLAGNAC)			62	0	0	76	18	2	3	2	0	16	40	42	70
TOTAL FRANCE			799	0	0	79	10	7	4	0	0	12	62	21	923
GERMANY															
DUSSELDORF	BRITISH AIRWAYS CITIEXPRESS L	S	211	0	0	85	8	5	2	0	0	8	79	11	132
	EUROWINGS LUFTVERKEHRS	S	150	0	0	78	13	7	2	0	0	10	80	8	107
TOTAL DUSSELDORF			361	0	0	82	10	6	2	0	0	9	82	10	367
FRANKFURT MAIN	BRITISH AIRWAYS CITIEXPRESS L	S	249	0	0	87	5	4	4	0	0	8	83	8	46
	LUFTHANSA	S	186	0	0	88	7	2	3	0	0	8	77	10	185
TOTAL FRANKFURT MAIN			435	0	6	87	6	3	4	0	0	8	82	9	445
HAMBURG	BRITISH AIRWAYS CITIEXPRESS L	S	95	0	0	92	3	1	4	0	0	5	0	0	0
TOTAL HAMBURG			95	0	1	92	3	1	4	0	0	5	93	4	108
HANOVER	BRITISH AIRWAYS CITIEXPRESS L	S	62	0	0	90	2	2	6	0	0	8	0	0	0
TOTAL HANOVER			62	0	0	90	2	2	6	0	0	8	77	14	62
MUNICH	EUROWINGS LUFTVERKEHRS	S	115	0	0	82	15	3	1	0	0	8	74	13	62
	LUFTHANSA CITY LINE	S	62	0	0	81	13	3	3	0	0	11	68	15	177
TOTAL MUNICH			177	0	0	81	14	3	2	0	0	9	73	13	343
MUNSTER-OSNABRUCK	EUROPEAN AIR CHARTER	C	10	0	0	70	10	0	20	0	0	23	67	26	6
TOTAL MUNSTER-OSNABRUCK			10	0	0	70	10	0	20	0	0	23	67	26	6
PADERBORN	EUROPEAN AIR CHARTER	C	8	0	0	100	0	0	0	0	0	0	100	1	8
TOTAL PADERBORN			8	0	0	100	0	0	0	0	0	0	100	1	8
STUTTGART	BRITISH AIRWAYS CITIEXPRESS L	S	146	0	0	85	14	1	0	0	0	6	0	0	0
TOTAL STUTTGART			146	0	0	85	14	1	0	0	0	6	86	10	152
TOTAL GERMANY			1295	0	7	85	9	3	3	0	0	8	81	10	1591
GREECE															
CHANIA	ISLANDSFLUG	C	8	0	0	0	50	25	25	0	0	43	0	0	0
TOTAL CHANIA			8	0	0	0	50	25	25	0	0	43	0	41	10
CORFU	AIR MALTA	C	8	0	0	25	0	25	13	25	13	151	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	83	6	0	6	6	0	22	88	6	16
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	0	0	13	0	0	11	78	9	9
	MONARCH AIRLINES	C	14	0	0	100	0	0	0	0	0	1	86	29	14
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	13	13	0	25	25	350	78	7	9
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	25	0	0	0	0	6	100	3	8
TOTAL CORFU			64	0	0	72	6	5	5	8	5	71	89	10	72
HERAKLION	AIR MALTA	C	8	0	0	75	0	0	25	0	0	31	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	50	38	13	0	0	0	14	75	11	8
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	80	0	0	20	0	0	21	75	8	8
	MONARCH AIRLINES	C	23	0	0	70	22	4	0	4	0	15	100	1	23
	MY TRAVEL AIRWAYS UK	C	18	0	0	78	17	0	6	0	0	13	72	69	18
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	1	90	8	10

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2004

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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 HERAKLION</b>			<b>75</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>3</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>82</b>	<b>30</b>	<b>78</b>
KALAMATA	AIR MALTA	C	8	0	0	88	13	0	0	0	0	7	0	0	0
<b>TOTAL KALAMATA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
KAVALLA	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	0	100	1	8
<b>TOTAL KAVALLA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>1</b>	<b>8</b>
KEFALLINIA	BRITANNIA AIRWAYS	C	10	0	0	80	10	10	0	0	0	8	100	0	10
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	0	0	0	13	0	37	100	1	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	4	60	35	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	13	0	0	0	7	100	2	8
<b>TOTAL KEFALLINIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>89</b>	<b>10</b>	<b>38</b>
KOS	BRITANNIA AIRWAYS	C	9	0	0	67	0	11	22	0	0	23	75	10	8
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	0	100	0	10
	MONARCH AIRLINES	C	9	0	0	44	11	22	22	0	0	37	75	8	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	40	0	10	30	20	0	86	100	2	9
	THOMAS COOK AIRLINES LTD	C	9	0	0	100	0	0	0	0	0	0	100	1	10
<b>TOTAL KOS</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>2</b>	<b>9</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>31</b>	<b>91</b>	<b>4</b>	<b>45</b>
RHODES	AIR MALTA	C	8	0	0	50	25	0	25	0	0	24	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	75	13	13	0	0	0	10	60	28	10
	EXCEL AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	9	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	0	100	0	10
	ISLANDSFLUG	C	10	0	0	80	10	10	0	0	0	8	72	45	18
	MONARCH AIRLINES	C	6	0	0	50	17	33	0	0	0	22	31	26	16
	MY TRAVEL AIRWAYS UK	C	9	0	0	78	11	11	0	0	0	10	50	35	10
	THOMAS COOK AIRLINES LTD	C	9	0	0	100	0	0	0	0	0	0	100	0	10
<b>TOTAL RHODES</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>66</b>	<b>25</b>	<b>74</b>
SALONIKA	BRITANNIA AIRWAYS	C	8	0	0	50	0	13	38	0	0	49	100	2	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	70	0	10	20	0	0	32	100	3	8
<b>TOTAL SALONIKA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>0</b>	<b>11</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>81</b>	<b>10</b>	<b>26</b>
SKIATHOS	AIR MALTA	C	6	0	0	17	50	0	33	0	0	43	0	0	0
<b>TOTAL SKIATHOS</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>50</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>50</b>	<b>14</b>	<b>4</b>
VOLOS	AIR MALTA	C	4	0	0	25	0	0	75	0	0	63	0	0	0
<b>TOTAL VOLOS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>18</b>	<b>4</b>
ZAKINTHOS	AIR MALTA	C	8	0	0	0	25	0	75	0	0	92	0	0	0
	BRITANNIA AIRWAYS	C	10	0	0	100	0	0	0	0	0	1	100	2	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	100	0	10
	MONARCH AIRLINES	C	10	0	0	0	20	30	50	0	0	52	67	17	9
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	2	50	16	10
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	20	0	0	0	0	10	100	2	10
<b>TOTAL ZAKINTHOS</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>11</b>	<b>6</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>75</b>	<b>10</b>	<b>55</b>
<b>TOTAL GREECE</b>			<b>387</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>6</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>29</b>	<b>79</b>	<b>16</b>	<b>424</b>
IRISH REPUBLIC															
CONNAUGHT	MY TRAVEL AIRWAYS UK	S	62	0	0	24	21	26	29	0	0	47	42	26	60

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL CONNAUGHT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>21</b>	<b>26</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>42</b>	<b>26</b>	60
CORK	AER ARRAN	S	114	0	0	57	19	11	11	2	0	26	85	9	108
<b>TOTAL CORK</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>19</b>	<b>11</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>72</b>	<b>16</b>	168
DUBLIN	AER LINGUS	S	212	0	0	80	11	5	4	0	0	11	86	8	307
	FLYBE.BRITISH EUROPEAN	C	2	0	0	50	0	0	50	0	0	41	0	0	0
	MY TRAVEL AIRWAYS UK	S	129	0	3	67	18	11	5	0	0	16	0	0	0
	RYANAIR	S	160	0	78	72	16	8	4	0	0	13	87	6	186
<b>TOTAL DUBLIN</b>			<b>503</b>	<b>2</b>	<b>81</b>	<b>74</b>	<b>15</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>87</b>	<b>7</b>	494
GALWAY	AER ARRAN	S	52	0	0	65	27	8	0	0	0	13	0	0	0
<b>TOTAL GALWAY</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>27</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	0
SHANNON	FLYBE.BRITISH EUROPEAN	S	62	0	0	84	6	2	8	0	0	11	60	35	70
<b>TOTAL SHANNON</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>6</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>60</b>	<b>35</b>	70
<b>TOTAL IRISH REPUBLIC</b>			<b>793</b>	<b>2</b>	<b>81</b>	<b>68</b>	<b>16</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>78</b>	<b>13</b>	792
<b>ITALY</b>															
ALGHERO/SASSARI	FLYBE.BRITISH EUROPEAN	C	10	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL ALGHERO/SASSARI</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>4</b>	<b>88</b>	<b>7</b>	8
BERGAMO	BRITISH AIRWAYS CITIEXPRESS L	C	9	1	0	89	11	0	0	0	0	6	0	0	0
	EUROPEAN AIR CHARTER	C	10	0	0	80	10	10	0	0	0	7	0	0	0
<b>TOTAL BERGAMO</b>			<b>19</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>36</b>	<b>34</b>	61
BRESCIA/MONTICHIARI	EXCEL AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL BRESCIA/MONTICHIARI</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	0
MILAN (MALPENSA)	BRITISH AIRWAYS CITIEXPRESS L	S	162	4	0	90	4	4	2	0	0	7	0	0	0
<b>TOTAL MILAN (MALPENSA)</b>			<b>162</b>	<b>4</b>	<b>0</b>	<b>90</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>10</b>	148
NAPLES	BRITANNIA AIRWAYS	C	10	0	0	80	0	10	10	0	0	12	75	6	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	30	0	10	0	0	26	75	12	8
<b>TOTAL NAPLES</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>75</b>	<b>9</b>	16
PISA	BRITISH AIRWAYS CITIEXPRESS L	C	10	0	0	70	10	0	20	0	0	31	0	0	0
<b>TOTAL PISA</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>31</b>	<b>74</b>	<b>15</b>	70
ROME (FIUMICINO)	BLUE PANORAMA	C	2	0	0	0	0	100	0	0	0	41	0	33	2
	BRITISH AIRWAYS CITIEXPRESS L	S	62	0	0	74	11	6	8	0	0	14	56	25	36
<b>TOTAL ROME (FIUMICINO)</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>9</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>46</b>	<b>32</b>	68
VENICE	BRITISH AIRWAYS CITIEXPRESS L	C	8	0	0	63	25	13	0	0	0	13	0	0	0
<b>TOTAL VENICE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>9</b>	44
VERONA	BRITANNIA AIRWAYS	C	18	0	0	67	11	11	11	0	0	20	83	11	18
<b>TOTAL VERONA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>83</b>	<b>11</b>	18
<b>TOTAL ITALY</b>			<b>314</b>	<b>6</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>17</b>	465
<b>MALTA</b>															
MALTA	AIR MALTA	S	28	0	0	68	18	11	4	0	0	14	39	21	23
	BRITANNIA AIRWAYS	C	8	0	0	75	0	0	13	13	0	47	50	66	10

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				Actual (7)	Plan (8)										
MALTA	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	4	80	83	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	0	38	0	0	0	15	90	6	10
<b>TOTAL MALTA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>10</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>58</b>	<b>38</b>	<b>53</b>
<b>TOTAL MALTA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>10</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>58</b>	<b>38</b>	<b>53</b>
<b>MEXICO</b>															
CANCUN	MY TRAVEL AIRWAYS UK	C	4	0	0	75	25	0	0	0	0	10	100	2	3
<b>TOTAL CANCUN</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>100</b>	<b>2</b>	<b>3</b>
<b>TOTAL MEXICO</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>100</b>	<b>2</b>	<b>3</b>
<b>NETHERLANDS</b>															
AMSTERDAM	KLM CITYHOPPER	S	349	4	0	75	12	7	5	1	0	15	76	14	354
<b>TOTAL AMSTERDAM</b>			<b>349</b>	<b>4</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>77</b>	<b>14</b>	<b>446</b>
<b>TOTAL NETHERLANDS</b>			<b>349</b>	<b>4</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>77</b>	<b>14</b>	<b>450</b>
<b>PAKISTAN</b>															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	36	0	0	94	3	3	0	0	0	6	79	64	34
<b>TOTAL ISLAMABAD</b>			<b>36</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>6</b>	<b>79</b>	<b>64</b>	<b>34</b>
LAHORE	PAKISTAN INTL AIRLINES	S	2	4	4	100	0	0	0	0	0	0	0	0	0
<b>TOTAL LAHORE</b>			<b>2</b>	<b>4</b>	<b>4</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL PAKISTAN</b>			<b>38</b>	<b>4</b>	<b>4</b>	<b>95</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>77</b>	<b>39</b>	<b>78</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR MALTA	C	20	0	0	80	20	0	0	0	0	7	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	94	6	0	0	0	0	2	100	3	18
	EUROATLANTIC AIRWAYS	C	8	2	0	50	13	13	25	0	0	27	0	0	0
	EUROPEAN AIR CHARTER	C	8	0	0	63	13	25	0	0	0	17	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	20	0	0	70	15	5	10	0	0	15	89	6	18
	MONARCH AIRLINES	C	10	0	0	70	20	10	0	0	0	13	96	2	26
	MY TRAVEL AIRWAYS UK	C	10	0	0	100	0	0	0	0	0	0	90	7	10
	MY TRAVEL AIRWAYS UK	S	44	0	0	59	18	7	7	9	0	37	87	10	61
	THOMAS COOK AIRLINES LTD	C	25	0	0	52	20	16	12	0	0	29	88	7	26
<b>TOTAL FARO</b>			<b>163</b>	<b>2</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>90</b>	<b>7</b>	<b>167</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>163</b>	<b>2</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>90</b>	<b>7</b>	<b>167</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	3	100	2	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>3</b>	<b>100</b>	<b>2</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>3</b>	<b>100</b>	<b>2</b>	<b>8</b>
<b>SLOVAK REPUBLIC</b>															
BRATISLAVA	AIR SLOVAKIA BWJ	S	25	1	9	44	12	16	20	4	4	60	0	0	0
<b>TOTAL BRATISLAVA</b>			<b>25</b>	<b>1</b>	<b>9</b>	<b>44</b>	<b>12</b>	<b>16</b>	<b>20</b>	<b>4</b>	<b>4</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>25</b>	<b>1</b>	<b>9</b>	<b>44</b>	<b>12</b>	<b>16</b>	<b>20</b>	<b>4</b>	<b>4</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2004

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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>	BRITANNIA AIRWAYS	C	17	0	0	82	18	0	0	0	0	5	94	3	16
	BRITISH AIRWAYS CITIEXPRESS L	C	10	0	0	30	30	10	30	0	0	43	33	19	6
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	78	0	11	11	0	0	17	100	2	8
	MONARCH AIRLINES	C	10	0	0	30	0	40	10	20	0	72	77	10	26
	MY TRAVEL AIRWAYS UK	C	17	1	0	71	12	0	18	0	0	23	50	34	18
	MY TRAVEL AIRWAYS UK	S	112	4	6	58	15	15	9	3	0	28	58	37	124
	THOMAS COOK AIRLINES LTD	C	10	0	0	60	0	20	10	10	0	39	50	15	8
<b>TOTAL ALICANTE</b>			<b>194</b>	<b>5</b>	<b>6</b>	<b>60</b>	<b>13</b>	<b>13</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>28</b>	<b>63</b>	<b>28</b>	<b>208</b>
<b>ALMERIA</b>	EUROPEAN AIR CHARTER	C	4	0	0	100	0	0	0	0	0	2	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	1	100	0	10
	MY TRAVEL AIRWAYS UK	S	28	0	0	68	4	0	21	7	0	43	0	0	0
<b>TOTAL ALMERIA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>29</b>	<b>79</b>	<b>15</b>	<b>28</b>
<b>BARCELONA</b>	BRITISH AIRWAYS CITIEXPRESS L	S	62	0	0	89	5	6	0	0	0	6	37	34	49
	MY TRAVEL AIRWAYS UK	S	62	0	0	47	23	15	15	2	0	31	63	24	62
<b>TOTAL BARCELONA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>14</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>49</b>	<b>29</b>	<b>123</b>
<b>GERONA</b>	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	0	80	11	10
	MY TRAVEL AIRWAYS UK	C	9	0	0	44	11	22	22	0	0	30	100	1	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	0	100	2	17
<b>TOTAL GERONA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>4</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>94</b>	<b>4</b>	<b>35</b>
<b>IBIZA</b>	BRITANNIA AIRWAYS	C	28	0	0	82	7	11	0	0	0	8	94	3	34
	BRITISH AIRWAYS CITIEXPRESS L	C	8	0	0	88	13	0	0	0	0	5	100	3	4
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	9	50	31	8
	MONARCH AIRLINES	C	8	0	0	75	0	0	25	0	0	20	0	0	0
	MY TRAVEL AIRWAYS UK	C	18	0	0	89	11	0	0	0	0	5	92	4	24
	THOMAS COOK AIRLINES LTD	C	9	0	0	89	0	0	11	0	0	19	100	1	8
<b>TOTAL IBIZA</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>6</b>	<b>90</b>
<b>MADRID</b>	BRITISH AIRWAYS CITIEXPRESS L	S	62	0	0	84	6	5	5	0	0	10	33	37	54
<b>TOTAL MADRID</b>			<b>62</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>6</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>33</b>	<b>36</b>	<b>69</b>
<b>MAHON</b>	BRITANNIA AIRWAYS	C	18	0	0	67	11	17	6	0	0	14	100	2	16
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	100	0	8
	MONARCH AIRLINES	C	20	0	0	45	25	30	0	0	0	20	88	8	16
	MY TRAVEL AIRWAYS UK	C	20	0	0	60	15	10	15	0	0	25	78	12	18
	THOMAS COOK AIRLINES LTD	C	18	0	0	89	0	0	0	11	0	37	100	1	16
<b>TOTAL MAHON</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>12</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>91</b>	<b>6</b>	<b>77</b>
<b>MALAGA</b>	BMI BRITISH MIDLAND	C	10	0	0	0	10	50	40	0	0	56	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	100	0	0	0	0	0	0	69	13	26
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	83	11	6	0	0	0	8	69	17	16
	MONARCH AIRLINES	C	8	0	0	75	0	13	13	0	0	21	69	55	16
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	7	88	23	8
	MY TRAVEL AIRWAYS UK	S	125	0	0	75	7	6	8	1	2	33	44	30	124
	THOMAS COOK AIRLINES LTD	C	10	0	0	40	40	20	0	0	0	19	100	4	8
<b>TOTAL MALAGA</b>			<b>197</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>9</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>27</b>	<b>57</b>	<b>26</b>	<b>215</b>
<b>MURCIA SAN JAVIER</b>	BRITISH AIRWAYS CITIEXPRESS L	C	10	0	0	80	10	10	0	0	0	9	38	54	8



CAA AIRLINE / AIRPORT REPORTING SYSTEM

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)
MURCIA SAN JAVIER	MY TRAVEL AIRWAYS UK	S	62	0	0	52	21	21	3	3	0	25	58	38	72
<b>TOTAL MURCIA SAN JAVIER</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>19</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>56</b>	<b>39</b>	<b>80</b>
PALMA DE MALLORCA	AIR MALTA	C	10	0	0	50	30	0	20	0	0	24	0	0	0
	BRITANNIA AIRWAYS	C	63	0	0	87	6	2	5	0	0	8	79	12	71
	BRITISH AIRWAYS CITIEXPRESS L	C	16	0	0	50	19	31	0	0	0	19	30	32	20
	EUROPEAN AIR CHARTER	C	8	0	0	100	0	0	0	0	0	3	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	45	0	0	82	4	4	9	0	0	11	88	5	40
	MONARCH AIRLINES	C	10	0	0	0	0	40	60	0	0	79	89	6	18
	MY TRAVEL AIRWAYS UK	C	56	0	0	45	21	16	11	5	2	44	64	14	58
	MY TRAVEL AIRWAYS UK	S	59	1	1	24	12	27	36	2	0	54	46	34	68
	THOMAS COOK AIRLINES LTD	C	37	0	0	70	8	3	16	3	0	26	83	12	36
<b>TOTAL PALMA DE MALLORCA</b>			<b>304</b>	<b>1</b>	<b>1</b>	<b>59</b>	<b>11</b>	<b>13</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>68</b>	<b>17</b>	<b>323</b>
REUS	BRITANNIA AIRWAYS	C	10	0	0	80	0	10	10	0	0	15	100	2	10
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	10	80	19	10
	MY TRAVEL AIRWAYS UK	C	16	0	0	94	0	0	0	6	0	13	81	21	16
<b>TOTAL REUS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>3</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>86</b>	<b>15</b>	<b>36</b>
<b>TOTAL SPAIN</b>			<b>1219</b>	<b>7</b>	<b>7</b>	<b>67</b>	<b>11</b>	<b>11</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>65</b>	<b>22</b>	<b>1284</b>
SPAIN(CANARY ISLANDS)															
ARRECIFE	AIR MALTA	C	4	0	0	50	25	25	0	0	0	18	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	1	100	1	8
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	30	40	30	0	0	0	23	78	41	18
	MONARCH AIRLINES	C	10	0	0	40	10	40	10	0	0	31	100	1	10
	MY TRAVEL AIRWAYS UK	C	18	0	0	28	11	6	56	0	0	56	71	17	17
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	20	0	0	0	0	6	100	0	10
<b>TOTAL ARRECIFE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>15</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>86</b>	<b>16</b>	<b>63</b>
FUERTEVENTURA	BRITANNIA AIRWAYS	C	8	0	0	75	0	0	25	0	0	39	100	1	10
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	89	5	9
	MY TRAVEL AIRWAYS UK	C	9	0	0	100	0	0	0	0	0	0	65	51	20
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	0	100	1	10
<b>TOTAL FUERTEVENTURA</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>22</b>	<b>49</b>
LAS PALMAS	BRITANNIA AIRWAYS	C	18	0	0	72	6	6	17	0	0	26	94	2	18
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	78	0	11	11	0	0	13	100	2	8
	MY TRAVEL AIRWAYS UK	C	27	0	0	56	15	15	11	4	0	30	73	8	26
	THOMAS COOK AIRLINES LTD	C	13	0	0	77	8	0	15	0	0	20	100	2	8
<b>TOTAL LAS PALMAS</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>9</b>	<b>9</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>88</b>	<b>4</b>	<b>69</b>
TENERIFE (SURREINA SOFIA)	AIR MALTA	C	10	0	0	50	10	0	40	0	0	38	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	89	11	0	0	0	0	4	72	43	18
	FIRST CHOICE AIRWAYS LTD	C	21	0	0	67	5	5	10	10	5	114	96	3	27
	IBERWORLD	C	8	0	0	100	0	0	0	0	0	0	100	2	10
	MONARCH AIRLINES	C	8	0	0	75	13	0	13	0	0	11	100	0	22
	MY TRAVEL AIRWAYS UK	C	18	0	0	89	6	6	0	0	0	5	85	5	26
	THOMAS COOK AIRLINES LTD	C	20	0	0	95	5	0	0	0	0	2	81	6	16
	VOLAR AIRLINES	C	20	0	0	65	10	10	15	0	0	20	33	39	3
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>123</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>7</b>	<b>3</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>28</b>	<b>88</b>	<b>10</b>	<b>122</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2004

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)			284	0	0	72	9	7	11	1	0	25	87	12	303
<b>SWEDEN</b>															
GOTEBORG	CITY AIRLINE	S	48	0	0	92	6	2	0	0	0	5	0	0	0
TOTAL GOTEBORG			48	0	0	92	6	2	0	0	0	5	86	10	71
STOCKHOLM (ARLANDA)	SKYWAYS EXPRESS	S	96	0	0	89	9	0	2	0	0	8	0	0	0
TOTAL STOCKHOLM (ARLANDA)			96	0	0	89	9	0	2	0	0	8	83	8	72
TOTAL SWEDEN			144	0	0	90	8	1	1	0	0	7	85	9	143
<b>SWITZERLAND</b>															
BASLE MULHOUSE	SWISS AIRLINES	S	96	0	0	98	1	1	0	0	0	2	88	6	99
TOTAL BASLE MULHOUSE			96	0	0	98	1	1	0	0	0	2	88	6	99
ZURICH	SWISS AIRLINES	S	168	0	18	50	36	13	2	0	0	19	52	18	162
TOTAL ZURICH			168	0	18	50	36	13	2	0	0	19	52	18	162
TOTAL SWITZERLAND			264	0	18	67	23	8	1	0	0	13	68	13	348
<b>TUNISIA</b>															
MONASTIR	BRITANNIA AIRWAYS	C	9	0	0	100	0	0	0	0	0	5	70	9	10
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	9	100	4	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	13	25	0	0	0	17	55	125	11
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	13	0	0	13	13	91	100	0	4
TOTAL MONASTIR			33	0	0	76	12	6	0	3	3	30	76	45	33
TOTAL TUNISIA			33	0	0	76	12	6	0	3	3	30	76	45	33
<b>TURKEY</b>															
ANTALYA	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	0	0	13	0	28	75	7	8
TOTAL ANTALYA			8	0	0	88	0	0	0	13	0	28	75	7	8
BODRUM (MILAS)	BRITANNIA AIRWAYS	C	6	0	0	100	0	0	0	0	0	3	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	75	15	8
	MONARCH AIRLINES	C	8	0	0	63	25	13	0	0	0	17	25	92	4
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	25	0	0	0	0	10	50	24	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	1	67	30	9
TOTAL BODRUM (MILAS)			38	0	0	87	11	3	0	0	0	6	59	32	29
<b>DALAMAN</b>															
	BRITANNIA AIRWAYS	C	8	1	0	63	13	0	25	0	0	33	100	1	9
	EXCEL AIRWAYS LTD	C	10	0	0	60	30	0	10	0	0	17	100	1	8
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	94	6	0	0	0	0	3	78	10	9
	MONARCH AIRLINES	C	8	0	0	75	13	13	0	0	0	10	0	0	0
	MY TRAVEL AIRWAYS UK	C	28	0	0	93	0	0	7	0	0	12	56	20	16
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	20	0	0	0	0	5	63	15	8
TOTAL DALAMAN			82	1	0	83	10	1	6	0	0	11	76	11	50
IZMIR (ADNAM MENDERES)	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	0	25	0	0	38	100	2	8
TOTAL IZMIR (ADNAM MENDERES)			8	0	0	75	0	0	25	0	0	38	100	2	8
TOTAL TURKEY			136	1	0	84	9	1	5	1	0	13	73	16	95

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2004

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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>TURKMENISTAN</b>															
ASHKHABAD	TURKMENISTAN AIRLINES	S	36	0	0	69	14	8	8	0	0	16	88	6	34
<b>TOTAL ASHKHABAD</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>14</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>88</b>	<b>6</b>	<b>34</b>
<b>TOTAL TURKMENISTAN</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>14</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>88</b>	<b>6</b>	<b>34</b>
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	62	0	0	71	11	10	8	0	0	15	68	15	62
<b>TOTAL DUBAI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>11</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>68</b>	<b>15</b>	<b>62</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>11</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>68</b>	<b>15</b>	<b>62</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BRITISH AIRWAYS CITIEXPRESS L	S	158	0	0	87	8	2	3	0	0	8	92	6	162
<b>TOTAL ABERDEEN</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>92</b>	<b>6</b>	<b>162</b>
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	369	0	1	83	8	6	2	1	0	12	54	34	275
<b>TOTAL BELFAST CITY</b>			<b>369</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>54</b>	<b>34</b>	<b>275</b>
CITY OF DERRY (EGLINTON)	AER ARRAN	S	52	0	0	87	4	6	4	0	0	9	0	0	0
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>4</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
EDINBURGH	BRITISH AIRWAYS CITIEXPRESS L	S	331	0	0	89	7	2	2	0	0	5	77	15	375
	FLYBE.BRITISH EUROPEAN	S	322	0	4	86	8	4	2	0	0	8	62	24	300
<b>TOTAL EDINBURGH</b>			<b>653</b>	<b>1</b>	<b>4</b>	<b>87</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>19</b>	<b>675</b>
GLASGOW	BRITISH AIRWAYS CITIEXPRESS L	S	315	0	0	84	8	5	3	0	0	7	68	19	366
	FLYBE.BRITISH EUROPEAN	S	325	0	1	77	10	8	5	0	0	12	55	33	297
<b>TOTAL GLASGOW</b>			<b>640</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>62</b>	<b>25</b>	<b>664</b>
GUERNSEY	FLYBE.BRITISH EUROPEAN	S	67	0	0	79	9	6	6	0	0	15	42	38	65
<b>TOTAL GUERNSEY</b>			<b>67</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>42</b>	<b>38</b>	<b>65</b>
INVERNESS	EASTERN AIRWAYS	S	139	0	1	90	6	4	0	0	0	7	0	0	0
<b>TOTAL INVERNESS</b>			<b>139</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
ISLE OF MAN	EASTERN AIRWAYS	S	140	0	0	98	1	0	1	0	0	2	0	0	0
	FLYBE.BRITISH EUROPEAN	S	62	0	0	77	19	3	0	0	0	10	60	29	60
<b>TOTAL ISLE OF MAN</b>			<b>202</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>80</b>	<b>14</b>	<b>176</b>
JERSEY	EMERALD AIRWAYS LIMITED	C	10	0	0	40	30	10	20	0	0	32	0	0	0
	FLYBE.BRITISH EUROPEAN	S	85	0	0	65	21	7	2	5	0	25	52	33	133
<b>TOTAL JERSEY</b>			<b>95</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>22</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>26</b>	<b>50</b>	<b>33</b>	<b>149</b>
NEWCASTLE	EASTERN AIRWAYS	S	175	0	1	95	2	1	2	0	0	4	90	4	189
<b>TOTAL NEWCASTLE</b>			<b>175</b>	<b>1</b>	<b>1</b>	<b>95</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>90</b>	<b>4</b>	<b>189</b>
<b>TOTAL UNITED KINGDOM</b>			<b>2550</b>	<b>3</b>	<b>8</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>68</b>	<b>21</b>	<b>2469</b>
<b>USA</b>															
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	124	0	0	73	5	10	8	2	2	33	84	9	62
<b>TOTAL NEW YORK (NEWARK)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>5</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>33</b>	<b>84</b>	<b>9</b>	<b>62</b>
SANFORD	BRITANNIA AIRWAYS	C	10	0	0	100	0	0	0	0	0	3	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2004

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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	MONARCH AIRLINES	C	10	0	0	40	20	10	10	20	0	61	60	50	5
	MY TRAVEL AIRWAYS UK	C	9	0	0	89	0	11	0	0	0	10	75	5	8
<b>TOTAL SANFORD</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>7</b>	<b>7</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>25</b>	<b>77</b>	<b>17</b>	<b>22</b>
<b>TOTAL USA</b>			<b>153</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>5</b>	<b>9</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>31</b>	<b>75</b>	<b>13</b>	<b>120</b>
<b>UZBEKISTAN</b>															
TASHKENT	UZBEKISTAN AIRLINES	S	35	0	1	89	6	3	3	0	0	6	83	9	36
<b>TOTAL TASHKENT</b>			<b>35</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>9</b>	<b>36</b>
<b>TOTAL UZBEKISTAN</b>			<b>35</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>9</b>	<b>36</b>
<b>TOTAL BIRMINGHAM</b>			<b>9906</b>	<b>34</b>	<b>145</b>	<b>78</b>	<b>10</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>17</b>	<b>10703</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2004

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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	LAUDA-AIR	C	10	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL INNSBRUCK			10	0	0	100	0	0	0	0	0	2	13	43	8
TOTAL AUSTRIA			10	0	0	100	0	0	0	0	0	2	20	37	10
<b>BELGIUM</b>															
BRUSSELS	BMI REGIONAL	S	154	0	0	88	10	2	1	0	0	5	97	3	160
TOTAL BRUSSELS			154	0	0	88	10	2	1	0	0	5	97	3	160
TOTAL BELGIUM			154	0	0	88	10	2	1	0	0	5	97	3	160
<b>BULGARIA</b>															
BURGAS	BH AIR	C	34	0	0	41	15	15	26	3	0	44	56	18	16
TOTAL BURGAS			34	0	0	41	15	15	26	3	0	44	56	18	16
VARNA	BH AIR	C	8	0	0	0	13	50	38	0	0	56	75	7	8
TOTAL VARNA			8	0	0	0	13	50	38	0	0	56	75	7	8
TOTAL BULGARIA			42	0	0	33	14	21	29	2	0	46	63	14	24
<b>CANADA</b>															
TORONTO	AIR TRANSAT	S	10	0	0	10	40	20	30	0	0	47	50	20	8
	THOMAS COOK AIRLINES LTD	S	10	0	0	90	0	0	10	0	0	11	0	0	0
TOTAL TORONTO			21	0	0	52	19	10	19	0	0	28	50	20	8
TOTAL CANADA			21	1	0	52	19	10	19	0	0	28	50	20	8
<b>CYPRUS</b>															
LARNACA	EUROCYPRIA AIRLINES LTD	C	8	0	0	50	0	25	0	25	0	68	0	0	0
TOTAL LARNACA			8	0	0	50	0	25	0	25	0	68	100	1	8
PAPHOS	EUROCYPRIA AIRLINES LTD	C	7	0	0	86	0	14	0	0	0	9	75	8	8
TOTAL PAPHOS			7	0	0	86	0	14	0	0	0	9	75	8	8
TOTAL CYPRUS			15	0	0	67	0	20	0	13	0	40	88	5	16
<b>CZECH REPUBLIC</b>															
PRAGUE	CSA	S	115	0	0	70	18	11	0	0	0	11	67	14	48
TOTAL PRAGUE			115	0	0	70	18	11	0	0	0	11	67	14	48
TOTAL CZECH REPUBLIC			115	0	0	70	18	11	0	0	0	11	67	14	48
<b>DENMARK</b>															
BILLUND	SUN AIR OF SCANDINAVIA	S	18	0	0	89	6	6	0	0	0	5	94	4	18
TOTAL BILLUND			18	0	0	89	6	6	0	0	0	5	94	4	18
COPENHAGEN	BMI REGIONAL	S	104	0	0	96	2	0	0	2	0	8	0	0	0
TOTAL COPENHAGEN			104	0	2	96	2	0	0	2	0	8	95	3	108
TOTAL DENMARK			122	0	2	95	2	1	0	2	0	8	95	3	127

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2004

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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>ESTONIA</b>															
TALLIN	ESTONIAN AIR	C	4	0	0	75	25	0	0	0	0	9	100	4	2
TOTAL TALLIN			4	0	0	75	25	0	0	0	9	100	4	2	
TOTAL ESTONIA			4	0	0	75	25	0	0	0	9	100	4	2	
<b>FRANCE</b>															
BASTIA	BMI REGIONAL	C	8	0	0	75	25	0	0	0	8	0	0	0	
TOTAL BASTIA			8	0	0	75	25	0	0	0	8	75	11	4	
NICE	CHANNEL EXPRESS (AIR SVS)	S	18	0	0	50	44	6	0	0	18	69	14	16	
TOTAL NICE			18	0	0	50	44	6	0	0	18	69	14	16	
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS CITIEXPRESS L	S	176	0	0	72	15	6	6	0	14	56	20	178	
	CITY JET	S	133	0	0	71	17	8	4	0	15	69	14	140	
TOTAL PARIS (CHARLES DE GAULLE)			309	0	0	72	16	7	5	0	14	62	17	318	
PARIS (ORLY)	CITY JET	S	9	0	0	89	11	0	0	0	4	0	0	0	
TOTAL PARIS (ORLY)			9	0	0	89	11	0	0	0	4	0	0	0	
TARBES-LOURDES INTERNATIONAL	EUROPEAN AIR CHARTER	C	2	0	0	50	0	50	0	0	26	0	49	2	
	FUTURA AIRLINES	C	2	0	0	50	0	50	0	0	16	0	0	0	
TOTAL TARBES-LOURDES INTERNATIONAL			4	0	0	50	0	50	0	0	21	0	50	4	
TOTAL FRANCE			348	3	0	71	17	7	5	0	14	63	17	392	
<b>GERMANY</b>															
COLOGNE (BONN)	EUROWINGS LUFTVERKEHRS	S	62	0	0	52	31	16	2	0	17	97	2	62	
TOTAL COLOGNE (BONN)			62	0	0	52	31	16	2	0	17	97	2	62	
DUSSELDORF	BRITISH AIRWAYS CITIEXPRESS L	S	7	0	0	100	0	0	0	0	3	88	8	76	
TOTAL DUSSELDORF			7	0	0	100	0	0	0	0	3	87	9	78	
FRANKFURT MAIN	LUFTHANSA CITY LINE	S	186	0	0	84	11	4	2	0	8	0	0	0	
TOTAL FRANKFURT MAIN			186	1	0	84	11	4	2	0	8	84	9	259	
TOTAL GERMANY			255	1	0	76	15	7	2	0	10	87	8	452	
<b>GREECE</b>															
RHODES	MONARCH AIRLINES	C	9	0	0	89	11	0	0	0	3	60	66	10	
TOTAL RHODES			9	0	0	89	11	0	0	0	3	60	66	10	
ZAKINTHOS	MONARCH AIRLINES	C	10	0	0	100	0	0	0	0	3	80	5	10	
TOTAL ZAKINTHOS			10	0	0	100	0	0	0	0	3	80	5	10	
TOTAL GREECE			19	0	0	95	5	0	0	0	3	64	42	22	
<b>IRISH REPUBLIC</b>															
CORK	AER ARRAN	S	52	0	0	44	23	13	17	2	36	64	16	44	
TOTAL CORK			52	0	0	44	23	13	17	2	36	64	16	44	
DUBLIN	AER LINGUS	S	88	0	0	36	25	27	11	0	29	60	19	124	
	RYANAIR	S	178	0	0	78	16	4	2	0	9	85	10	239	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL DUBLIN			268	0	0	64	19	12	5	0	0	16	77	13	363
GALWAY	AER ARRAN	S	52	0	0	40	17	21	21	0	0	44	0	0	0
TOTAL GALWAY			52	0	0	40	17	21	21	0	0	44	0	0	0
TOTAL IRISH REPUBLIC			372	0	0	58	19	13	9	0	0	23	75	13	407
ITALY															
BOLOGNA	BMI REGIONAL	C	3	0	0	67	33	0	0	0	0	8	0	0	0
	EUROFLY SPA	C	8	0	0	0	25	25	38	13	0	86	29	24	7
TOTAL BOLOGNA			11	0	0	18	27	18	27	9	0	65	42	28	12
MILAN (MALPENSA)	BRITISH AIRWAYS CITIEXPRESS L	S	29	0	0	97	3	0	0	0	0	1	0	0	0
	EUROFLY SPA	C	11	0	0	27	9	27	27	9	0	63	56	9	9
TOTAL MILAN (MALPENSA)			40	1	0	78	5	8	8	3	0	18	55	11	11
PALERMO	AIR MALTA	C	3	0	0	67	0	0	33	0	0	54	0	0	0
TOTAL PALERMO			3	0	0	67	0	0	33	0	0	54	0	0	0
RIMINI	EUROFLY SPA	C	2	0	0	0	0	50	50	0	0	64	0	0	0
TOTAL RIMINI			2	0	0	0	0	50	50	0	0	64	0	0	0
ROME (FIUMICINO)	BRITISH AIRWAYS CITIEXPRESS L	S	26	0	0	96	0	0	4	0	0	6	67	19	54
	CHANNEL EXPRESS (AIR SVS)	S	9	0	0	33	44	22	0	0	0	21	0	0	0
	EUROFLY SPA	C	2	0	0	50	0	50	0	0	0	32	0	50	1
TOTAL ROME (FIUMICINO)			37	0	0	78	11	8	3	0	0	11	65	20	55
VENICE	CHANNEL EXPRESS (AIR SVS)	S	9	0	0	33	33	33	0	0	0	25	0	0	0
TOTAL VENICE			9	0	0	33	33	33	0	0	0	25	0	0	0
TOTAL ITALY			102	2	0	66	12	12	9	2	0	23	60	20	78
LITHUANIA															
VILNIUS	AURELA	C	2	0	0	0	50	0	50	0	0	81	0	0	0
TOTAL VILNIUS			2	0	0	0	50	0	50	0	0	81	0	0	0
TOTAL LITHUANIA			2	0	0	0	50	0	50	0	0	81	0	0	0
NETHERLANDS															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	124	0	0	54	16	21	9	0	0	24	71	15	124
	KLM CITYHOPPER	S	306	1	0	74	11	10	5	1	0	17	69	17	310
TOTAL AMSTERDAM			430	1	0	68	13	13	6	0	0	19	69	16	434
TOTAL NETHERLANDS			430	2	0	68	13	13	6	0	0	19	69	16	434
NORWAY															
TOTAL NORWAY			2	0	0	0	0	0	0	0	100	459	0	0	0
PORTUGAL(EXCLUDING MADEIRA)															
FARO	CHANNEL EXPRESS (AIR SVS)	S	10	0	0	60	0	0	0	20	20	213	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	80	0	20	0	0	0	12	100	5	10
	MONARCH AIRLINES	C	20	0	0	100	0	0	0	0	0	2	90	2	10
TOTAL FARO			40	0	0	85	0	5	0	5	5	57	77	11	30

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2004

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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 PORTUGAL(EXCLUDING MADEIRA)</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>57</b>	<b>77</b>	<b>11</b>	<b>30</b>
<b>RUSSIA</b>															
MOSCOW (DOMODEDOVO)	TRANSAERO AIRLINES	S	8	0	0	38	38	25	0	0	0	18	0	0	0
<b>TOTAL MOSCOW (DOMODEDOVO)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL RUSSIA</b>			<b>8</b>	<b>2</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SPAIN</b>															
ALICANTE	CHANNEL EXPRESS (AIR SVS)	S	16	0	0	75	19	6	0	0	0	9	0	0	0
	GREECE AIRWAYS	S	24	4	4	63	13	13	13	0	0	25	0	0	0
	MONARCH AIRLINES	C	16	0	0	94	6	0	0	0	0	3	50	60	10
<b>TOTAL ALICANTE</b>			<b>56</b>	<b>4</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>69</b>	<b>32</b>	<b>36</b>
BARCELONA	AIR EUROPA	C	8	0	0	88	0	0	13	0	0	13	75	15	8
	CHANNEL EXPRESS (AIR SVS)	S	18	0	0	67	22	11	0	0	0	13	0	0	0
<b>TOTAL BARCELONA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>19</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>64</b>	<b>23</b>	<b>33</b>
GERONA	GREECE AIRWAYS	S	8	0	1	63	13	25	0	0	0	18	0	0	0
<b>TOTAL GERONA</b>			<b>8</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
IBIZA	AIR EUROPA	C	10	0	0	60	0	30	10	0	0	29	0	0	0
	IBERWORLD	C	7	0	0	100	0	0	0	0	0	0	0	0	0
	SPANAIR	C	8	0	0	88	13	0	0	0	0	6	40	90	15
<b>TOTAL IBIZA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>4</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>40</b>	<b>90</b>	<b>15</b>
MADRID	AIR EUROPA	C	8	0	0	63	38	0	0	0	0	13	70	28	10
	BRITISH AIRWAYS CITIEXPRESS L	S	46	0	0	87	7	4	2	0	0	7	74	14	54
<b>TOTAL MADRID</b>			<b>54</b>	<b>2</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>68</b>	<b>18</b>	<b>81</b>
MAHON	FUTURA AIRLINES	C	10	0	0	80	0	20	0	0	0	11	88	7	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	80	20	0	0	0	0	10	75	9	8
<b>TOTAL MAHON</b>			<b>20</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>10</b>	<b>81</b>	<b>8</b>	<b>16</b>
MALAGA	BRITANNIA AIRWAYS	C	8	0	0	88	0	13	0	0	0	8	0	0	0
	CHANNEL EXPRESS (AIR SVS)	S	28	0	0	75	18	7	0	0	0	11	0	0	0
	GREECE AIRWAYS	S	18	0	0	56	17	28	0	0	0	18	0	0	0
	MONARCH AIRLINES	C	8	0	0	88	0	0	0	0	13	120	100	2	8
<b>TOTAL MALAGA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>27</b>	<b>67</b>	<b>84</b>	<b>30</b>
PALMA DE MALLORCA	AIR EUROPA	C	20	0	0	90	5	5	0	0	0	6	0	0	0
	BRITANNIA AIRWAYS	C	10	0	0	60	40	0	0	0	0	10	60	52	10
	CHANNEL EXPRESS (AIR SVS)	S	28	0	0	89	11	0	0	0	0	7	0	0	0
	IBERWORLD	C	25	0	0	80	12	4	0	4	0	16	67	10	24
	MONARCH AIRLINES	C	18	0	0	83	11	6	0	0	0	7	94	18	18
<b>TOTAL PALMA DE MALLORCA</b>			<b>101</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>71</b>	<b>23</b>	<b>113</b>
<b>TOTAL SPAIN</b>			<b>354</b>	<b>6</b>	<b>5</b>	<b>78</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>68</b>	<b>31</b>	<b>324</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR EUROPA	C	10	0	0	20	30	0	50	0	0	60	90	8	10
	FUTURA AIRLINES	C	9	0	0	44	22	11	11	11	0	50	78	9	9
	IBERWORLD	C	9	0	0	22	22	56	0	0	0	31	56	13	9



## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2004

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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 ARRECIFE			28	0	0	29	25	21	21	4	0	47	75	10	28
LAS PALMAS	MONARCH AIRLINES	C	8	0	0	75	0	0	0	0	25	126	94	3	16
TOTAL LAS PALMAS			8	0	0	75	0	0	0	0	25	126	90	5	20
TENERIFE (SURREINA SOFIA)	IBERWORLD	C	10	0	0	80	20	0	0	0	0	8	100	2	16
	MONARCH AIRLINES	C	10	0	0	100	0	0	0	0	0	3	88	3	8
TOTAL TENERIFE (SURREINA SOFIA)			20	0	0	90	10	0	0	0	0	5	96	3	24
TOTAL SPAIN(CANARY ISLANDS)			56	0	0	57	16	11	11	2	4	44	84	7	81
SWEDEN															
STOCKHOLM (ARLANDA)	SAS	S	52	0	0	92	6	2	0	0	0	4	0	0	0
TOTAL STOCKHOLM (ARLANDA)			52	0	0	92	6	2	0	0	0	4	0	0	0
TOTAL SWEDEN			52	0	0	92	6	2	0	0	0	4	0	0	0
SWITZERLAND															
ZURICH	GERMANIA FLUGGESELLSCHAFT	C	10	0	0	40	30	20	10	0	0	21	0	0	0
	SWISS AIRLINES	C	10	0	0	20	50	30	0	0	0	26	0	0	0
TOTAL ZURICH			20	0	0	30	40	25	5	0	0	24	0	0	0
TOTAL SWITZERLAND			20	0	0	30	40	25	5	0	0	24	0	0	0
TUNISIA															
MONASTIR	NOUVELAIR TUNISIE	C	8	0	0	38	38	13	13	0	0	25	14	89	7
TOTAL MONASTIR			8	0	0	38	38	13	13	0	0	25	14	89	7
TOTAL TUNISIA			8	0	0	38	38	13	13	0	0	25	14	89	7
TURKEY															
BODRUM (MILAS)	ONUR AIR	C	8	0	0	75	13	13	0	0	0	13	0	0	0
TOTAL BODRUM (MILAS)			8	0	0	75	13	13	0	0	0	13	75	11	8
DALAMAN	MONARCH AIRLINES	C	10	0	0	90	10	0	0	0	0	4	100	2	8
	ONUR AIR	C	8	0	0	50	25	25	0	0	0	17	0	0	0
TOTAL DALAMAN			18	0	0	72	17	11	0	0	0	10	100	2	8
TOTAL TURKEY			26	0	0	73	15	12	0	0	0	11	88	7	16
UNITED KINGDOM															
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	220	0	0	84	10	4	2	0	0	8	0	0	0
TOTAL BELFAST CITY			220	0	0	84	10	4	2	0	0	8	94	7	146
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	229	0	1	69	17	10	5	0	0	16	62	29	185
TOTAL BELFAST INTERNATIONAL			229	0	1	69	17	10	5	0	0	16	62	29	185
BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS L	S	224	0	0	90	7	3	1	0	0	5	64	21	138
	FLYBE.BRITISH EUROPEAN	S	322	0	4	88	7	4	1	0	0	7	64	22	300
TOTAL BIRMINGHAM			546	10	4	89	7	3	1	0	0	6	64	21	438
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	217	0	0	85	9	3	2	0	0	7	90	5	223
	EASYJET AIRLINE COMPANY LTD	S	156	0	2	68	21	6	4	1	0	14	44	24	162
TOTAL BRISTOL			373	0	2	78	14	4	3	0	0	10	71	13	385

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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)										
CARDIFF WALES	BMIBABY LTD	S	156	0	2	53	18	17	10	3	0	30	0	0	0
<b>TOTAL CARDIFF WALES</b>			<b>156</b>	<b>0</b>	<b>2</b>	<b>53</b>	<b>18</b>	<b>17</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>30</b>	<b>61</b>	<b>26</b>	116
EXETER	FLYBE.BRITISH EUROPEAN	S	62	0	0	69	21	10	0	0	0	11	0	0	0
<b>TOTAL EXETER</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>21</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	0
GATWICK	BRITISH AIRWAYS PLC	S	362	0	0	72	16	9	3	0	0	13	63	17	332
	EASYJET AIRLINE COMPANY LTD	S	238	0	0	58	22	12	7	0	0	22	72	22	247
<b>TOTAL GATWICK</b>			<b>601</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>19</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>67</b>	<b>19</b>	579
GLASGOW	GREECE AIRWAYS	S	3	34	0	33	33	33	0	0	0	22	0	0	0
<b>TOTAL GLASGOW</b>			<b>3</b>	<b>42</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	0
HEATHROW	BMI BRITISH MIDLAND	S	475	0	2	66	17	11	5	0	0	16	62	18	478
	BRITISH AIRWAYS PLC	S	668	0	1	61	21	12	6	0	0	19	60	18	651
<b>TOTAL HEATHROW</b>			<b>1143</b>	<b>0</b>	<b>3</b>	<b>63</b>	<b>19</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>61</b>	<b>18</b>	1129
INVERNESS	LOGANAIR	S	67	0	0	81	10	4	4	0	0	11	86	9	51
<b>TOTAL INVERNESS</b>			<b>67</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>87</b>	<b>9</b>	53
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	44	0	0	86	7	7	0	0	0	8	0	0	0
	ROSSAIR EUROPE	S	114	0	0	63	18	8	11	0	0	21	0	0	0
<b>TOTAL ISLE OF MAN</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	0
JERSEY	BMI REGIONAL	S	15	3	0	67	13	20	0	0	0	14	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	C	10	0	0	90	10	0	0	0	0	6	71	8	7
	BRITISH AIRWAYS CITIEXPRESS L	S	43	0	0	63	30	5	2	0	0	12	64	13	47
	FLYBE.BRITISH EUROPEAN	S	10	0	0	20	0	60	20	0	0	40	0	0	0
<b>TOTAL JERSEY</b>			<b>78</b>	<b>5</b>	<b>3</b>	<b>62</b>	<b>21</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>13</b>	140
KIRKWALL	LOGANAIR	S	88	1	0	81	9	8	2	0	0	11	80	8	85
<b>TOTAL KIRKWALL</b>			<b>88</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>8</b>	85
LEEDS BRADFORD	BMI REGIONAL	S	140	0	0	92	2	4	1	0	0	5	87	5	146
<b>TOTAL LEEDS BRADFORD</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>87</b>	<b>5</b>	146
LONDON CITY	BRITISH AIRWAYS CITIEXPRESS L	S	139	0	0	83	12	5	1	0	0	7	0	0	0
	SCOT AIRWAYS	S	393	0	43	86	10	4	0	0	0	7	79	11	442
<b>TOTAL LONDON CITY</b>			<b>532</b>	<b>1</b>	<b>43</b>	<b>85</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>11</b>	442
LUTON	EASYJET AIRLINE COMPANY LTD	S	334	0	1	70	13	10	7	1	0	18	59	24	337
<b>TOTAL LUTON</b>			<b>334</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>13</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>59</b>	<b>24</b>	337
MANCHESTER	BMI REGIONAL	S	243	0	0	91	7	2	1	0	0	6	92	5	253
	BRITISH AIRWAYS CITIEXPRESS L	S	310	0	0	77	11	9	3	0	0	11	80	12	197
<b>TOTAL MANCHESTER</b>			<b>554</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>87</b>	<b>8</b>	450
NORWICH	EASTERN AIRWAYS	S	139	0	1	90	6	4	0	0	0	5	91	4	146
<b>TOTAL NORWICH</b>			<b>139</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>91</b>	<b>4</b>	146
NOTTINGHAM EAST MIDLANDS INT'L	BMIBABY LTD	S	158	0	0	68	15	8	6	3	1	23	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	106	0	0	60	21	8	10	0	0	23	44	23	108
<b>TOTAL NOTTINGHAM EAST MIDLANDS INT'L</b>			<b>264</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>17</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>55</b>	<b>19</b>	270
SOUTHAMPTON	BRITISH AIRWAYS CITIEXPRESS L	S	254	0	0	79	13	4	4	0	0	12	69	12	208

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				Actual (7)	Plan (8)										
SOUTHAMPTON	FLYBE.BRITISH EUROPEAN	S	154	0	4	66	20	10	3	0	0	15	0	0	0
<b>TOTAL SOUTHAMPTON</b>			<b>408</b>	<b>0</b>	<b>4</b>	<b>74</b>	<b>15</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>69</b>	<b>12</b>	<b>208</b>
STANSTED	EASYJET AIRLINE COMPANY LTD	S	332	0	3	64	12	16	9	0	0	21	47	34	339
<b>TOTAL STANSTED</b>			<b>332</b>	<b>0</b>	<b>3</b>	<b>64</b>	<b>12</b>	<b>16</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>47</b>	<b>34</b>	<b>339</b>
STORNOWAY	BMI REGIONAL	S	60	0	0	95	5	0	0	0	0	2	89	7	62
	LOGANAIR	S	67	0	0	64	25	10	0	0	0	13	90	6	41
<b>TOTAL STORNOWAY</b>			<b>127</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>7</b>	<b>103</b>
SUMBURGH	LOGANAIR	S	58	0	0	81	9	7	2	0	2	15	55	17	62
<b>TOTAL SUMBURGH</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>15</b>	<b>55</b>	<b>17</b>	<b>62</b>
<b>TOTAL UNITED KINGDOM</b>			<b>6612</b>	<b>63</b>	<b>67</b>	<b>74</b>	<b>14</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>68</b>	<b>17</b>	<b>5761</b>
<b>USA</b>															
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	62	0	0	52	26	13	10	0	0	22	0	0	0
<b>TOTAL NEW YORK (NEWARK)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>26</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL USA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>26</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL EDINBURGH</b>			<b>9251</b>	<b>80</b>	<b>74</b>	<b>73</b>	<b>14</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>70</b>	<b>16</b>	<b>8399</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2004

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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	44	0	1	34	18	23	23	2	0	43	0	0	0
<b>TOTAL ALGIERS</b>			<b>44</b>	<b>0</b>	<b>1</b>	<b>34</b>	<b>18</b>	<b>23</b>	<b>23</b>	<b>2</b>	<b>0</b>	<b>43</b>	<b>72</b>	<b>13</b>	<b>18</b>
HASSI MESSAOUD	AIR ALGERIE	C	18	0	0	44	39	17	0	0	0	18	0	0	0
	ASTRAEUS LTD	C	36	0	0	81	8	8	3	0	0	11	90	4	10
<b>TOTAL HASSI MESSAOUD</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>86</b>	<b>9</b>	<b>28</b>
<b>TOTAL ALGERIA</b>			<b>98</b>	<b>0</b>	<b>1</b>	<b>53</b>	<b>18</b>	<b>16</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>80</b>	<b>10</b>	<b>46</b>
<b>ANTIGUA AND BARBUDA</b>															
ANTIGUA	FIRST CHOICE AIRWAYS LTD	C	10	0	0	40	0	30	0	10	20	316	100	6	4
	VIRGIN ATLANTIC AIRWAYS LTD	S	28	0	0	57	14	21	7	0	0	19	77	9	26
<b>TOTAL ANTIGUA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>11</b>	<b>24</b>	<b>5</b>	<b>3</b>	<b>5</b>	<b>97</b>	<b>80</b>	<b>8</b>	<b>30</b>
<b>TOTAL ANTIGUA AND BARBUDA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>11</b>	<b>24</b>	<b>5</b>	<b>3</b>	<b>5</b>	<b>97</b>	<b>80</b>	<b>8</b>	<b>30</b>
<b>AUSTRIA</b>															
INNSBRUCK	FIRST CHOICE AIRWAYS LTD	C	18	0	0	72	17	0	11	0	0	16	78	11	18
	LAUDA-AIR	S	44	0	0	93	5	2	0	0	0	3	0	0	0
<b>TOTAL INNSBRUCK</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>11</b>	<b>18</b>
SALZBURG	ASTRAEUS LTD	C	7	0	0	86	14	0	0	0	0	5	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	72	17	11	0	0	0	10	89	19	18
<b>TOTAL SALZBURG</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>16</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>89</b>	<b>19</b>	<b>18</b>
<b>TOTAL AUSTRIA</b>			<b>87</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>15</b>	<b>36</b>
<b>AZERBAIJAN</b>															
BAKU	AZERBAIJAN AIRLINES ( AZAL )	S	26	0	0	65	27	8	0	0	0	12	75	13	16
<b>TOTAL BAKU</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>27</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>67</b>	<b>14</b>	<b>18</b>
<b>TOTAL AZERBAIJAN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>27</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>67</b>	<b>14</b>	<b>18</b>
<b>BARBADOS</b>															
BRIDGETOWN	BRITISH AIRWAYS PLC	S	62	0	0	79	13	6	2	0	0	11	77	13	62
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	50	13	0	0	0	18	20	47	5
	VIRGIN ATLANTIC AIRWAYS LTD	S	36	0	0	69	25	3	3	0	0	13	67	20	36
<b>TOTAL BRIDGETOWN</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>20</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>17</b>	<b>103</b>
<b>TOTAL BARBADOS</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>20</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>17</b>	<b>103</b>
<b>BELARUS</b>															
MINSK	BELAVIA (BELARUSSIAN AIRLINES)	S	26	0	0	27	19	31	23	0	0	39	39	26	18
<b>TOTAL MINSK</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>19</b>	<b>31</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>39</b>	<b>26</b>	<b>18</b>
<b>TOTAL BELARUS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>19</b>	<b>31</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>39</b>	<b>26</b>	<b>18</b>
<b>BELGIUM</b>															
BRUSSELS	SN BRUSSELS AIRLINES	S	86	0	0	71	20	9	0	0	0	12	0	0	0
<b>TOTAL BRUSSELS</b>			<b>86</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>20</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>7</b>	<b>98</b>
<b>TOTAL BELGIUM</b>			<b>86</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>20</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>7</b>	<b>98</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2004

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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>BERMUDA</b>															
BERMUDA	BRITISH AIRWAYS PLC	S	43	0	0	86	14	0	0	0	0	5	83	9	35
<b>TOTAL BERMUDA</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>9</b>	<b>35</b>
<b>TOTAL BERMUDA</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>9</b>	<b>35</b>
<b>BULGARIA</b>															
BURGAS	BH AIR	C	8	0	0	100	0	0	0	0	0	6	75	10	8
	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	1	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	63	0	31	6	0	0	23	75	14	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	25	0	0	0	0	8	88	9	8
<b>TOTAL BURGAS</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>5</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>11</b>	<b>24</b>
VARNA	BH AIR	C	10	0	0	50	10	40	0	0	0	21	0	34	8
	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	9	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	70	10	10	10	0	0	15	78	10	9
<b>TOTAL VARNA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>11</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>41</b>	<b>21</b>	<b>17</b>
<b>TOTAL BULGARIA</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>7</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>63</b>	<b>15</b>	<b>41</b>
<b>CANADA</b>															
HALIFAX INT	THOMAS COOK AIRLINES LTD	S	9	0	4	67	11	11	11	0	0	25	0	0	0
<b>TOTAL HALIFAX INT</b>			<b>9</b>	<b>0</b>	<b>4</b>	<b>67</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>
MONTREAL (DORVAL)	THOMAS COOK AIRLINES LTD	S	8	0	0	50	25	25	0	0	0	15	0	0	0
<b>TOTAL MONTREAL (DORVAL)</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>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
OTTAWA INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	8	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL OTTAWA INTERNATIONAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
TORONTO	AIR TRANSAT	S	62	0	0	73	11	5	11	0	0	20	52	24	60
	MY TRAVEL AIRWAYS UK	C	27	0	0	22	33	7	30	7	0	59	53	31	34
	SKYSERVICE F B O Inc	C	26	0	0	54	19	8	19	0	0	25	0	0	0
	THOMAS COOK AIRLINES LTD	S	32	1	1	78	13	9	0	0	0	8	0	0	0
	ZOOM AIRLINES	S	18	0	3	61	17	17	0	0	6	61	0	0	0
<b>TOTAL TORONTO</b>			<b>165</b>	<b>1</b>	<b>4</b>	<b>61</b>	<b>17</b>	<b>8</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>29</b>	<b>54</b>	<b>25</b>	<b>104</b>
VANCOUVER	AIR TRANSAT	S	28	0	0	57	25	18	0	0	0	13	58	15	26
	MY TRAVEL AIRWAYS UK	C	6	0	0	17	33	17	33	0	0	43	0	0	0
	THOMAS COOK AIRLINES LTD	S	28	0	0	57	7	18	18	0	0	30	0	0	0
	ZOOM AIRLINES	S	8	0	3	50	0	25	13	0	13	148	0	0	0
<b>TOTAL VANCOUVER</b>			<b>70</b>	<b>0</b>	<b>3</b>	<b>53</b>	<b>16</b>	<b>19</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>38</b>	<b>65</b>	<b>19</b>	<b>54</b>
<b>TOTAL CANADA</b>			<b>260</b>	<b>1</b>	<b>11</b>	<b>60</b>	<b>16</b>	<b>11</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>30</b>	<b>57</b>	<b>23</b>	<b>167</b>
<b>CROATIA</b>															
DUBROVNIK	ASTRAEUS LTD	C	8	0	0	88	13	0	0	0	0	6	0	0	0
	BRITISH AIRWAYS PLC	S	34	0	0	65	18	12	6	0	0	16	0	0	0
	CROATIA AIRLINES	S	26	0	0	38	42	19	0	0	0	19	59	20	32
	FIRST CHOICE AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	8	50	13	4
<b>TOTAL DUBROVNIK</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>25</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>59</b>	<b>19</b>	<b>44</b>
PULA	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	1	100	2	8

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
PULA	CROATIA AIRLINES	S	8	0	0	88	13	0	0	0	0	11	88	6	8
<b>TOTAL PULA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>94</b>	<b>4</b>	<b>16</b>
SPLIT	CROATIA AIRLINES	S	28	0	0	61	11	14	14	0	0	29	58	18	26
	EXCEL AIRWAYS LTD	C	11	0	0	64	18	0	18	0	0	21	0	0	0
<b>TOTAL SPLIT</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>13</b>	<b>10</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>58</b>	<b>18</b>	<b>26</b>
ZADAR	FIRST CHOICE AIRWAYS LTD	C	4	0	0	75	25	0	0	0	0	10	100	2	4
<b>TOTAL ZADAR</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>100</b>	<b>2</b>	<b>4</b>
<b>TOTAL CROATIA</b>			<b>131</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>19</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>67</b>	<b>15</b>	<b>90</b>
<b>CUBA</b>															
CUNAGUA	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	5	0	0	0
<b>TOTAL CUNAGUA</b>			<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>80</b>	<b>6</b>	<b>5</b>
HAVANA	CUBANA	S	18	0	0	39	11	22	28	0	0	42	25	24	8
<b>TOTAL HAVANA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>11</b>	<b>22</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>25</b>	<b>24</b>	<b>8</b>
HOLGUIN (FRANK PAIS)	FIRST CHOICE AIRWAYS LTD	C	9	0	0	44	11	22	0	22	0	78	0	0	0
	MONARCH AIRLINES	C	5	0	0	0	20	40	40	0	0	54	31	90	13
<b>TOTAL HOLGUIN (FRANK PAIS)</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>14</b>	<b>29</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>70</b>	<b>31</b>	<b>90</b>	<b>13</b>
VARADERO	BRITANNIA AIRWAYS	C	9	0	0	100	0	0	0	0	0	3	0	0	0
	MONARCH AIRLINES	C	5	0	0	20	40	20	20	0	0	34	67	58	9
<b>TOTAL VARADERO</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>58</b>	<b>9</b>
<b>TOTAL CUBA</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>13</b>	<b>16</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>36</b>	<b>46</b>	<b>54</b>	<b>35</b>
<b>CYPRUS</b>															
LARNACA	BRITANNIA AIRWAYS	C	16	0	0	88	6	0	6	0	0	11	75	8	16
	EUROCYPRIA AIRLINES LTD	C	18	0	0	28	33	22	17	0	0	32	33	69	6
	EXCEL AIRWAYS LTD	C	26	0	0	77	15	8	0	0	0	8	63	11	16
	FIRST CHOICE AIRWAYS LTD	S	16	0	0	31	31	19	19	0	0	27	68	51	31
	FLYJET LTD	C	8	0	0	0	0	38	63	0	0	75	67	195	3
	MONARCH AIRLINES	C	5	0	0	100	0	0	0	0	0	5	100	1	3
	MY TRAVEL AIRWAYS UK	C	17	0	0	71	24	0	6	0	0	14	95	6	20
	THOMAS COOK AIRLINES LTD	C	19	0	0	68	26	5	0	0	0	9	91	5	33
<b>TOTAL LARNACA</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>20</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>76</b>	<b>24</b>	<b>153</b>
<b>PAPHOS</b>															
	ASTRAEUS LTD	C	3	0	0	100	0	0	0	0	0	2	0	0	0
	BRITANNIA AIRWAYS	C	27	0	0	85	4	7	4	0	0	8	89	5	28
	EXCEL AIRWAYS LTD	C	37	0	0	89	5	3	3	0	0	6	68	21	31
	FIRST CHOICE AIRWAYS LTD	C	7	0	0	100	0	0	0	0	0	2	88	6	8
	FIRST CHOICE AIRWAYS LTD	S	25	0	0	68	12	16	4	0	0	14	82	9	28
	FLYJET LTD	C	18	0	0	56	22	11	11	0	0	28	25	136	8
	GB AIRWAYS LTD	S	26	0	0	65	19	0	8	8	0	37	0	0	0
	HELIOS AIRWAYS LTD	S	8	0	2	63	38	0	0	0	0	10	0	0	0
	MONARCH AIRLINES	C	8	0	0	63	25	13	0	0	0	18	73	10	15
	MY TRAVEL AIRWAYS UK	C	16	0	0	69	25	6	0	0	0	9	60	51	20
	THOMAS COOK AIRLINES LTD	C	23	1	0	78	4	0	17	0	0	21	86	9	28
<b>TOTAL PAPHOS</b>			<b>198</b>	<b>1</b>	<b>2</b>	<b>75</b>	<b>13</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>76</b>	<b>21</b>	<b>174</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2004

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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 CYPRUS</b>			<b>323</b>	<b>1</b>	<b>2</b>	<b>69</b>	<b>15</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>76</b>	<b>22</b>	<b>327</b>
<b>CZECH REPUBLIC</b>															
<b>PRAGUE</b>	BMIBABY LTD	S	62	0	0	58	24	8	8	2	0	24	0	0	0
	BRITISH AIRWAYS PLC	S	52	0	0	67	15	13	0	4	0	20	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	124	0	0	83	12	5	0	0	0	7	0	0	0
<b>TOTAL PRAGUE</b>			<b>238</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>16</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>238</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>16</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>DENMARK</b>															
<b>BILLUND</b>	MAERSK AIR	S	158	0	0	80	16	3	1	0	0	9	87	7	170
<b>TOTAL BILLUND</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>16</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>87</b>	<b>7</b>	<b>170</b>
<b>COPENHAGEN</b>	MAERSK AIR	S	158	0	0	91	6	3	0	0	0	6	89	6	178
<b>TOTAL COPENHAGEN</b>			<b>158</b>	<b>1</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>6</b>	<b>178</b>
<b>TOTAL DENMARK</b>			<b>316</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>7</b>	<b>348</b>
<b>DJIBOUTI REPUBLIC</b>															
<b>DJIBOUTI</b>	DAALLO AIRLINES	S	17	0	0	29	24	29	18	0	0	51	31	129	16
<b>TOTAL DJIBOUTI</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>24</b>	<b>29</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>31</b>	<b>129</b>	<b>16</b>
<b>TOTAL DJIBOUTI REPUBLIC</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>24</b>	<b>29</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>31</b>	<b>129</b>	<b>16</b>
<b>DOMINICAN REPUBLIC</b>															
<b>LA ROMANA</b>	MY TRAVEL AIRWAYS UK	C	8	0	0	63	25	0	0	13	0	45	0	96	4
<b>TOTAL LA ROMANA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>45</b>	<b>79</b>	<b>19</b>	<b>24</b>
<b>PUERTO PLATA</b>	BRITANNIA AIRWAYS	C	18	0	0	78	0	11	11	0	0	19	94	3	16
	EXCEL AIRWAYS LTD	C	3	0	0	67	33	0	0	0	0	5	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	4	88	6	8
	MY TRAVEL AIRWAYS UK	C	9	0	0	67	11	0	22	0	0	32	60	27	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	1	75	9	8
<b>TOTAL PUERTO PLATA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>4</b>	<b>4</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>82</b>	<b>10</b>	<b>45</b>
<b>PUNTA CANA</b>	BRITANNIA AIRWAYS	C	10	0	0	100	0	0	0	0	0	1	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	30	20	10	20	10	10	178	0	0	0
<b>TOTAL PUNTA CANA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>10</b>	<b>5</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>89</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>8</b>	<b>4</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>38</b>	<b>81</b>	<b>13</b>	<b>69</b>
<b>EGYPT</b>															
<b>HURGHADA</b>	EXCEL AIRWAYS LTD	C	20	0	0	70	10	5	5	10	0	31	88	7	8
<b>TOTAL HURGHADA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>31</b>	<b>75</b>	<b>10</b>	<b>16</b>
<b>LUXOR</b>	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	1	100	1	10
	MONARCH AIRLINES	C	16	0	0	50	38	0	0	13	0	36	100	2	8
<b>TOTAL LUXOR</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>24</b>	<b>100</b>	<b>1</b>	<b>28</b>
<b>MARSA ALAM</b>	EXCEL AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	6	0	0	0
<b>TOTAL MARSA ALAM</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>
<b>SHARM EL SHEIKH (OPHIRA)</b>	AIR ATLANTA EUROPE LTD	C	4	0	0	0	0	0	100	0	0	101	0	0	0

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
SHARM EL SHEIKH (OPHIRA)	AIR CORDIAL LTD	C	2	2	0	0	50	50	0	0	0	27	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	75	25	0	0	0	8	88	5	8	
	EXCEL AIRWAYS LTD	C	18	0	0	50	22	11	17	0	28	67	25	9	
	MONARCH AIRLINES	C	18	0	0	67	28	6	0	0	14	13	75	8	
	THOMAS COOK AIRLINES LTD	C	20	0	0	85	5	5	5	0	9	100	3	10	
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>70</b>	<b>2</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>7</b>	<b>11</b>	<b>0</b>	<b>21</b>	<b>69</b>	<b>25</b>	<b>35</b>	
TABA	ASTRAEUS LTD	C	29	0	0	69	10	3	0	17	0	46	84	7	32
	EXCEL AIRWAYS LTD	C	11	1	0	91	9	0	0	0	5	0	91	6	
<b>TOTAL TABA</b>			<b>40</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>35</b>	<b>71</b>	<b>20</b>	<b>38</b>
<b>TOTAL EGYPT</b>			<b>164</b>	<b>4</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>4</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>25</b>	<b>80</b>	<b>15</b>	<b>127</b>
EQUATORIAL GUINEA															
MALABO	ASTRAEUS LTD	C	7	2	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL MALABO</b>			<b>7</b>	<b>2</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL EQUATORIAL GUINEA</b>			<b>7</b>	<b>2</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
ESTONIA															
TALLIN	ESTONIAN AIR	S	80	0	0	80	13	8	0	0	0	9	98	4	52
<b>TOTAL TALLIN</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>98</b>	<b>4</b>	<b>52</b>
<b>TOTAL ESTONIA</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>98</b>	<b>4</b>	<b>52</b>
FED REP YUGO SERBIA M'ENEGRO															
PRISTINA	BRITISH AIRWAYS PLC	S	32	0	0	31	25	25	19	0	0	36	67	14	36
<b>TOTAL PRISTINA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>25</b>	<b>25</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>67</b>	<b>14</b>	<b>36</b>
<b>TOTAL FED REP YUGO SERBIA M'ENEGRO</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>25</b>	<b>25</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>67</b>	<b>14</b>	<b>36</b>
FRANCE															
BASTIA	EXCEL AIRWAYS LTD	C	18	0	0	89	11	0	0	0	0	4	90	7	10
	GB AIRWAYS LTD	S	8	0	0	63	38	0	0	0	15	0	0	0	
<b>TOTAL BASTIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>7</b>	<b>18</b>	
BORDEAUX	BRIT AIR	S	52	0	0	73	19	8	0	0	10	87	12	116	
	BRITISH AIRWAYS PLC	S	142	0	0	50	31	16	3	0	19	0	0	0	
<b>TOTAL BORDEAUX</b>			<b>194</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>28</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>84</b>	<b>11</b>	<b>248</b>	
CALVI	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	0	25	0	0	12	100	0	8	
<b>TOTAL CALVI</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>100</b>	<b>0</b>	<b>8</b>	
FIGARI	MONARCH AIRLINES	C	8	0	0	75	25	0	0	0	11	0	0	0	
<b>TOTAL FIGARI</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>11</b>	<b>50</b>	<b>41</b>	<b>16</b>	
MARSEILLE	BRITISH AIRWAYS PLC	S	186	0	0	76	12	11	1	0	10	82	12	239	
	EASYJET AIRLINE COMPANY LTD	S	124	0	0	72	15	7	6	0	14	0	0	0	
<b>TOTAL MARSEILLE</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>12</b>	<b>241</b>	
MONTPELLIER	GB AIRWAYS LTD	S	72	0	0	49	24	11	10	4	3	42	79	13	61
<b>TOTAL MONTPELLIER</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>24</b>	<b>11</b>	<b>10</b>	<b>4</b>	<b>3</b>	<b>42</b>	<b>79</b>	<b>13</b>	<b>61</b>
NANTES	GB AIRWAYS LTD	S	62	0	0	58	23	10	6	3	0	24	85	10	54



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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)										
NANTES	REGIONAL COMPAGNIE AERIENN	S	158	0	0	86	8	3	3	0	0	8	95	5	168
<b>TOTAL NANTES</b>			<b>220</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>92</b>	<b>6</b>	<b>222</b>
NICE	BRITISH AIRWAYS PLC	S	134	0	0	75	13	6	6	0	0	15	85	7	124
	EASYJET AIRLINE COMPANY LTD	S	186	0	0	84	9	6	0	0	0	7	75	11	186
<b>TOTAL NICE</b>			<b>320</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>10</b>	<b>310</b>
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS PLC	S	264	0	0	63	16	15	6	0	0	18	76	11	336
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>264</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>16</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>76</b>	<b>11</b>	<b>338</b>
STRASBOURG	BRIT AIR	S	120	0	0	85	11	3	1	0	0	9	0	0	0
<b>TOTAL STRASBOURG</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOULON / HYERES	GB AIRWAYS LTD	S	62	0	0	74	11	2	6	6	0	25	83	10	54
<b>TOTAL TOULON / HYERES</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>2</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>25</b>	<b>83</b>	<b>10</b>	<b>54</b>
TOULOUSE (BLAGNAC)	BRITISH AIRWAYS PLC	S	176	0	0	64	18	14	5	0	0	17	84	9	178
	EASYJET AIRLINE COMPANY LTD	S	124	0	0	60	26	10	4	0	0	16	0	0	0
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>300</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>21</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>84</b>	<b>9</b>	<b>178</b>
<b>TOTAL FRANCE</b>			<b>1904</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>16</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>82</b>	<b>10</b>	<b>1696</b>
<b>GAMBIA</b>															
BANJUL	GAMBIA INTERNATIONAL AIRWAY	S	10	0	0	10	10	40	30	10	0	70	0	0	0
	MONARCH AIRLINES	C	18	0	0	61	28	0	11	0	0	28	0	0	0
<b>TOTAL BANJUL</b>			<b>28</b>	<b>0</b>	<b>7</b>	<b>43</b>	<b>21</b>	<b>14</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>43</b>	<b>13</b>	<b>130</b>	<b>16</b>
<b>TOTAL GAMBIA</b>			<b>28</b>	<b>0</b>	<b>7</b>	<b>43</b>	<b>21</b>	<b>14</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>43</b>	<b>13</b>	<b>130</b>	<b>16</b>
<b>GERMANY</b>															
COLOGNE (BONN)	EUROWINGS LUFTVERKEHRS	S	124	0	0	78	16	6	0	0	0	9	0	0	0
<b>TOTAL COLOGNE (BONN)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	88	0	0	81	13	3	2	1	0	12	86	8	108
<b>TOTAL FRANKFURT MAIN</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>8</b>	<b>108</b>
HANOVER	BRITISH AIRWAYS PLC	S	145	2	0	74	12	10	3	0	0	13	0	0	0
<b>TOTAL HANOVER</b>			<b>145</b>	<b>2</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>84</b>	<b>12</b>	<b>160</b>
MUNICH	BRITISH AIRWAYS PLC	S	167	0	0	71	20	7	2	0	0	12	79	13	170
<b>TOTAL MUNICH</b>			<b>167</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>20</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>13</b>	<b>170</b>
<b>TOTAL GERMANY</b>			<b>524</b>	<b>3</b>	<b>0</b>	<b>75</b>	<b>16</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>12</b>	<b>598</b>
<b>GHANA</b>															
ACCRA	BRITANNIA AIRWAYS	C	4	0	0	25	0	75	0	0	0	32	0	0	0
	FLYJET LTD	C	2	0	0	0	0	0	100	0	0	93	0	0	0
	MONARCH AIRLINES	C	8	0	0	0	13	63	25	0	0	55	0	0	0
<b>TOTAL ACCRA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>7</b>	<b>57</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GHANA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>7</b>	<b>57</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>GIBRALTAR</b>															
GIBRALTAR	GB AIRWAYS LTD	S	120	0	4	57	19	11	10	3	0	31	79	26	119

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2004

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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			120	0	4	57	19	11	10	3	0	31	79	26	119
TOTAL GIBRALTAR			120	0	4	57	19	11	10	3	0	31	79	26	119
GREECE															
ATHENS	BRITISH AIRWAYS PLC	S	62	0	0	94	6	0	0	0	0	3	83	12	52
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	79	15	5	2	0	0	10	89	4	62
	EXCEL AIRWAYS LTD	C	32	0	0	72	6	13	9	0	0	15	86	7	29
	HELLAS JET	S	52	0	0	92	6	2	0	0	0	5	0	0	0
TOTAL ATHENS			208	0	0	86	9	4	2	0	0	7	84	8	167
CHANIA	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	6	0	0	0
	EXCEL AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	9	90	6	10
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	100	0	0	0	0	0	4	90	3	20
	MONARCH AIRLINES	C	16	0	0	88	0	6	6	0	0	9	85	6	20
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	2	100	2	20
TOTAL CHANIA			56	0	0	91	4	4	2	0	0	6	91	4	70
CORFU	BRITANNIA AIRWAYS	C	46	0	0	83	9	9	0	0	0	7	98	2	43
	EXCEL AIRWAYS LTD	C	46	0	0	80	7	9	2	0	2	22	80	6	46
	FIRST CHOICE AIRWAYS LTD	C	51	0	0	82	8	10	0	0	0	8	77	13	86
	FLYJET LTD	C	8	0	0	75	0	25	0	0	0	11	25	37	8
	MONARCH AIRLINES	C	32	0	0	72	13	16	0	0	0	11	59	15	27
	MY TRAVEL AIRWAYS UK	C	18	0	0	39	39	22	0	0	0	24	56	33	16
	THOMAS COOK AIRLINES LTD	C	43	0	0	79	7	9	5	0	0	9	77	12	35
TOTAL CORFU			244	0	0	77	10	11	1	0	0	12	76	12	261
HERAKLION	AIR ATLANTA EUROPE LTD	C	2	0	0	50	0	50	0	0	0	17	0	0	0
	ASTRAEUS LTD	C	8	0	0	38	13	50	0	0	0	23	60	29	5
	BRITANNIA AIRWAYS	C	18	0	0	78	17	6	0	0	0	9	93	8	27
	EXCEL AIRWAYS LTD	C	24	0	0	92	4	4	0	0	0	4	100	2	34
	FIRST CHOICE AIRWAYS LTD	C	33	0	0	70	15	9	6	0	0	13	80	16	56
	MONARCH AIRLINES	C	43	0	0	88	12	0	0	0	0	5	80	15	40
	MY TRAVEL AIRWAYS UK	C	18	0	0	78	11	6	6	0	0	11	50	31	20
	THOMAS COOK AIRLINES LTD	C	16	0	0	88	0	0	13	0	0	19	86	11	28
TOTAL HERAKLION			162	0	0	80	10	7	3	0	0	10	82	13	210
KALAMATA	ASTRAEUS LTD	C	8	0	0	100	0	0	0	0	0	3	25	21	8
	EXCEL AIRWAYS LTD	C	16	0	0	56	19	13	13	0	0	20	88	5	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	0	25	0	13	0	35	63	14	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	0	0	13	13	87	88	7	8
TOTAL KALAMATA			40	0	0	70	8	10	5	5	3	33	66	37	44
KAVALLA	ASTRAEUS LTD	C	8	0	0	50	38	13	0	0	0	19	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	1	100	2	8
	EXCEL AIRWAYS LTD	C	8	0	0	75	0	0	25	0	0	31	85	20	20
TOTAL KAVALLA			24	0	0	75	13	4	8	0	0	17	92	11	38
KEFALLINIA	ASTRAEUS LTD	C	8	0	0	63	13	25	0	0	0	14	0	0	0
	BRITANNIA AIRWAYS	C	10	0	0	60	10	30	0	0	0	14	80	36	10
	EXCEL AIRWAYS LTD	C	28	0	0	86	4	4	4	4	0	17	85	8	41
	FIRST CHOICE AIRWAYS LTD	C	24	0	0	88	4	0	8	0	0	12	76	20	42
	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	5	0	0	0

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ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2004

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)
KEFALLINIA	MY TRAVEL AIRWAYS UK	C	8	0	0	75	13	13	0	0	0	11	60	12	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	1	100	1	8
<b>TOTAL KEFALLINIA</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>5</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>14</b>	<b>119</b>
KOS	BRITANNIA AIRWAYS	C	18	0	0	78	0	0	17	0	6	69	94	3	16
	EXCEL AIRWAYS LTD	C	37	0	0	78	5	3	8	5	0	27	88	5	34
	FIRST CHOICE AIRWAYS LTD	C	17	0	0	47	35	18	0	0	0	17	50	25	38
	MONARCH AIRLINES	C	31	0	0	77	10	0	10	3	0	23	79	10	24
	MY TRAVEL AIRWAYS UK	C	19	1	0	53	26	0	21	0	0	34	90	6	10
	THOMAS COOK AIRLINES LTD	C	24	0	0	71	17	4	8	0	0	20	100	2	23
<b>TOTAL KOS</b>			<b>146</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>3</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>30</b>	<b>76</b>	<b>12</b>	<b>156</b>
LEMNOS	EXCEL AIRWAYS LTD	C	18	0	0	72	11	0	17	0	0	27	75	10	4
<b>TOTAL LEMNOS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>69</b>	<b>68</b>	<b>16</b>
MIKONOS	ASTRAEUS LTD	C	20	0	0	50	25	15	10	0	0	25	0	0	0
<b>TOTAL MIKONOS</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>77</b>	<b>21</b>	<b>26</b>
MITILINI	ASTRAEUS LTD	C	10	0	0	70	0	10	0	20	0	43	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	80	20	0	0	0	0	8	100	3	10
<b>TOTAL MITILINI</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>25</b>	<b>93</b>	<b>15</b>	<b>30</b>
<b>TOTAL NEA ANCHIALOS</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>53</b>	<b>0</b>	<b>0</b>	<b>0</b>
PREVEZA	ASTRAEUS LTD	C	8	0	0	63	13	25	0	0	0	13	100	4	8
	EXCEL AIRWAYS LTD	C	34	0	0	82	6	12	0	0	0	7	91	6	23
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	75	0	0	25	0	0	36	100	2	18
	MONARCH AIRLINES	C	16	0	0	88	0	0	13	0	0	10	100	1	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	2	75	5	8
<b>TOTAL PREVEZA</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>4</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>93</b>	<b>4</b>	<b>75</b>
RHODES	BRITANNIA AIRWAYS	C	17	0	0	94	0	6	0	0	0	5	90	4	21
	EXCEL AIRWAYS LTD	C	39	0	0	69	8	13	8	0	3	32	95	5	42
	FIRST CHOICE AIRWAYS LTD	C	15	0	0	40	40	20	0	0	0	19	74	13	46
	MONARCH AIRLINES	C	25	2	0	72	12	8	4	4	0	24	72	14	29
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	13	38	0	0	0	26	50	16	18
	THOMAS COOK AIRLINES LTD	C	26	0	0	77	12	12	0	0	0	9	97	2	38
<b>TOTAL RHODES</b>			<b>130</b>	<b>2</b>	<b>0</b>	<b>70</b>	<b>12</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>20</b>	<b>79</b>	<b>14</b>	<b>207</b>
SALONIKA	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	3	88	8	8
	EXCEL AIRWAYS LTD	C	10	0	0	30	30	30	10	0	0	28	100	3	12
	FIRST CHOICE AIRWAYS LTD	C	27	0	0	70	7	19	4	0	0	16	50	24	10
	MY TRAVEL AIRWAYS UK	C	8	1	0	100	0	0	0	0	0	0	40	23	10
	OLYMPIC AIRWAYS	S	44	0	0	55	25	16	5	0	0	22	73	17	44
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	2	85	25	13
<b>TOTAL SALONIKA</b>			<b>107</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>73</b>	<b>17</b>	<b>97</b>
SAMOS	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	3	100	3	10
	EXCEL AIRWAYS LTD	C	20	0	0	90	5	5	0	0	0	5	88	7	16
<b>TOTAL SAMOS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>94</b>	<b>4</b>	<b>36</b>
SKIATHOS	EXCEL AIRWAYS LTD	C	32	0	0	72	6	16	6	0	0	19	94	6	31
	FIRST CHOICE AIRWAYS LTD	C	19	0	0	53	11	26	11	0	0	25	72	13	36
	THOMAS COOK AIRLINES LTD	C	12	0	0	83	17	0	0	0	0	8	93	3	14

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			MATCHED	Actual (7)											Plan (8)
<b>TOTAL SKIATHOS</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>10</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>81</b>	<b>10</b>	97
<b>THIRA (SANTORINI)</b>	EXCEL AIRWAYS LTD	C	16	0	0	44	25	6	0	13	13	87	90	18	20
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	7	80	50	10
<b>TOTAL THIRA (SANTORINI)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>21</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>60</b>	<b>87</b>	<b>29</b>	30
<b>VOLOS</b>	EXCEL AIRWAYS LTD	C	5	0	0	40	40	0	20	0	0	33	100	5	4
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	60	40	0	0	0	0	14	100	3	10
	THOMAS COOK AIRLINES LTD	C	5	0	0	100	0	0	0	0	0	7	100	2	4
<b>TOTAL VOLOS</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>30</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>100</b>	<b>3</b>	18
<b>ZAKINTHOS</b>	ASTRAEUS LTD	C	18	1	0	56	28	11	6	0	0	19	25	32	8
	BRITANNIA AIRWAYS	C	18	0	0	89	6	6	0	0	0	6	94	3	16
	EXCEL AIRWAYS LTD	C	19	0	0	84	11	5	0	0	0	7	71	15	34
	FIRST CHOICE AIRWAYS LTD	C	32	0	0	84	9	6	0	0	0	8	56	21	36
	MONARCH AIRLINES	C	22	0	0	91	0	0	9	0	0	10	91	3	22
	MY TRAVEL AIRWAYS UK	C	16	0	0	44	25	19	6	6	0	31	44	53	18
	THOMAS COOK AIRLINES LTD	C	45	0	0	82	18	0	0	0	0	6	83	8	41
<b>TOTAL ZAKINTHOS</b>			<b>170</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>17</b>	177
<b>TOTAL GREECE</b>			<b>1658</b>	<b>5</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>80</b>	<b>13</b>	1874
<b>GRENADA</b>															
<b>GRENADA</b>	BRITISH AIRWAYS PLC	S	8	0	0	63	0	13	0	13	13	86	70	12	10
	EXCEL AIRWAYS LTD	C	7	1	0	0	43	29	14	14	0	65	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	4	0	0	50	25	0	25	0	0	30	60	25	5
<b>TOTAL GRENADA</b>			<b>19</b>	<b>1</b>	<b>0</b>	<b>37</b>	<b>21</b>	<b>16</b>	<b>11</b>	<b>11</b>	<b>5</b>	<b>66</b>	<b>50</b>	<b>46</b>	24
<b>TOTAL GRENADA</b>			<b>19</b>	<b>1</b>	<b>0</b>	<b>37</b>	<b>21</b>	<b>16</b>	<b>11</b>	<b>11</b>	<b>5</b>	<b>66</b>	<b>50</b>	<b>46</b>	24
<b>HUNGARY</b>															
<b>BUDAPEST</b>	BRITISH AIRWAYS PLC	S	44	0	0	45	23	25	7	0	0	26	0	0	0
<b>TOTAL BUDAPEST</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>23</b>	<b>25</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>90</b>	<b>4</b>	62
<b>TOTAL HUNGARY</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>23</b>	<b>25</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>90</b>	<b>4</b>	62
<b>IRISH REPUBLIC</b>															
<b>CORK</b>	BMIBABY LTD	S	63	0	1	21	37	21	22	0	0	44	0	0	0
<b>TOTAL CORK</b>			<b>63</b>	<b>0</b>	<b>1</b>	<b>21</b>	<b>37</b>	<b>21</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>0</b>	0
<b>DUBLIN</b>	BRITISH AIRWAYS PLC	S	230	0	0	63	20	13	4	0	0	16	0	0	0
	RYANAIR	S	372	0	0	72	19	8	1	1	0	13	75	11	248
<b>TOTAL DUBLIN</b>			<b>602</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>79</b>	<b>10</b>	518
<b>TOTAL IRISH REPUBLIC</b>			<b>665</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>21</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>79</b>	<b>10</b>	518
<b>ISLE OF CURACAO NETH.ANTILLES</b>															
<b>ARUBA</b>	FIRST CHOICE AIRWAYS LTD	C	4	0	0	50	25	25	0	0	0	19	33	19	3
<b>TOTAL ARUBA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>33</b>	<b>19</b>	3
<b>TOTAL ISLE OF CURACAO NETH.ANTILLES</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>33</b>	<b>19</b>	3
<b>ISRAEL</b>															
<b>TEL AVIV</b>	ARKIA	C	2	0	0	100	0	0	0	0	0	4	67	14	27

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2004

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)										
TEL AVIV	EXCEL AIRWAYS LTD	C	12	0	0	67	17	0	17	0	0	18	100	2	5
	ISRAIR LTD	C	30	0	0	70	17	13	0	0	0	13	0	0	0
	MONARCH AIRLINES	C	27	0	0	48	22	19	11	0	0	24	48	14	27
<b>TOTAL TEL AVIV</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>18</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>59</b>	<b>16</b>	<b>80</b>
<b>TOTAL ISRAEL</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>18</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>59</b>	<b>16</b>	<b>80</b>
<b>ITALY</b>															
ALGHERO/SASSARI	FLYBE.BRITISH EUROPEAN	C	10	0	0	80	20	0	0	0	0	8	0	0	0
<b>TOTAL ALGHERO/SASSARI</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>8</b>	<b>88</b>	<b>7</b>	<b>8</b>
BARI (PALESE)	BRITISH AIRWAYS PLC	S	28	0	0	50	11	25	14	0	0	31	0	0	0
<b>TOTAL BARI (PALESE)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>11</b>	<b>25</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>
BERGAMO	ASTRAEUS LTD	C	17	0	0	47	12	6	24	12	0	70	0	0	0
<b>TOTAL BERGAMO</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>12</b>	<b>6</b>	<b>24</b>	<b>12</b>	<b>0</b>	<b>70</b>	<b>0</b>	<b>0</b>	<b>0</b>
BOLOGNA	BRITISH AIRWAYS PLC	S	164	0	0	58	22	15	5	1	0	21	77	11	178
<b>TOTAL BOLOGNA</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>22</b>	<b>15</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>77</b>	<b>11</b>	<b>178</b>
BRESCIA/MONTICHIARI	EXCEL AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	4	0	0	0
<b>TOTAL BRESCIA/MONTICHIARI</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>4</b>	<b>75</b>	<b>7</b>	<b>20</b>
BRINDISI	EXCEL AIRWAYS LTD	C	10	0	0	90	0	0	10	0	0	9	100	3	8
<b>TOTAL BRINDISI</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>9</b>	<b>100</b>	<b>3</b>	<b>8</b>
CAGLIARI (ELMAS)	BRITISH AIRWAYS PLC	S	28	0	0	43	21	18	18	0	0	32	0	0	0
	MERIDIANA AIR	S	60	0	2	48	25	13	12	2	0	30	0	0	0
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>88</b>	<b>0</b>	<b>2</b>	<b>47</b>	<b>24</b>	<b>15</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>88</b>	<b>9</b>	<b>8</b>
CATANIA (FONTANAROSSA)	ASTRAEUS LTD	C	10	0	0	90	10	0	0	0	0	6	0	0	0
	BRITANNIA AIRWAYS	C	10	0	0	40	20	40	0	0	0	23	88	7	8
	BRITISH AIRWAYS PLC	S	36	0	0	31	33	31	6	0	0	25	0	0	0
	EXCEL AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>23</b>	<b>23</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>86</b>	<b>11</b>	<b>76</b>
FLORENCE	MERIDIANA AIR	S	118	0	6	42	19	18	16	5	0	40	72	16	122
<b>TOTAL FLORENCE</b>			<b>118</b>	<b>0</b>	<b>6</b>	<b>42</b>	<b>19</b>	<b>18</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>40</b>	<b>72</b>	<b>16</b>	<b>122</b>
GENOA	BRITISH AIRWAYS PLC	S	72	0	0	65	32	0	3	0	0	12	86	7	120
<b>TOTAL GENOA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>32</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>7</b>	<b>120</b>
MILAN (LINATE)	EASYJET AIRLINE COMPANY LTD	S	62	0	0	81	16	2	2	0	0	7	66	23	62
<b>TOTAL MILAN (LINATE)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>16</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>66</b>	<b>23</b>	<b>62</b>
NAPLES	BRITANNIA AIRWAYS	C	18	0	0	83	6	6	6	0	0	7	75	7	16
	BRITISH AIRWAYS PLC	S	204	0	0	64	18	12	6	0	0	17	74	18	186
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	71	15	8	6	0	0	17	0	0	0
	EXCEL AIRWAYS LTD	C	10	0	0	70	10	10	10	0	0	16	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	60	10	20	10	0	0	20	100	3	8
	MONARCH AIRLINES	C	10	0	0	70	30	0	0	0	0	10	82	13	11
	MY TRAVEL AIRWAYS UK	C	10	0	0	90	0	0	0	10	0	23	75	11	8
<b>TOTAL NAPLES</b>			<b>324</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>76</b>	<b>16</b>	<b>237</b>
OLBIA	MERIDIANA AIR	S	18	0	0	61	11	17	6	6	0	32	67	12	18

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2004

Reporting Airport: GATWICK (Full Analysis)

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
OLBIA	MONARCH AIRLINES	C	10	0	0	50	20	10	20	0	0	31	0	0	0
<b>TOTAL OLBIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>14</b>	<b>14</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>32</b>	<b>78</b>	<b>8</b>	<b>36</b>
PISA	BRITANNIA AIRWAYS	C	10	0	0	60	10	10	20	0	0	27	50	15	8
	BRITISH AIRWAYS PLC	S	208	0	0	64	20	8	8	0	0	18	78	9	194
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	50	10	10	30	0	0	29	0	0	0
<b>TOTAL PISA</b>			<b>228</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>19</b>	<b>8</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>77</b>	<b>9</b>	<b>210</b>
RIMINI	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	3	100	5	10
<b>TOTAL RIMINI</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>66</b>	<b>14</b>	<b>50</b>
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	63	0	0	57	24	10	10	0	0	22	73	12	124
<b>TOTAL ROME (FIUMICINO)</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>24</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>52</b>	<b>22</b>	<b>187</b>
TURIN	BRITISH AIRWAYS PLC	S	62	0	0	52	23	24	2	0	0	20	0	0	0
<b>TOTAL TURIN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>23</b>	<b>24</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>
VENICE	ASTRAEUS LTD	C	8	0	0	50	0	25	0	0	25	146	0	0	0
	BRITANNIA AIRWAYS	C	10	0	0	80	0	0	0	0	20	184	63	12	8
	BRITISH AIRWAYS PLC	S	196	0	0	51	28	12	9	0	1	27	71	16	248
	MONARCH AIRLINES	C	8	0	0	63	0	25	13	0	0	21	100	2	8
<b>TOTAL VENICE</b>			<b>222</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>24</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>38</b>	<b>72</b>	<b>15</b>	<b>345</b>
VERONA	BRITANNIA AIRWAYS	C	18	0	0	78	17	6	0	0	0	9	60	17	10
	BRITISH AIRWAYS PLC	S	133	0	0	49	26	13	11	1	0	26	77	13	122
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	44	11	28	6	11	0	44	69	15	26
<b>TOTAL VERONA</b>			<b>169</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>24</b>	<b>14</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>74</b>	<b>13</b>	<b>167</b>
<b>TOTAL ITALY</b>			<b>1749</b>	<b>0</b>	<b>8</b>	<b>59</b>	<b>20</b>	<b>12</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>73</b>	<b>14</b>	<b>1837</b>
JAMAICA															
KINGSTON	BRITISH AIRWAYS PLC	S	27	0	0	63	22	11	0	0	4	75	59	29	27
<b>TOTAL KINGSTON</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>75</b>	<b>59</b>	<b>29</b>	<b>27</b>
MONTEGO BAY	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	3	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	25	13	13	0	0	27	25	21	8
<b>TOTAL MONTEGO BAY</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>39</b>	<b>19</b>	<b>18</b>
<b>TOTAL JAMAICA</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>53</b>	<b>51</b>	<b>25</b>	<b>45</b>
KENYA															
MOMBASA	AFRICAN SAFARI AIRWAYS-ASA	C	10	0	0	100	0	0	0	0	0	2	88	16	8
<b>TOTAL MOMBASA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>16</b>	<b>8</b>
<b>TOTAL KENYA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>16</b>	<b>8</b>
LITHUANIA															
VILNIUS	LITHUANIA AIRLINES	S	106	0	0	82	8	6	4	0	0	10	95	5	62
<b>TOTAL VILNIUS</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>95</b>	<b>5</b>	<b>62</b>
<b>TOTAL LITHUANIA</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>95</b>	<b>5</b>	<b>62</b>
LUXEMBOURG															
LUXEMBOURG	BRITISH AIRWAYS PLC	S	96	0	0	71	18	11	0	0	0	11	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)										
TOTAL LUXEMBOURG			96	0	0	71	18	11	0	0	0	11	86	8	99
TOTAL LUXEMBOURG			96	0	0	71	18	11	0	0	0	11	86	8	99
MALDIVE ISLANDS															
MALE INTERNATIONAL	MONARCH AIRLINES	C	24	0	0	42	13	21	21	4	0	43	60	41	15
TOTAL MALE INTERNATIONAL			24	0	0	42	13	21	21	4	0	43	60	41	15
TOTAL MALDIVE ISLANDS			24	0	0	42	13	21	21	4	0	43	60	41	15
MALTA															
MALTA	AIR MALTA	S	107	0	1	81	12	4	3	0	0	9	84	10	97
	ASTRAEUS LTD	S	39	0	0	54	8	23	13	3	0	31	67	16	61
	ASTRAEUS LTD	C	4	0	0	50	25	25	0	0	0	17	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	88	0	13	0	0	0	9	80	6	10
	EXCEL AIRWAYS LTD	C	5	0	0	60	0	40	0	0	0	23	0	0	0
	EXCEL AIRWAYS LTD	S	5	0	0	80	0	0	20	0	0	16	67	12	3
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	78	11	0	11	0	0	12	92	5	13
	GB AIRWAYS LTD	S	90	0	1	58	18	16	9	0	0	23	79	26	90
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	6	50	31	10
	THOMAS COOK AIRLINES LTD	C	11	0	0	100	0	0	0	0	0	0	100	4	10
TOTAL MALTA			295	0	2	71	12	11	6	0	0	16	78	17	295
TOTAL MALTA			295	0	2	71	12	11	6	0	0	16	78	17	295
MEXICO															
CANCUN	BRITANNIA AIRWAYS	C	18	0	0	56	28	6	11	0	0	20	89	12	9
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	0	0	0	25	0	84	80	7	10
	MY TRAVEL AIRWAYS UK	C	18	0	0	39	17	28	11	0	6	66	56	37	18
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	2	71	33	7
TOTAL CANCUN			52	0	0	60	15	12	8	4	2	43	70	25	44
TOTAL MEXICO			52	0	0	60	15	12	8	4	2	43	70	26	54
MOROCCO															
AGADIR	ASTRAEUS LTD	C	18	0	0	44	22	11	22	0	0	41	0	0	0
TOTAL AGADIR			18	0	0	44	22	11	22	0	0	41	67	23	9
MARRAKESH	GB AIRWAYS LTD	S	8	0	0	50	0	0	50	0	0	63	75	13	8
TOTAL MARRAKESH			8	0	0	50	0	0	50	0	0	63	75	13	8
TOTAL MOROCCO			26	0	0	46	15	8	31	0	0	48	71	18	17
NETHERLANDS															
AMSTERDAM	BRITISH AIRWAYS PLC	S	324	0	0	74	14	9	2	0	0	11	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	220	0	0	67	17	14	1	0	0	14	74	14	248
TOTAL AMSTERDAM			544	1	0	72	15	11	2	0	0	13	83	10	588
TOTAL NETHERLANDS			544	1	0	72	15	11	2	0	0	13	83	10	588
NIGERIA															
PORT HARCOURT	VIRGIN ATLANTIC AIRWAYS LTD	S	17	0	0	53	41	6	0	0	0	13	72	12	18

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			Actual (7)	Plan (8)											
<b>TOTAL PORT HARCOURT</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>72</b>	<b>12</b>	<b>18</b>
<b>TOTAL NIGERIA</b>			<b>17</b>	<b>2</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>72</b>	<b>12</b>	<b>18</b>
<b>NORWAY</b>															
<b>BERGEN</b>	ASTRAEUS LTD	C	10	0	0	30	20	20	30	0	0	40	0	0	0
	BRAATHENS ASA	S	62	0	0	81	10	8	2	0	0	11	92	4	62
<b>TOTAL BERGEN</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>92</b>	<b>4</b>	<b>62</b>
<b>OSLO (GARDERMOEN)</b>	BRAATHENS ASA	S	35	0	1	89	9	3	0	0	0	4	0	0	0
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>35</b>	<b>1</b>	<b>1</b>	<b>89</b>	<b>9</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>
<b>TOTAL NORWAY</b>			<b>107</b>	<b>1</b>	<b>1</b>	<b>79</b>	<b>10</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>92</b>	<b>4</b>	<b>62</b>
<b>POLAND</b>															
<b>KRAKOW</b>	BRITISH AIRWAYS PLC	S	44	0	0	64	23	11	2	0	0	15	82	7	28
	LOT-POLISH AIRLINES	S	62	0	0	68	27	2	3	0	0	13	82	12	62
<b>TOTAL KRAKOW</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>25</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>10</b>	<b>90</b>
<b>TOTAL POLAND</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>25</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>12</b>	<b>92</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
<b>FARO</b>	AIR CORDIAL LTD	C	2	0	0	0	0	0	100	0	0	94	0	0	0
	ASTRAEUS LTD	C	18	0	0	72	11	17	0	0	0	15	83	11	12
	BRITANNIA AIRWAYS	C	18	0	0	78	22	0	0	0	0	8	81	12	27
	BRITISH AIRWAYS PLC	C	13	0	0	54	23	8	15	0	0	37	60	14	15
	EASYJET AIRLINE COMPANY LTD	S	72	0	0	72	13	8	7	0	0	13	0	0	0
	EXCEL AIRWAYS LTD	C	25	0	0	80	4	8	8	0	0	14	88	5	26
	FIRST CHOICE AIRWAYS LTD	C	61	1	0	67	18	11	2	2	0	18	73	13	86
	FLYJET LTD	C	10	0	0	60	10	10	20	0	0	35	0	0	0
	GB AIRWAYS LTD	S	196	0	0	74	15	7	4	0	0	14	83	14	142
	MONARCH AIRLINES	S	62	0	0	69	11	6	11	2	0	22	89	7	54
	MONARCH AIRLINES	C	28	0	0	71	14	0	0	14	0	46	70	56	40
	MY TRAVEL AIRWAYS UK	C	20	0	0	90	5	5	0	0	0	6	63	10	8
	THOMAS COOK AIRLINES LTD	C	48	0	0	79	10	4	6	0	0	11	82	8	45
<b>TOTAL FARO</b>			<b>573</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>79</b>	<b>18</b>	<b>469</b>
<b>LISBON</b>	AIR LUXOR	S	60	0	0	40	25	23	10	2	0	29	0	0	0
	AIR PORTUGAL	S	124	0	0	68	17	7	8	0	0	15	75	12	114
	BRITISH AIRWAYS PLC	S	6	0	0	83	17	0	0	0	0	5	0	0	0
	EXCEL AIRWAYS LTD	C	3	0	0	67	0	0	33	0	0	29	0	0	0
	GB AIRWAYS LTD	S	4	0	0	75	0	25	0	0	0	13	0	0	0
<b>TOTAL LISBON</b>			<b>197</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>19</b>	<b>12</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>75</b>	<b>12</b>	<b>114</b>
<b>OPORTO (PORTUGAL)</b>	GB AIRWAYS LTD	S	62	0	0	58	18	16	6	2	0	22	82	11	60
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>19</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>82</b>	<b>11</b>	<b>60</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>833</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>78</b>	<b>16</b>	<b>643</b>
<b>PORTUGAL(MADEIRA)</b>															
<b>FUNCHAL</b>	AIR PORTUGAL	S	28	0	0	68	18	7	7	0	0	13	10	22	10
	BRITANNIA AIRWAYS	C	8	0	0	88	0	13	0	0	0	12	88	13	8
	EXCEL AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	10	88	6	16



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2004

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)										
FUNCHAL	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	5	50	12	8
	GB AIRWAYS LTD	S	26	0	0	54	23	15	0	0	8	52	85	8	34
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	25	0	0	0	12	88	3	8
<b>TOTAL FUNCHAL</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>24</b>	<b>74</b>	<b>10</b>	<b>84</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>24</b>	<b>74</b>	<b>10</b>	<b>84</b>
<b>PUERTO RICO</b>															
SAN JUAN (PUERTO RICO)	VIRGIN ATLANTIC AIRWAYS LTD	C	4	0	0	75	0	25	0	0	0	19	0	0	0
<b>TOTAL SAN JUAN (PUERTO RICO)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL PUERTO RICO</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>REPUBLIC OF SOUTH AFRICA</b>															
JOHANNESBURG	NATIONWIDE AIR	S	28	0	0	82	11	7	0	0	0	9	0	0	0
<b>TOTAL JOHANNESBURG</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL REPUBLIC OF SOUTH AFRICA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>RUSSIA</b>															
MOSCOW (DOMODEDOVO)	TRANSAERO AIRLINES	S	62	0	0	37	16	8	26	11	2	69	54	22	28
<b>TOTAL MOSCOW (DOMODEDOVO)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>16</b>	<b>8</b>	<b>26</b>	<b>11</b>	<b>2</b>	<b>69</b>	<b>54</b>	<b>22</b>	<b>28</b>
ST PETERSBURG	PULKOVO AVIATION ENTERPRISE	S	16	0	0	44	31	19	6	0	0	20	0	0	0
	PULKOVO AVIATION ENTERPRISE	C	3	0	0	0	33	33	33	0	0	84	33	30	3
<b>TOTAL ST PETERSBURG</b>			<b>19</b>	<b>0</b>	<b>8</b>	<b>37</b>	<b>32</b>	<b>21</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>52</b>	<b>23</b>	<b>21</b>
<b>TOTAL RUSSIA</b>			<b>81</b>	<b>0</b>	<b>8</b>	<b>37</b>	<b>20</b>	<b>11</b>	<b>22</b>	<b>9</b>	<b>1</b>	<b>60</b>	<b>53</b>	<b>23</b>	<b>49</b>
<b>SAINT KITTS AND NEVIS</b>															
ST KITTS	EXCEL AIRWAYS LTD	C	5	0	0	20	40	20	20	0	0	33	0	0	0
<b>TOTAL ST KITTS</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>40</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>158</b>	<b>4</b>
<b>TOTAL SAINT KITTS AND NEVIS</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>40</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>158</b>	<b>4</b>
<b>SIERRA LEONE</b>															
FREETOWN	ASTRAEUS LTD	C	18	0	0	50	22	17	11	0	0	27	0	0	0
	SIERRA NATIONAL AIRLINES	S	2	0	13	0	50	0	50	0	0	53	11	82	9
<b>TOTAL FREETOWN</b>			<b>20</b>	<b>0</b>	<b>13</b>	<b>45</b>	<b>25</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>11</b>	<b>82</b>	<b>9</b>
<b>TOTAL SIERRA LEONE</b>			<b>20</b>	<b>0</b>	<b>13</b>	<b>45</b>	<b>25</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>11</b>	<b>82</b>	<b>9</b>
<b>SLOVAK REPUBLIC</b>															
BRATISLAVA	AUSTRIAN AIRLINES	S	62	0	0	50	26	19	5	0	0	20	0	0	0
<b>TOTAL BRATISLAVA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>26</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>26</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SLOVENIA</b>															
LJUBLJANA	ADRIA AIRWAYS	S	62	0	0	73	10	11	3	3	0	19	84	8	62
<b>TOTAL LJUBLJANA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>10</b>	<b>11</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>84</b>	<b>8</b>	<b>62</b>
<b>TOTAL SLOVENIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>10</b>	<b>11</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>84</b>	<b>8</b>	<b>62</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2004

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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>	ASTRAEUS LTD	C	14	0	0	29	7	7	29	7	21	183	58	31	26
	BRITANNIA AIRWAYS	C	40	0	0	80	3	18	0	0	0	11	74	15	27
	BRITISH AIRWAYS PLC	C	5	0	0	0	0	0	80	20	0	142	75	12	16
	EASYJET AIRLINE COMPANY LTD	S	132	0	1	70	11	6	11	2	0	21	82	15	124
	EXCEL AIRWAYS LTD	C	38	0	0	89	11	0	0	0	0	4	85	28	40
	FIRST CHOICE AIRWAYS LTD	C	29	0	0	66	10	10	14	0	0	22	78	13	60
	GB AIRWAYS LTD	S	123	1	1	59	13	9	13	6	0	38	75	23	110
	MONARCH AIRLINES	C	28	0	0	46	7	32	14	0	0	31	62	52	26
	MONARCH AIRLINES	S	124	0	0	71	10	7	6	5	0	25	90	4	62
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	5	83	5	18
	THOMAS COOK AIRLINES LTD	C	19	0	0	95	5	0	0	0	0	1	91	4	44
<b>TOTAL ALICANTE</b>			<b>560</b>	<b>1</b>	<b>2</b>	<b>68</b>	<b>10</b>	<b>9</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>29</b>	<b>79</b>	<b>17</b>	<b>557</b>
<b>ALMERIA</b>	ASTRAEUS LTD	C	10	0	0	30	40	10	20	0	0	29	0	0	0
	BRITANNIA AIRWAYS	C	10	0	0	90	10	0	0	0	0	4	100	1	10
	EXCEL AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	0	33	342	3
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	60	10	10	20	0	0	39	70	14	10
	GB AIRWAYS LTD	S	36	0	0	75	14	6	0	0	6	30	75	12	28
	MONARCH AIRLINES	C	10	0	0	80	20	0	0	0	0	7	90	3	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	20	10	0	0	0	13	50	21	10
<b>TOTAL ALMERIA</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>17</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>23</b>	<b>78</b>	<b>22</b>	<b>81</b>
<b>ASTURIAS</b>	AIR NOSTRUM	S	26	0	0	85	12	4	0	0	0	7	75	9	28
<b>TOTAL ASTURIAS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>9</b>	<b>28</b>
<b>BARCELONA</b>	BRITISH AIRWAYS PLC	S	186	0	0	66	16	11	7	0	0	17	80	10	186
	EASYJET AIRLINE COMPANY LTD	S	237	0	1	59	21	13	5	1	0	20	69	15	238
<b>TOTAL BARCELONA</b>			<b>423</b>	<b>0</b>	<b>1</b>	<b>62</b>	<b>19</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>73</b>	<b>13</b>	<b>433</b>
<b>BILBAO</b>	EASYJET AIRLINE COMPANY LTD	S	62	0	0	82	13	3	2	0	0	8	0	0	0
<b>TOTAL BILBAO</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>13</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>12</b>	<b>62</b>
<b>GERONA</b>	BRITANNIA AIRWAYS	C	18	0	0	94	6	0	0	0	0	5	78	19	18
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	100	2	18
	MY TRAVEL AIRWAYS UK	C	10	0	0	80	0	0	10	10	0	35	80	18	10
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	0	0	0	20	0	44	75	77	8
<b>TOTAL GERONA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>19</b>	<b>83</b>	<b>16</b>	<b>113</b>
<b>IBIZA</b>	ASTRAEUS LTD	C	8	0	0	63	13	0	0	25	0	53	0	0	0
	BRITANNIA AIRWAYS	C	57	0	0	88	5	0	7	0	0	9	96	2	52
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	61	15	8	16	0	0	28	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	32	0	0	81	3	13	3	0	0	9	77	10	44
	GB AIRWAYS LTD	S	46	0	0	54	13	22	7	4	0	35	0	0	0
	MONARCH AIRLINES	C	3	0	0	67	0	0	33	0	0	27	30	50	10
	MY TRAVEL AIRWAYS UK	C	27	0	0	67	11	11	4	7	0	25	75	16	24
	THOMAS COOK AIRLINES LTD	C	33	0	0	76	6	6	12	0	0	14	97	2	37
<b>TOTAL IBIZA</b>			<b>268</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>9</b>	<b>9</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>82</b>	<b>10</b>	<b>175</b>
<b>JEREZ</b>	BRITANNIA AIRWAYS	C	8	0	0	88	0	0	13	0	0	20	100	0	8
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	60	0	0	40	0	0	40	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>TOTAL JEREZ</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>100</b>	<b>0</b>	<b>8</b>
<b>MADRID</b>	AEROLINEAS ARGENTINAS	S	26	0	0	31	31	19	19	0	0	33	64	18	22
	AIR EUROPA	S	17	0	1	76	6	18	0	0	0	11	81	8	107
	BRITISH AIRWAYS PLC	S	186	0	0	56	23	17	4	0	0	18	68	14	224
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	40	18	24	18	0	0	30	87	8	62
<b>TOTAL MADRID</b>			<b>292</b>	<b>2</b>	<b>1</b>	<b>52</b>	<b>22</b>	<b>19</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>74</b>	<b>12</b>	<b>415</b>
<b>MAHON</b>	BRITANNIA AIRWAYS	C	46	0	0	91	4	4	0	0	0	5	100	1	34
	EXCEL AIRWAYS LTD	C	26	0	0	88	8	4	0	0	0	5	95	2	22
	FIRST CHOICE AIRWAYS LTD	C	68	0	0	76	10	3	10	0	0	18	96	4	68
	GB AIRWAYS LTD	S	26	0	0	69	8	19	4	0	0	15	97	2	34
	MONARCH AIRLINES	C	40	0	0	88	3	0	10	0	0	9	94	1	36
	MY TRAVEL AIRWAYS UK	C	20	0	0	70	10	10	5	5	0	26	72	12	18
	THOMAS COOK AIRLINES LTD	C	38	0	0	95	0	0	0	5	0	13	95	2	40
<b>TOTAL MAHON</b>			<b>264</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>94</b>	<b>3</b>	<b>262</b>
<b>MALAGA</b>	ASTRAEUS LTD	C	13	0	0	46	15	0	31	8	0	50	78	23	18
	BRITANNIA AIRWAYS	C	70	0	0	87	7	1	1	0	3	20	88	13	43
	EASYJET AIRLINE COMPANY LTD	S	151	1	0	88	8	1	2	1	0	9	76	12	148
	EXCEL AIRWAYS LTD	C	47	0	0	68	11	15	6	0	0	15	86	9	50
	FIRST CHOICE AIRWAYS LTD	C	30	0	0	57	20	20	0	0	3	45	70	41	44
	FLYJET LTD	C	4	0	0	50	50	0	0	0	0	15	0	0	0
	FUTURA AIRLINES	C	11	0	0	55	18	9	9	9	0	46	65	13	17
	GB AIRWAYS LTD	S	247	0	0	73	14	5	9	0	0	18	78	19	184
	MONARCH AIRLINES	C	47	0	0	40	26	19	11	4	0	32	63	38	76
	MONARCH AIRLINES	S	124	0	1	61	18	12	6	2	1	26	90	6	62
	MY TRAVEL AIRWAYS UK	C	10	0	0	80	0	0	0	20	0	46	53	19	19
	THOMAS COOK AIRLINES LTD	C	33	0	0	91	9	0	0	0	0	4	82	9	87
<b>TOTAL MALAGA</b>			<b>787</b>	<b>1</b>	<b>1</b>	<b>72</b>	<b>13</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>20</b>	<b>76</b>	<b>18</b>	<b>764</b>
<b>MURCIA SAN JAVIER</b>	ASTRAEUS LTD	C	10	0	0	40	0	40	20	0	0	42	75	13	8
	GB AIRWAYS LTD	S	54	0	0	70	9	9	11	0	0	20	86	5	28
<b>TOTAL MURCIA SAN JAVIER</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>8</b>	<b>14</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>68</b>	<b>15</b>	<b>81</b>
<b>PALMA DE MALLORCA</b>	AIR EUROPA	S	44	0	0	70	16	11	2	0	0	13	65	19	54
	BRITANNIA AIRWAYS	C	120	0	0	82	8	6	3	2	0	13	82	7	111
	EASYJET AIRLINE COMPANY LTD	S	124	0	0	73	8	9	9	2	0	19	60	24	124
	EXCEL AIRWAYS LTD	C	32	0	0	78	16	6	0	0	0	8	100	2	26
	FIRST CHOICE AIRWAYS LTD	C	119	0	0	71	12	12	4	0	1	17	80	13	120
	GB AIRWAYS LTD	S	72	0	0	64	17	13	6	0	1	31	74	13	70
	MONARCH AIRLINES	C	37	0	0	54	16	11	19	0	0	30	71	27	34
	MY TRAVEL AIRWAYS UK	C	47	2	0	68	6	9	17	0	0	28	69	35	59
	THOMAS COOK AIRLINES LTD	C	66	0	0	73	9	8	3	8	0	31	77	20	81
<b>TOTAL PALMA DE MALLORCA</b>			<b>661</b>	<b>2</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>73</b>	<b>18</b>	<b>696</b>
<b>REUS</b>	BRITANNIA AIRWAYS	C	18	0	0	78	11	11	0	0	0	11	100	0	18
	FIRST CHOICE AIRWAYS LTD	C	26	0	0	69	19	4	8	0	0	14	93	4	28
	MONARCH AIRLINES	C	6	0	0	100	0	0	0	0	0	0	100	0	9
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	0	25	0	68	50	71	16
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	0	13	0	0	12	100	1	10
<b>TOTAL REUS</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>88</b>	<b>15</b>	<b>81</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2004

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)
SEVILLE	GB AIRWAYS LTD	S	52	0	0	83	13	0	0	4	0	18	76	16	38
<b>TOTAL SEVILLE</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>18</b>	<b>76</b>	<b>16</b>	<b>38</b>
VALENCIA	GB AIRWAYS LTD	S	62	0	0	47	13	15	26	0	0	40	84	10	104
<b>TOTAL VALENCIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>13</b>	<b>15</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>84</b>	<b>10</b>	<b>104</b>
<b>TOTAL SPAIN</b>			<b>3740</b>	<b>6</b>	<b>5</b>	<b>70</b>	<b>13</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>78</b>	<b>15</b>	<b>3899</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	BRITANNIA AIRWAYS	C	26	0	0	85	8	0	8	0	0	12	89	4	28
	EXCEL AIRWAYS LTD	C	13	0	0	77	15	0	8	0	0	15	93	3	14
	FIRST CHOICE AIRWAYS LTD	C	38	0	0	37	26	26	11	0	0	28	83	27	52
	FUTURA AIRLINES	C	2	0	0	0	0	0	100	0	0	114	0	0	0
	GB AIRWAYS LTD	S	18	0	0	22	0	17	50	11	0	74	74	12	19
	MONARCH AIRLINES	C	23	0	0	26	9	35	22	9	0	56	71	26	28
	MY TRAVEL AIRWAYS UK	C	10	0	0	0	0	30	70	0	0	86	80	13	10
	THOMAS COOK AIRLINES LTD	C	20	0	0	85	0	5	10	0	0	15	93	4	29
<b>TOTAL ARRECIFE</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>11</b>	<b>17</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>37</b>	<b>84</b>	<b>15</b>	<b>191</b>
FUERTEVENTURA	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	1	80	18	10
	EXCEL AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	100	1	10
	FIRST CHOICE AIRWAYS LTD	C	19	0	0	63	11	16	11	0	0	26	80	17	20
	GB AIRWAYS LTD	S	8	1	0	100	0	0	0	0	0	4	0	0	0
	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	2	80	19	10
	MY TRAVEL AIRWAYS UK	C	17	1	0	47	35	6	6	0	6	41	56	24	18
	THOMAS COOK AIRLINES LTD	C	20	0	0	70	10	0	15	0	5	35	88	6	24
<b>TOTAL FUERTEVENTURA</b>			<b>88</b>	<b>2</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>22</b>	<b>78</b>	<b>15</b>	<b>98</b>
LAS PALMAS	ASTRAEUS LTD	C	17	0	0	41	18	24	12	0	6	60	0	0	0
	BRITANNIA AIRWAYS	C	35	0	0	83	3	6	9	0	0	10	85	10	34
	EXCEL AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	7	100	0	8
	FIRST CHOICE AIRWAYS LTD	C	17	0	0	47	18	24	12	0	0	26	71	19	17
	GB AIRWAYS LTD	S	18	0	0	56	22	11	0	11	0	51	85	14	20
	MONARCH AIRLINES	C	8	0	0	75	25	0	0	0	0	10	100	3	8
	MY TRAVEL AIRWAYS UK	C	17	0	0	47	12	24	12	6	0	51	84	17	31
	THOMAS COOK AIRLINES LTD	C	17	0	0	65	18	12	6	0	0	13	83	13	24
<b>TOTAL LAS PALMAS</b>			<b>137</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>14</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>29</b>	<b>85</b>	<b>13</b>	<b>144</b>
<b>TENERIFE (SURREINA SOFIA)</b>															
	ASTRAEUS LTD	C	10	0	0	60	0	20	0	20	0	72	82	8	11
	BRITANNIA AIRWAYS	C	36	0	0	86	3	6	6	0	0	9	84	8	44
	EXCEL AIRWAYS LTD	C	39	1	0	85	8	3	3	3	0	14	88	5	32
	FIRST CHOICE AIRWAYS LTD	C	41	2	0	73	10	7	10	0	0	15	88	11	57
	FLYJET LTD	C	14	0	0	29	0	29	43	0	0	56	0	30	2
	FUTURA AIRLINES	C	2	0	0	100	0	0	0	0	0	0	50	227	2
	GB AIRWAYS LTD	S	26	0	0	38	27	19	15	0	0	31	62	17	26
	MONARCH AIRLINES	C	21	0	0	90	0	0	0	10	0	24	87	6	38
	MY TRAVEL AIRWAYS UK	C	18	0	0	78	0	6	6	11	0	36	54	40	26
	THOMAS COOK AIRLINES LTD	C	36	0	0	83	11	6	0	0	0	6	84	15	57
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>243</b>	<b>3</b>	<b>0</b>	<b>74</b>	<b>8</b>	<b>8</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>78</b>	<b>16</b>	<b>303</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>618</b>	<b>5</b>	<b>0</b>	<b>65</b>	<b>10</b>	<b>11</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>81</b>	<b>15</b>	<b>736</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2004

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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>ST LUCIA</b>																
ST LUCIA (HEWANORRA)	BRITISH AIRWAYS PLC	S	17	0	0	94	6	0	0	0	0	5	72	10	18	
	VIRGIN ATLANTIC AIRWAYS LTD	S	26	0	0	65	19	12	4	0	0	16	58	22	26	
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>64</b>	<b>17</b>	<b>44</b>	
<b>TOTAL ST LUCIA</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>64</b>	<b>17</b>	<b>44</b>	
<b>SWITZERLAND</b>																
GENEVA	BRITISH AIRWAYS PLC	S	159	0	0	79	14	7	0	0	0	9	88	6	178	
	EASYJET SWITZERLAND	S	186	0	0	70	15	7	8	0	0	16	89	5	186	
<b>TOTAL GENEVA</b>			<b>345</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>89</b>	<b>5</b>	<b>364</b>	
<b>TOTAL SWITZERLAND</b>			<b>345</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>84</b>	<b>8</b>	<b>488</b>	
<b>TRINIDAD AND TOBAGO</b>																
TOBAGO	BRITISH AIRWAYS PLC	S	19	0	0	84	11	0	5	0	0	11	82	12	17	
	EXCEL AIRWAYS LTD	C	13	0	0	31	38	23	0	0	8	86	0	0	0	
	VIRGIN ATLANTIC AIRWAYS LTD	S	4	0	0	75	25	0	0	0	0	8	100	3	4	
<b>TOTAL TOBAGO</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>22</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>38</b>	<b>72</b>	<b>24</b>	<b>25</b>	
<b>TOTAL TRINIDAD AND TOBAGO</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>22</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>38</b>	<b>72</b>	<b>24</b>	<b>25</b>	
<b>TUNISIA</b>																
MONASTIR	BRITANNIA AIRWAYS	C	16	0	0	94	6	0	0	0	0	2	100	0	10	
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	0	0	25	0	0	27	88	4	8	
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	0	25	0	67	60	37	20	
	NOUVELAIR TUNISIE	S	8	0	2	63	0	13	25	0	0	43	0	0	0	
	NOUVELAIR TUNISIE	C	8	1	0	25	25	50	0	0	0	28	0	166	1	
	THOMAS COOK AIRLINES LTD	C	11	0	0	64	0	0	18	18	0	48	91	5	11	
<b>TOTAL MONASTIR</b>			<b>59</b>	<b>1</b>	<b>2</b>	<b>69</b>	<b>5</b>	<b>8</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>32</b>	<b>78</b>	<b>20</b>	<b>50</b>	
SFAX	NOUVELAIR TUNISIE	C	8	0	0	100	0	0	0	0	0	3	0	0	0	
<b>TOTAL SFAX</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	
TUNIS	GB AIRWAYS LTD	S	34	0	0	35	32	26	6	0	0	25	67	14	24	
<b>TOTAL TUNIS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>32</b>	<b>26</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>67</b>	<b>14</b>	<b>24</b>	
<b>TOTAL TUNISIA</b>			<b>101</b>	<b>1</b>	<b>2</b>	<b>60</b>	<b>14</b>	<b>14</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>27</b>	<b>74</b>	<b>18</b>	<b>74</b>	
<b>TURKEY</b>																
ANTALYA	EXCEL AIRWAYS LTD	C	9	0	0	56	22	11	11	0	0	20	0	0	0	
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	50	11	28	11	0	0	29	100	1	8	
	KIBRIS TURKISH AIRLINES - KTHY	S	10	0	0	70	10	20	0	0	0	12	70	14	10	
	MONARCH AIRLINES	C	3	0	0	33	0	0	67	0	0	64	0	0	0	
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	25	0	0	0	14	25	47	8	
	THOMAS COOK AIRLINES LTD	C	29	0	0	52	3	3	34	0	7	73	100	0	20	
<b>TOTAL ANTALYA</b>			<b>77</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>8</b>	<b>14</b>	<b>19</b>	<b>0</b>	<b>3</b>	<b>42</b>	<b>80</b>	<b>12</b>	<b>46</b>	
BODRUM (MILAS)	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	2	75	18	8	
	EXCEL AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	3	67	19	3	
	FIRST CHOICE AIRWAYS LTD	C	32	0	0	84	0	16	0	0	0	8	52	24	25	
	MONARCH AIRLINES	C	16	0	0	94	6	0	0	0	0	4	89	2	9	

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
BODRUM (MILAS)	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	25	0	0	19	44	49	9
	THOMAS COOK AIRLINES LTD	C	21	0	0	76	14	5	5	0	0	11	95	2	21
<b>TOTAL BODRUM (MILAS)</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>4</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>64</b>	<b>22</b>	<b>95</b>	
<b>DALAMAN</b>	AIR ATLANTA EUROPE LTD	C	2	0	0	50	0	50	0	0	0	21	50	20	4
	BRITANNIA AIRWAYS	C	18	0	0	89	0	0	11	0	0	18	71	17	17
	EXCEL AIRWAYS LTD	C	52	0	0	71	8	6	13	0	2	27	70	10	37
	FIRST CHOICE AIRWAYS LTD	C	48	1	0	77	15	4	4	0	0	11	77	13	39
	KIBRIS TURKISH AIRLINES - KTHY	S	10	0	0	100	0	0	0	0	0	1	80	10	10
	MONARCH AIRLINES	C	29	0	0	76	17	3	3	0	0	10	69	41	26
	MY TRAVEL AIRWAYS UK	C	26	0	0	73	4	15	0	8	0	31	35	37	26
	ONUR AIR	C	10	0	0	20	30	10	20	0	20	160	63	114	8
	PEGASUS AIRLINES	C	3	0	0	100	0	0	0	0	0	0	0	0	0
	THOMAS COOK AIRLINES LTD	C	50	0	0	82	8	4	4	2	0	12	79	9	34
	THY TURK HAVA YOLLARI TURKIS	C	3	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL DALAMAN</b>			<b>252</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>23</b>	<b>67</b>	<b>23</b>	<b>209</b>
<b>ISTANBUL</b>	EXCEL AIRWAYS LTD	C	5	0	0	20	60	20	0	0	0	27	0	0	0
<b>TOTAL ISTANBUL</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>60</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>IZMIR (ADNAM MENDERES)</b>	THOMAS COOK AIRLINES LTD	C	13	0	0	69	23	8	0	0	0	11	100	2	12
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>23</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>100</b>	<b>2</b>	<b>12</b>
<b>TOTAL TURKEY</b>			<b>441</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>9</b>	<b>8</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>23</b>	<b>69</b>	<b>20</b>	<b>362</b>
<b>UKRAINE</b>	UKRAINE INTERNATIONAL AIRLIN	S	62	0	0	58	27	10	3	2	0	20	90	5	42
<b>TOTAL KIEV (BORISPOL)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>27</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>90</b>	<b>5</b>	<b>42</b>
<b>TOTAL UKRAINE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>27</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>90</b>	<b>5</b>	<b>42</b>
<b>UNITED ARAB EMIRATES</b>	EMIRATES	S	187	0	1	70	17	11	2	0	0	12	62	19	126
<b>TOTAL DUBAI</b>			<b>187</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>17</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>62</b>	<b>19</b>	<b>126</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>187</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>17</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>62</b>	<b>19</b>	<b>126</b>
<b>UNITED KINGDOM</b>	BRITISH AIRWAYS PLC	S	232	0	0	70	16	12	2	0	0	13	69	14	232
<b>TOTAL ABERDEEN</b>			<b>232</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>16</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>69</b>	<b>14</b>	<b>232</b>
<b>BELFAST CITY</b>	FLYBE.BRITISH EUROPEAN	S	220	0	0	75	17	5	2	1	0	14	63	25	224
<b>TOTAL BELFAST CITY</b>			<b>220</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>17</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>63</b>	<b>25</b>	<b>224</b>
<b>BELFAST INTERNATIONAL</b>	EASYJET AIRLINE COMPANY LTD	S	238	0	0	70	16	10	3	2	0	18	64	14	170
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>239</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>62</b>	<b>17</b>	<b>173</b>
<b>EDINBURGH</b>	BRITISH AIRWAYS PLC	S	362	0	0	70	17	10	3	0	0	14	59	18	332
	EASYJET AIRLINE COMPANY LTD	S	238	0	0	57	25	12	6	0	0	22	69	18	245
<b>TOTAL EDINBURGH</b>			<b>600</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>20</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>63</b>	<b>18</b>	<b>577</b>
<b>GLASGOW</b>	BRITISH AIRWAYS PLC	S	354	0	0	72	16	10	2	0	0	14	72	12	340
<b>TOTAL GLASGOW</b>			<b>355</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>71</b>	<b>12</b>	<b>342</b>

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ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2004

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)											
GUERNSEY	AURIGNY AIR SERVICES	S	244	0	2	55	26	13	5	1	0	22	91	11	186
	FLYBE.BRITISH EUROPEAN	S	246	0	2	90	5	3	2	0	8	85	11	245	
<b>TOTAL GUERNSEY</b>			<b>490</b>	<b>0</b>	<b>4</b>	<b>72</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>87</b>	<b>11</b>	<b>431</b>
INVERNESS	BRITISH AIRWAYS CITIEXPRESS L	S	186	0	0	74	22	4	0	0	10	75	10	186	
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	56	24	16	3	0	18	68	18	62	
<b>TOTAL INVERNESS</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>23</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>12</b>	<b>248</b>	
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	164	0	0	77	12	7	1	2	15	65	18	170	
<b>TOTAL ISLE OF MAN</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>65</b>	<b>18</b>	<b>170</b>
JERSEY	BRITISH AIRWAYS PLC	S	328	0	0	73	13	7	6	0	15	0	0	0	
	FLYBE.BRITISH EUROPEAN	S	258	0	0	81	9	5	4	0	11	78	19	249	
<b>TOTAL JERSEY</b>			<b>586</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>13</b>	<b>80</b>	<b>13</b>	<b>665</b>	
MANCHESTER	BRITISH AIRWAYS PLC	S	382	0	3	72	17	8	3	0	13	84	8	390	
<b>TOTAL MANCHESTER</b>			<b>384</b>	<b>25</b>	<b>3</b>	<b>72</b>	<b>17</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>83</b>	<b>9</b>	<b>405</b>	
NEWCASTLE	BRITISH AIRWAYS PLC	S	238	0	0	76	16	6	2	0	11	0	0	0	
<b>TOTAL NEWCASTLE</b>			<b>238</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>15</b>	<b>247</b>	
NEWQUAY	AIR SOUTHWEST	S	93	0	0	80	9	9	3	0	11	0	0	0	
<b>TOTAL NEWQUAY</b>			<b>93</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>94</b>	<b>4</b>	<b>70</b>	
PLYMOUTH	AIR SOUTHWEST	S	155	0	0	79	8	7	5	0	11	0	0	0	
<b>TOTAL PLYMOUTH</b>			<b>155</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>8</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>7</b>	<b>172</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>4004</b>	<b>27</b>	<b>7</b>	<b>72</b>	<b>16</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>14</b>	<b>3956</b>	
<b>USA</b>															
ATLANTA	BRITISH AIRWAYS PLC	S	62	0	0	66	13	11	8	2	22	65	23	62	
	DELTA AIRLINES	S	248	1	0	77	12	5	5	0	14	85	9	186	
<b>TOTAL ATLANTA</b>			<b>310</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>80</b>	<b>13</b>	<b>248</b>
CHARLOTTE	US AIRWAYS	S	62	0	0	61	18	18	3	0	16	56	26	61	
<b>TOTAL CHARLOTTE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>18</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>56</b>	<b>26</b>	<b>61</b>	
CINCINNATI	DELTA AIRLINES	S	62	0	0	84	10	5	2	0	8	90	5	62	
<b>TOTAL CINCINNATI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>5</b>	<b>62</b>	
CLEVELAND	CONTINENTAL AIRLINES	S	62	0	0	61	19	6	10	2	27	77	9	62	
<b>TOTAL CLEVELAND</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>19</b>	<b>6</b>	<b>10</b>	<b>2</b>	<b>27</b>	<b>77</b>	<b>9</b>	<b>62</b>	
DALLAS/FORT WORTH	AMERICAN AIRLINES	S	186	0	0	72	16	6	5	1	16	72	14	124	
	BRITISH AIRWAYS PLC	S	62	0	0	79	13	5	3	0	9	85	10	62	
<b>TOTAL DALLAS/FORT WORTH</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>14</b>	<b>76</b>	<b>13</b>	<b>186</b>	
DETROIT	NORTHWEST AIRLINES	S	62	0	0	84	8	6	2	0	7	77	16	62	
<b>TOTAL DETROIT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>77</b>	<b>16</b>	<b>62</b>	
HOUSTON	BRITISH AIRWAYS PLC	S	89	0	0	79	11	6	4	0	12	75	16	81	
	CONTINENTAL AIRLINES	S	124	0	0	71	11	10	7	0	16	78	9	124	
<b>TOTAL HOUSTON</b>			<b>213</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>12</b>	<b>205</b>	
LAS VEGAS	VIRGIN ATLANTIC AIRWAYS LTD	S	35	0	0	51	34	6	9	0	19	71	13	17	

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Reporting Airport: GATWICK (Full Analysis)

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL LAS VEGAS			35	0	0	51	34	6	9	0	0	19	71	13	17
MINNEAPOLIS-ST PAUL	NORTHWEST AIRLINES	S	62	0	0	84	8	5	3	0	0	8	77	15	62
TOTAL MINNEAPOLIS-ST PAUL			62	0	0	84	8	5	3	0	0	8	77	15	62
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	124	0	0	50	26	16	8	0	0	23	79	10	124
TOTAL NEW YORK (NEWARK)			124	0	0	50	26	16	8	0	0	23	79	10	124
ORLANDO	BRITISH AIRWAYS PLC	S	62	0	0	76	5	15	5	0	0	14	76	13	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	151	0	0	48	17	24	11	0	0	26	74	21	132
TOTAL ORLANDO			213	0	0	56	14	21	9	0	0	22	75	18	194
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	62	0	0	44	27	21	6	2	0	28	71	22	121
TOTAL PHILADELPHIA INTERNATIONAL			62	0	0	44	27	21	6	2	0	28	71	22	121
PITTSBURGH	US AIRWAYS	S	62	0	0	66	18	5	11	0	0	23	77	9	62
TOTAL PITTSBURGH			62	0	0	66	18	5	11	0	0	23	77	9	62
RALEIGH	AMERICAN AIRLINES	S	62	0	0	68	19	6	6	0	0	16	89	8	62
TOTAL RALEIGH			62	0	0	68	19	6	6	0	0	16	89	8	62
SANFORD	AIR ATLANTA EUROPE LTD	C	39	1	0	21	8	21	44	8	0	76	0	49	2
	BRITANNIA AIRWAYS	C	19	0	0	63	21	5	5	5	0	28	74	11	19
	FIRST CHOICE AIRWAYS LTD	C	13	0	0	62	23	0	0	15	0	43	88	7	8
	MONARCH AIRLINES	C	18	0	0	56	11	11	22	0	0	36	0	0	0
	MY TRAVEL AIRWAYS UK	C	27	0	0	44	19	19	11	7	0	44	56	30	27
	THOMAS COOK AIRLINES LTD	C	10	0	0	50	10	20	20	0	0	35	88	18	8
TOTAL SANFORD			126	1	0	44	14	14	21	6	0	50	59	26	98
TAMPA	BRITISH AIRWAYS PLC	S	45	0	0	56	20	7	16	2	0	24	71	20	41
TOTAL TAMPA			45	0	0	56	20	7	16	2	0	24	71	20	41
TOTAL USA			1810	2	0	66	15	10	8	1	0	19	76	14	1753
VENEZUELA															
PORLAMAR	EXCEL AIRWAYS LTD	C	8	0	0	63	13	13	0	0	13	86	0	0	0
TOTAL PORLAMAR			8	0	0	63	13	13	0	0	13	86	67	52	3
TOTAL VENEZUELA			8	0	0	63	13	13	0	0	13	86	67	52	3
ZIMBABWE															
HARARE	AIR ZIMBABWE	S	34	3	12	47	29	15	9	0	0	21	61	24	18
TOTAL HARARE			34	3	12	47	29	15	9	0	0	21	61	24	18
TOTAL ZIMBABWE			34	3	12	47	29	15	9	0	0	21	61	24	18
TOTAL GATWICK			23111	72	85	69	15	9	5	1	0	19	77	14	22312



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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>AUSTRIA</b>															
SALZBURG	MALMO AVIATION	C	20	0	0	80	15	5	0	0	0	7	87	4	15
TOTAL SALZBURG			20	0	0	80	15	5	0	0	0	7	87	4	15
TOTAL AUSTRIA			20	0	0	80	15	5	0	0	0	7	87	4	15
<b>BARBADOS</b>															
BRIDGETOWN	BRITANNIA AIRWAYS	C	4	0	0	25	0	0	50	0	25	335	0	0	0
TOTAL BRIDGETOWN			4	0	0	25	0	0	50	0	25	335	0	0	0
TOTAL BARBADOS			4	0	0	25	0	0	50	0	25	335	0	0	0
<b>BULGARIA</b>															
BURGAS	BH AIR	C	34	0	0	41	29	24	6	0	0	28	74	9	23
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	3	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL BURGAS			50	0	0	60	20	16	4	0	0	20	74	9	23
VARNA	BH AIR	C	8	0	0	0	75	13	13	0	0	33	50	31	8
TOTAL VARNA			8	0	0	0	75	13	13	0	0	33	50	31	8
TOTAL BULGARIA			58	0	0	52	28	16	5	0	0	21	68	15	31
<b>CANADA</b>															
CALGARY	MY TRAVEL AIRWAYS UK	C	8	0	0	50	25	13	13	0	0	20	0	0	0
TOTAL CALGARY			8	0	0	50	25	13	13	0	0	20	0	0	0
HALIFAX INT	ZOOM AIRLINES	S	5	0	0	40	40	20	0	0	0	18	0	0	0
TOTAL HALIFAX INT			5	0	0	40	40	20	0	0	0	18	0	0	0
OTTAWA INTERNATIONAL	ZOOM AIRLINES	S	6	0	0	33	50	0	17	0	0	26	0	0	0
TOTAL OTTAWA INTERNATIONAL			6	0	0	33	50	0	17	0	0	26	0	0	0
TORONTO	AIR CANADA	S	62	0	0	60	21	6	13	0	0	23	57	19	54
	AIR TRANSAT	S	28	0	0	75	7	11	7	0	0	13	58	56	26
	THOMAS COOK AIRLINES LTD	S	41	0	0	78	12	0	5	5	0	23	0	0	0
	ZOOM AIRLINES	S	19	0	11	58	11	32	0	0	0	19	0	0	0
TOTAL TORONTO			150	0	11	67	15	9	8	1	0	20	57	31	108
VANCOUVER	AIR TRANSAT	S	16	0	0	69	6	19	6	0	0	17	65	14	17
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	0	25	25	0	0	29	0	0	0
	ZOOM AIRLINES	S	12	0	5	50	25	17	8	0	0	24	0	0	0
TOTAL VANCOUVER			36	0	5	58	11	19	11	0	0	22	76	11	25
TOTAL CANADA			205	0	16	63	16	11	9	1	0	21	61	27	133
<b>CROATIA</b>															
DUBROVNIK	CROATIA AIRLINES	C	8	0	0	63	25	13	0	0	0	14	0	0	0
TOTAL DUBROVNIK			9	0	0	56	33	11	0	0	0	15	100	11	1
TOTAL CROATIA			9	0	0	56	33	11	0	0	0	15	100	11	1

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Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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>CUBA</b>																
CUNAGUA	MONARCH AIRLINES	C	5	0	0	40	20	20	20	0	0	41	0	0	0	
TOTAL CUNAGUA			5	0	0	40	20	20	20	0	0	41	0	0	0	
TOTAL CUBA			5	0	0	40	20	20	20	0	0	41	20	24	5	
<b>CYPRUS</b>																
LARNACA	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	1	100	0	8	
	EUROCYPRIA AIRLINES LTD	C	15	0	0	27	13	20	0	27	13	265	100	4	8	
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	25	25	13	13	0	63	69	29	16	
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	25	0	0	0	17	100	1	10	
TOTAL LARNACA			39	0	0	51	10	18	3	13	5	118	86	12	50	
PAPHOS	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	3	90	4	10	
	EUROCYPRIA AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	5	80	4	10	
	FIRST CHOICE AIRWAYS LTD	S	8	0	0	75	0	13	13	0	0	16	90	4	10	
TOTAL PAPHOS			24	0	0	92	0	4	4	0	0	8	89	3	38	
TOTAL CYPRUS			63	0	0	67	6	13	3	8	3	76	88	9	88	
<b>CZECH REPUBLIC</b>																
PRAGUE	FLYGLOBESPAN	S	18	0	0	89	6	0	0	0	6	25	0	0	0	
TOTAL PRAGUE			18	0	0	89	6	0	0	0	6	25	0	0	0	
TOTAL CZECH REPUBLIC			18	0	0	89	6	0	0	0	6	25	0	0	0	
<b>DENMARK</b>																
COPENHAGEN	BMI REGIONAL	S	62	0	0	94	2	2	3	0	0	9	0	0	0	
TOTAL COPENHAGEN			62	0	0	94	2	2	3	0	0	9	94	3	62	
TOTAL DENMARK			62	0	0	94	2	2	3	0	0	9	94	3	62	
<b>DOMINICAN REPUBLIC</b>																
PUERTO PLATA	BRITANNIA AIRWAYS	C	7	0	0	57	29	14	0	0	0	14	67	9	3	
	EXCEL AIRWAYS LTD	C	5	0	0	0	60	0	20	0	20	140	0	0	0	
	FIRST CHOICE AIRWAYS LTD	C	4	0	0	25	0	25	50	0	0	94	0	0	0	
TOTAL PUERTO PLATA			16	0	0	31	31	13	19	0	6	73	67	9	3	
TOTAL DOMINICAN REPUBLIC			16	0	0	31	31	13	19	0	6	73	67	9	3	
<b>FRANCE</b>																
NICE	CHANNEL EXPRESS (AIR SVS)	S	18	0	0	67	33	0	0	0	0	10	0	0	0	
TOTAL NICE			18	0	0	67	33	0	0	0	0	10	0	0	0	
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS CITIEXPRESS L	S	49	0	0	88	6	4	2	0	0	8	65	21	191	
TOTAL PARIS (CHARLES DE GAULLE)			49	0	0	88	6	4	2	0	0	8	65	21	191	
TARBES-LOURDES INTERNATIONAL	BLUE LINE	C	2	0	0	100	0	0	0	0	0	3	0	0	0	
TOTAL TARBES-LOURDES INTERNATIONAL			3	0	0	67	0	33	0	0	0	17	33	66	3	
TOTAL FRANCE			70	0	0	81	13	4	1	0	0	9	65	22	194	

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Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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>GERMANY</b>															
DUSSELDORF	BRITISH AIRWAYS CITIEXPRESS L	S	15	0	0	93	0	7	0	0	0	4	0	0	0
<b>TOTAL DUSSELDORF</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
FRANKFURT MAIN	BRITISH AIRWAYS CITIEXPRESS L	S	26	0	0	88	8	0	4	0	0	8	88	7	103
<b>TOTAL FRANKFURT MAIN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>7</b>	<b>103</b>
MUNICH	BRITISH AIRWAYS CITIEXPRESS L	S	47	0	0	81	11	9	0	0	0	8	92	5	49
<b>TOTAL MUNICH</b>			<b>47</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>92</b>	<b>5</b>	<b>49</b>
<b>TOTAL GERMANY</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>7</b>	<b>179</b>
<b>GREECE</b>															
ATHENS	GREECE AIRWAYS	S	17	0	0	59	24	6	12	0	0	21	0	0	0
<b>TOTAL ATHENS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>24</b>	<b>6</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
CORFU	BRITANNIA AIRWAYS	C	18	0	0	94	0	6	0	0	0	3	25	22	8
	EXCEL AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	5	38	20	8
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	4	100	7	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	13	63	0	0	0	36	0	0	0
	THOMAS COOK AIRLINES LTD	C	18	0	0	89	0	0	11	0	0	14	100	2	16
<b>TOTAL CORFU</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>2</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>61</b>	<b>14</b>	<b>57</b>
HERAKLION	BMI BRITISH MIDLAND	C	10	0	0	0	20	20	60	0	0	67	38	32	8
	EXCEL AIRWAYS LTD	C	17	1	0	82	12	6	0	0	0	5	94	2	18
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	25	63	13	0	0	0	21	80	7	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	13	13	0	0	0	7	88	7	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	25	0	0	0	0	8	90	9	10
<b>TOTAL HERAKLION</b>			<b>51</b>	<b>1</b>	<b>0</b>	<b>55</b>	<b>24</b>	<b>10</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>73</b>	<b>15</b>	<b>64</b>
KOS	BMI BRITISH MIDLAND	C	9	0	0	100	0	0	0	0	0	2	75	22	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	0	0	10	0	20	145	80	26	10
	THOMAS COOK AIRLINES LTD	C	9	0	0	78	0	22	0	0	0	11	100	0	10
<b>TOTAL KOS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>0</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>56</b>	<b>86</b>	<b>16</b>	<b>28</b>
RHODES	BRITANNIA AIRWAYS	C	8	1	0	75	25	0	0	0	0	7	60	18	10
	EXCEL AIRWAYS LTD	C	18	0	0	89	11	0	0	0	0	5	72	11	18
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	67	33	0	0	0	0	11	80	5	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	75	0	0	0	0	21	40	25	10
<b>TOTAL RHODES</b>			<b>43</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>69</b>	<b>13</b>	<b>58</b>
ZAKINTHOS	BRITANNIA AIRWAYS	C	8	0	0	63	25	13	0	0	0	13	0	0	0
	EXCEL AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	86	6	7
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	3	100	0	8
	THOMAS COOK AIRLINES LTD	C	18	0	0	56	28	11	6	0	0	21	78	5	18
<b>TOTAL ZAKINTHOS</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>17</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>85</b>	<b>4</b>	<b>33</b>
<b>TOTAL GREECE</b>			<b>243</b>	<b>2</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>19</b>	<b>72</b>	<b>16</b>	<b>250</b>
<b>ICELAND</b>															
KEFLAVIK	ICELANDAIR	S	44	0	0	34	36	23	7	0	0	25	100	1	36
<b>TOTAL KEFLAVIK</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>36</b>	<b>23</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>100</b>	<b>1</b>	<b>36</b>

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				Actual (7)	Plan (8)										
TOTAL ICELAND			44	0	0	34	36	23	7	0	0	25	100	1	36
IRISH REPUBLIC															
CORK	LOGANAIR	S	57	5	0	79	5	12	2	2	0	14	78	10	54
TOTAL CORK			57	5	0	79	5	12	2	2	0	14	78	10	54
DUBLIN	AER LINGUS	S	132	0	0	47	17	25	11	0	0	26	78	14	186
TOTAL DUBLIN			132	1	0	47	17	25	11	0	0	26	78	14	186
GALWAY	LOGANAIR	S	43	8	0	44	37	16	2	0	0	20	0	0	0
TOTAL GALWAY			43	8	0	44	37	16	2	0	0	20	0	0	0
TOTAL IRISH REPUBLIC			232	14	0	54	18	20	7	0	0	22	78	13	240
ITALY															
ALGHERO/SASSARI	FIRST CHOICE AIRWAYS LTD	C	3	1	0	100	0	0	0	0	0	0	0	0	0
TOTAL ALGHERO/SASSARI			3	1	0	100	0	0	0	0	0	0	33	23	3
NAPLES	BRITANNIA AIRWAYS	C	10	0	0	60	10	30	0	0	0	16	88	7	16
	THOMAS COOK AIRLINES LTD	C	4	0	0	75	0	25	0	0	0	16	71	9	7
TOTAL NAPLES			14	0	0	64	7	29	0	0	0	16	81	12	31
PISA	BMI BRITISH MIDLAND	C	10	0	0	0	0	30	70	0	0	81	0	68	8
TOTAL PISA			10	0	0	0	0	30	70	0	0	81	0	54	12
RIMINI	MALMO AVIATION	C	8	0	0	75	25	0	0	0	0	8	75	12	8
TOTAL RIMINI			8	0	0	75	25	0	0	0	0	8	75	12	8
ROME (FIUMICINO)	CHANNEL EXPRESS (AIR SVS)	S	10	0	0	50	40	10	0	0	0	16	0	0	0
	FLYGLOBESPAN	S	8	0	0	38	13	13	38	0	0	50	0	0	0
TOTAL ROME (FIUMICINO)			18	0	0	44	28	11	17	0	0	31	0	0	0
VENICE	BMI BRITISH MIDLAND	C	8	0	0	63	13	25	0	0	0	19	100	4	4
TOTAL VENICE			9	0	0	56	11	22	11	0	0	26	85	10	13
VERONA	BMI BRITISH MIDLAND	C	10	0	0	0	0	0	70	30	0	122	0	110	8
	BRITANNIA AIRWAYS	C	8	0	0	75	13	13	0	0	0	10	60	26	10
TOTAL VERONA			18	0	0	33	6	6	39	17	0	72	33	63	18
TOTAL ITALY			80	1	0	46	13	15	23	4	0	40	55	36	89
MALTA															
MALTA	AIR MALTA	S	18	0	0	67	17	6	11	0	0	25	60	19	20
	BRITANNIA AIRWAYS	C	8	0	0	63	13	0	25	0	0	28	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	13	13	13	0	0	19	60	25	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	0	25	25	0	0	36	0	0	0
TOTAL MALTA			42	0	0	62	12	10	17	0	0	26	68	17	40
TOTAL MALTA			42	0	0	62	12	10	17	0	0	26	68	17	40
MEXICO															
CANCUN	MY TRAVEL AIRWAYS UK	C	8	0	0	38	38	0	0	25	0	82	30	76	10
TOTAL CANCUN			8	0	0	38	38	0	0	25	0	82	30	76	10

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				Actual (7)	Plan (8)										
<b>TOTAL MEXICO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>82</b>	<b>30</b>	<b>76</b>	<b>10</b>
<b>NETHERLANDS</b>															
<b>AMSTERDAM</b>	EASYJET AIRLINE COMPANY LTD	S	62	0	0	79	11	10	0	0	0	9	66	24	62
	KLM CITYHOPPER	S	246	0	0	69	18	11	2	0	0	13	81	13	249
	KLM CITYHOPPER	C	2	0	0	50	0	0	50	0	0	52	0	0	0
<b>TOTAL AMSTERDAM</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>15</b>	<b>311</b>
<b>TOTAL NETHERLANDS</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>15</b>	<b>311</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
<b>FARO</b>	AIR LUXOR	C	10	0	0	40	0	30	30	0	0	53	63	26	8
	BRITANNIA AIRWAYS	C	10	0	0	100	0	0	0	0	0	3	100	1	10
	CHANNEL EXPRESS (AIR SVS)	S	18	0	0	83	17	0	0	0	0	6	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	20	0	0	75	25	0	0	0	0	8	94	2	18
	MY TRAVEL AIRWAYS UK	C	10	0	0	40	20	30	10	0	0	24	71	19	7
	SPANAIR	C	10	0	0	60	30	0	10	0	0	18	50	27	8
	THOMAS COOK AIRLINES LTD	C	18	0	0	61	17	22	0	0	0	16	100	2	17
<b>TOTAL FARO</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>17</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>79</b>	<b>12</b>	<b>85</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>17</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>79</b>	<b>12</b>	<b>85</b>
<b>PORTUGAL(MADEIRA)</b>															
<b>FUNCHAL</b>	EUROATLANTIC AIRWAYS	C	8	0	0	100	0	0	0	0	0	0	100	0	7
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	13	0	25	0	0	34	63	24	8
<b>TOTAL FUNCHAL</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>80</b>	<b>13</b>	<b>15</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>80</b>	<b>13</b>	<b>15</b>
<b>SPAIN</b>															
<b>ALICANTE</b>	BRITANNIA AIRWAYS	C	17	0	0	76	6	0	6	12	0	33	72	101	18
	CHANNEL EXPRESS (AIR SVS)	S	8	0	7	88	0	13	0	0	0	7	0	0	0
	EXCEL AIRWAYS LTD	C	10	0	0	60	20	20	0	0	0	15	88	9	8
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	40	20	10	20	10	0	47	75	8	8
	FLYGLOBESPAN	S	53	0	1	72	8	6	15	0	0	23	0	0	0
	GREECE AIRWAYS	S	18	4	3	72	17	11	0	0	0	12	0	0	0
	MY TRAVEL AIRWAYS UK	C	27	0	0	44	30	15	11	0	0	27	54	27	28
	THOMAS COOK AIRLINES LTD	C	20	0	0	55	5	15	20	5	0	43	81	5	16
<b>TOTAL ALICANTE</b>			<b>163</b>	<b>4</b>	<b>11</b>	<b>64</b>	<b>13</b>	<b>10</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>69</b>	<b>32</b>	<b>96</b>
<b>ALMERIA</b>	MY TRAVEL AIRWAYS UK	C	10	0	0	70	10	0	20	0	0	27	0	0	0
<b>TOTAL ALMERIA</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>27</b>	<b>80</b>	<b>10</b>	<b>10</b>
<b>BARCELONA</b>	BRITISH AIRWAYS CITIEXPRESS L	S	21	0	0	95	5	0	0	0	0	5	62	24	45
	CHANNEL EXPRESS (AIR SVS)	S	34	4	5	68	24	9	0	0	0	11	0	0	0
	FLYGLOBESPAN	S	8	1	0	0	50	25	25	0	0	60	0	0	0
<b>TOTAL BARCELONA</b>			<b>63</b>	<b>5</b>	<b>5</b>	<b>68</b>	<b>21</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>53</b>	<b>34</b>	<b>74</b>
<b>GERONA</b>	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	1	90	6	10
	FIRST CHOICE AIRWAYS LTD	C	7	0	0	86	14	0	0	0	0	4	100	0	4
	GREECE AIRWAYS	S	20	3	1	65	0	20	15	0	0	29	0	0	0
	MY TRAVEL AIRWAYS UK	C	17	1	0	59	6	6	29	0	0	34	100	0	9
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	2	100	0	9

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2004

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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 GERONA</b>			<b>62</b>	<b>4</b>	<b>1</b>	<b>76</b>	<b>3</b>	<b>8</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>98</b>	<b>2</b>	40
<b>IBIZA</b>	BRITANNIA AIRWAYS	C	29	0	0	66	14	14	7	0	0	18	100	2	26
	IBERWORLD	C	8	0	0	75	25	0	0	0	0	6	63	30	8
	MY TRAVEL AIRWAYS UK	C	18	0	0	100	0	0	0	0	0	1	94	3	16
	THOMAS COOK AIRLINES LTD	C	9	0	0	89	0	11	0	0	0	5	75	19	8
<b>TOTAL IBIZA</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>11</b>	66
<b>MAHON</b>	BRITANNIA AIRWAYS	C	10	0	0	80	0	0	0	20	0	49	100	0	8
	FUTURA AIRLINES	C	10	0	0	90	10	0	0	0	0	3	100	3	8
	IBERWORLD	C	8	0	0	88	13	0	0	0	0	4	0	0	0
	MY TRAVEL AIRWAYS UK	C	20	0	0	70	15	5	5	5	0	27	69	11	16
	SPANAIR	C	8	1	0	38	25	0	38	0	0	47	40	17	15
	THOMAS COOK AIRLINES LTD	C	20	0	0	100	0	0	0	0	0	2	94	3	18
<b>TOTAL MAHON</b>			<b>76</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>1</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>20</b>	<b>77</b>	<b>8</b>	65
<b>MALAGA</b>	BRITANNIA AIRWAYS	C	18	0	0	78	0	6	17	0	0	26	81	62	16
	EXCEL AIRWAYS LTD	C	2	0	0	50	0	0	50	0	0	34	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	0	13	25	13	0	47	75	5	8
	FLYGLOBESPAN	S	62	0	0	89	5	3	2	0	2	16	0	0	0
	FUTURA AIRLINES	C	18	0	0	72	17	0	0	11	0	32	71	12	7
	GREECE AIRWAYS	S	12	0	1	83	17	0	0	0	0	7	0	0	0
	MONARCH AIRLINES	C	8	0	0	75	0	0	0	0	25	262	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	10	0	20	0	0	21	42	60	12
	THOMAS COOK AIRLINES LTD	C	18	0	0	56	0	33	11	0	0	24	69	12	16
<b>TOTAL MALAGA</b>			<b>156</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>6</b>	<b>6</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>34</b>	<b>64</b>	<b>28</b>	84
<b>PALMA DE MALLORCA</b>	AIR EUROPA	C	8	0	0	75	25	0	0	0	0	7	100	4	8
	BMI BRITISH MIDLAND	C	9	0	0	67	0	11	22	0	0	22	0	151	7
	BRITANNIA AIRWAYS	C	45	0	0	80	11	2	7	0	0	13	76	18	42
	EXCEL AIRWAYS LTD	C	10	0	0	70	0	20	10	0	0	18	88	8	8
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	67	11	22	0	0	0	16	86	3	7
	FLYGLOBESPAN	S	81	0	1	85	6	6	2	0	0	8	0	0	0
	FUTURA AIRLINES	C	9	0	0	11	33	44	11	0	0	34	52	29	21
	GREECE AIRWAYS	S	21	4	0	43	19	14	24	0	0	36	0	0	0
	IBERWORLD	C	18	0	0	78	22	0	0	0	0	6	73	10	44
	MY TRAVEL AIRWAYS UK	C	37	1	0	27	30	14	24	3	3	66	47	17	30
	SPANAIR	C	38	0	0	26	24	32	18	0	0	37	55	20	49
	THOMAS COOK AIRLINES LTD	C	33	0	0	88	6	3	3	0	0	10	81	9	36
<b>TOTAL PALMA DE MALLORCA</b>			<b>318</b>	<b>5</b>	<b>1</b>	<b>64</b>	<b>14</b>	<b>11</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>65</b>	<b>19</b>	279
<b>REUS</b>	BRITANNIA AIRWAYS	C	10	0	0	90	0	0	10	0	0	13	100	5	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	3	100	2	10
	MY TRAVEL AIRWAYS UK	C	16	0	0	94	6	0	0	0	0	4	50	71	8
	THOMAS COOK AIRLINES LTD	C	16	0	0	44	19	13	0	25	0	70	85	11	20
<b>TOTAL REUS</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>27</b>	<b>85</b>	<b>16</b>	54
<b>TOTAL SPAIN</b>			<b>963</b>	<b>19</b>	<b>19</b>	<b>70</b>	<b>11</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>71</b>	<b>20</b>	819
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	BRITANNIA AIRWAYS	C	10	0	0	40	10	10	40	0	0	60	100	2	9
	EXCEL AIRWAYS LTD	C	10	0	0	50	20	20	0	0	10	97	56	23	9

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2004

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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	FIRST CHOICE AIRWAYS LTD	C	10	0	0	10	30	40	20	0	0	43	80	95	10
	FUTURA AIRLINES	C	6	0	0	100	0	0	0	0	0	0	50	15	2
	MY TRAVEL AIRWAYS UK	C	10	0	0	20	40	30	10	0	0	32	75	30	16
	THOMAS COOK AIRLINES LTD	C	17	0	0	47	35	12	6	0	0	19	100	2	10
	VOLAR AIRLINES	C	10	0	0	50	0	20	30	0	0	42	0	0	0
<b>TOTAL ARRECIFE</b>			<b>73</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>22</b>	<b>19</b>	<b>15</b>	<b>0</b>	<b>1</b>	<b>42</b>	<b>80</b>	<b>31</b>	<b>56</b>
FUERTEVENTURA	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	3	0	0	0
	THOMAS COOK AIRLINES LTD	C	13	0	0	77	8	0	8	8	0	29	0	0	0
<b>TOTAL FUERTEVENTURA</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>19</b>	<b>73</b>	<b>12</b>	<b>30</b>
LAS PALMAS	AIR EUROPA	C	10	0	0	80	0	0	20	0	0	22	100	2	8
	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	3	100	3	8
	IBERWORLD	C	10	0	0	80	20	0	0	0	0	5	75	11	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	6	33	42	9
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	1	88	4	8
<b>TOTAL LAS PALMAS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>11</b>	<b>58</b>	
TENERIFE (SURREINA SOFIA)	AIR CORDIAL LTD	C	10	0	0	20	10	30	40	0	0	60	0	0	0
	AIR EUROPA	C	7	0	0	71	0	29	0	0	0	12	89	3	9
	BRITANNIA AIRWAYS	C	18	0	0	72	6	6	17	0	0	27	94	3	16
	EXCEL AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	5	75	11	8
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	3	100	4	7
	FLYGLOBESPAN	S	18	0	0	94	0	0	0	0	6	49	0	0	0
	FUTURA AIRLINES	C	8	0	0	88	13	0	0	0	0	4	100	0	7
	IBERWORLD	C	10	0	0	100	0	0	0	0	0	3	67	6	6
	MY TRAVEL AIRWAYS UK	C	28	0	0	68	7	7	4	11	4	72	72	12	25
	THOMAS COOK AIRLINES LTD	C	19	0	0	74	0	0	11	16	0	56	83	10	23
	VOLAR AIRLINES	C	16	0	0	69	25	6	0	0	0	11	83	9	23
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>35</b>	<b>77</b>	<b>13</b>	<b>148</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>292</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>10</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>32</b>	<b>78</b>	<b>16</b>	<b>292</b>
<b>SWEDEN</b>															
MALMO	MALMO AVIATION	S	9	0	0	22	33	44	0	0	0	25	0	0	0
<b>TOTAL MALMO</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>33</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>67</b>	<b>19</b>	<b>9</b>
<b>TOTAL SWEDEN</b>			<b>9</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>33</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>60</b>	<b>20</b>	<b>10</b>
<b>TUNISIA</b>															
MONASTIR	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	2	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	0	25	25	0	0	46	0	0	0
<b>TOTAL MONASTIR</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>6</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>63</b>	<b>12</b>	<b>8</b>
<b>TOTAL TUNISIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>6</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>63</b>	<b>12</b>	<b>8</b>
<b>TURKEY</b>															
ANTALYA	KIBRIS TURKISH AIRLINES - KTHY	S	8	0	0	88	13	0	0	0	0	8	63	18	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	13	13	25	0	0	44	0	0	0
<b>TOTAL ANTALYA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>63</b>	<b>18</b>	<b>8</b>
BODRUM (MILAS)	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	100	0	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	13	0	25	0	0	27	0	0	0

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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 BODRUM (MILAS)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>100</b>	<b>0</b>	<b>8</b>
<b>DALAMAN</b>	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	5	100	0	9
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	4	100	1	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	10	20	10	0	0	20	50	19	8
	PEGASUS AIRLINES	C	18	0	0	61	28	11	0	0	0	15	73	12	22
	THOMAS COOK AIRLINES LTD	C	18	0	0	83	0	11	6	0	0	10	85	5	26
<b>TOTAL DALAMAN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>8</b>	<b>73</b>
<b>TOTAL TURKEY</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>81</b>	<b>8</b>	<b>89</b>
<b>UNITED ARAB EMIRATES</b>															
<b>DUBAI</b>	EMIRATES	S	62	0	0	68	19	8	5	0	0	14	0	0	0
<b>TOTAL DUBAI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>19</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>19</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>UNITED KINGDOM</b>															
<b>BARRA</b>	LOGANAIR	S	64	6	0	69	30	2	0	0	0	10	71	41	38
<b>TOTAL BARRA</b>			<b>64</b>	<b>6</b>	<b>0</b>	<b>69</b>	<b>30</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>41</b>	<b>38</b>
<b>BELFAST CITY</b>	FLYBE.BRITISH EUROPEAN	S	230	0	0	87	7	3	2	0	0	6	0	0	0
<b>TOTAL BELFAST CITY</b>			<b>230</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>8</b>	<b>162</b>
<b>BELFAST INTERNATIONAL</b>	EASYJET AIRLINE COMPANY LTD	S	230	0	0	83	11	4	3	0	0	8	67	19	238
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>230</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>67</b>	<b>19</b>	<b>240</b>
<b>BENBECULA</b>	LOGANAIR	S	88	0	0	72	18	10	0	0	0	10	0	0	0
<b>TOTAL BENBECULA</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>18</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>93</b>	<b>4</b>	<b>54</b>
<b>BIRMINGHAM</b>	BRITANNIA AIRWAYS	C	7	0	0	86	14	0	0	0	0	5	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	230	0	0	89	3	5	3	0	0	6	55	22	75
	FLYBE.BRITISH EUROPEAN	S	326	0	0	79	8	7	6	0	0	12	57	32	297
<b>TOTAL BIRMINGHAM</b>			<b>563</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>57</b>	<b>30</b>	<b>373</b>
<b>BRISTOL</b>	BRITISH AIRWAYS CITIEXPRESS L	S	188	1	0	85	9	4	2	0	0	8	83	6	165
	EASYJET AIRLINE COMPANY LTD	S	156	0	2	74	17	6	3	0	0	13	54	20	162
<b>TOTAL BRISTOL</b>			<b>344</b>	<b>1</b>	<b>2</b>	<b>80</b>	<b>13</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>69</b>	<b>13</b>	<b>327</b>
<b>CAMPBELTOWN</b>	LOGANAIR	S	88	0	0	90	5	3	2	0	0	6	89	5	90
<b>TOTAL CAMPBELTOWN</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>5</b>	<b>90</b>
<b>CITY OF DERRY (EGLINTON)</b>	LOGANAIR	S	62	0	0	84	10	5	0	2	0	10	46	18	54
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>46</b>	<b>18</b>	<b>54</b>
<b>EXETER</b>	FLYBE.BRITISH EUROPEAN	S	62	0	0	71	16	8	5	0	0	13	0	0	0
<b>TOTAL EXETER</b>			<b>63</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>13</b>	<b>0</b>	<b>16</b>	<b>1</b>
<b>GATWICK</b>	BRITISH AIRWAYS PLC	S	354	0	0	75	15	8	2	0	0	12	73	12	340
	MY TRAVEL AIRWAYS UK	C	6	0	0	50	0	17	33	0	0	39	0	0	0
<b>TOTAL GATWICK</b>			<b>360</b>	<b>7</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>72</b>	<b>13</b>	<b>347</b>
<b>HEATHROW</b>	BMI BRITISH MIDLAND	S	464	0	1	67	17	11	5	0	0	15	70	13	472
	BRITISH AIRWAYS PLC	S	660	0	0	67	17	10	7	0	0	17	73	13	657



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2004

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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 HEATHROW</b>			<b>1124</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>17</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>72</b>	<b>13</b>	1129
ISLAY	LOGANAIR	S	98	0	0	88	5	4	3	0	0	8	71	15	100
<b>TOTAL ISLAY</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>71</b>	<b>15</b>	100
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	60	2	0	72	18	5	2	3	0	18	80	11	61
	ROSSAIR EUROPE	S	107	1	0	64	7	5	24	0	0	28	0	0	0
<b>TOTAL ISLE OF MAN</b>			<b>167</b>	<b>3</b>	<b>0</b>	<b>66</b>	<b>11</b>	<b>5</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>80</b>	<b>11</b>	61
JERSEY	BMI REGIONAL	S	24	0	0	83	8	0	8	0	0	15	0	0	0
	FLYBE.BRITISH EUROPEAN	S	10	0	0	10	30	40	20	0	0	43	25	30	8
<b>TOTAL JERSEY</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>15</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>59</b>	<b>18</b>	66
LEEDS BRADFORD	BMI REGIONAL	S	138	0	0	93	6	1	0	0	0	4	90	6	146
<b>TOTAL LEEDS BRADFORD</b>			<b>138</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>90</b>	<b>6</b>	147
LUTON	EASYJET AIRLINE COMPANY LTD	S	325	1	0	85	8	2	5	0	0	10	62	22	332
<b>TOTAL LUTON</b>			<b>325</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>62</b>	<b>22</b>	332
MANCHESTER	BMI REGIONAL	S	237	0	0	86	10	3	1	0	0	8	96	3	246
	BRITANNIA AIRWAYS	C	6	1	0	33	33	0	17	0	17	217	0	18	1
	BRITISH AIRWAYS CITIEXPRESS L	S	304	0	0	73	15	7	4	1	0	14	84	10	162
<b>TOTAL MANCHESTER</b>			<b>547</b>	<b>5</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>90</b>	<b>6</b>	410
NOTTINGHAM EAST MIDLANDS INT'L	BMIBABY LTD	S	158	0	0	39	4	25	31	1	0	46	0	0	0
<b>TOTAL NOTTINGHAM EAST MIDLANDS INT'L</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>4</b>	<b>25</b>	<b>31</b>	<b>1</b>	<b>0</b>	<b>46</b>	<b>81</b>	<b>9</b>	223
SOUTHAMPTON	BRITISH AIRWAYS CITIEXPRESS L	S	248	4	0	81	11	4	3	1	0	11	75	11	208
<b>TOTAL SOUTHAMPTON</b>			<b>248</b>	<b>5</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>11</b>	208
STANSTED	EASYJET AIRLINE COMPANY LTD	S	273	1	0	84	10	4	2	0	0	8	60	23	284
<b>TOTAL STANSTED</b>			<b>273</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>60</b>	<b>23</b>	284
STORNOWAY	LOGANAIR	S	108	6	0	81	7	6	4	2	0	15	0	0	0
<b>TOTAL STORNOWAY</b>			<b>108</b>	<b>6</b>	<b>0</b>	<b>81</b>	<b>7</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>82</b>	<b>16</b>	108
SUMBURGH	LOGANAIR	S	114	0	0	71	15	11	3	0	1	15	65	25	62
<b>TOTAL SUMBURGH</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>15</b>	<b>74</b>	<b>18</b>	115
TIREE	LOGANAIR	S	54	0	0	83	7	6	4	0	0	11	83	9	52
<b>TOTAL TIREE</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>9</b>	52
<b>TOTAL UNITED KINGDOM</b>			<b>5480</b>	<b>39</b>	<b>3</b>	<b>77</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>15</b>	5259
<b>USA</b>															
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	62	0	0	69	10	8	10	3	0	23	77	28	62
<b>TOTAL CHICAGO (O'HARE)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>10</b>	<b>8</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>77</b>	<b>28</b>	62
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	62	0	0	61	13	21	5	0	0	19	82	7	62
<b>TOTAL NEW YORK (NEWARK)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>13</b>	<b>21</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>82</b>	<b>7</b>	62
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	60	0	2	77	8	10	2	2	2	21	0	0	0
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>77</b>	<b>8</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>21</b>	<b>0</b>	<b>0</b>	0
SANFORD	AIR ATLANTA EUROPE LTD	C	24	1	0	13	17	17	33	17	4	145	0	0	0
	AIR CORDIAL LTD	C	6	0	0	50	0	33	17	0	0	27	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2004

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2003			
		CHARTER/ SCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
SANFORD	BRITANNIA AIRWAYS	C	5	0	0	20	20	0	0	60	0	167	50	63	2
	FIRST CHOICE AIRWAYS LTD	C	13	0	0	77	8	0	15	0	0	20	75	10	8
	MY TRAVEL AIRWAYS UK	C	19	0	0	63	21	16	0	0	0	13	76	31	17
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	0	0	10	0	0	12	50	39	8
<b>TOTAL SANFORD</b>			<b>77</b>	<b>1</b>	<b>0</b>	<b>49</b>	<b>13</b>	<b>12</b>	<b>16</b>	<b>9</b>	<b>1</b>	<b>66</b>	<b>63</b>	<b>37</b>	<b>40</b>
<b>TOTAL USA</b>			<b>261</b>	<b>1</b>	<b>2</b>	<b>63</b>	<b>11</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>34</b>	<b>76</b>	<b>22</b>	<b>164</b>
<b>TOTAL GLASGOW</b>			<b>8866</b>	<b>77</b>	<b>40</b>	<b>73</b>	<b>12</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>73</b>	<b>16</b>	<b>8475</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2004

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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	AIR ALGERIE	S	44	0	0	25	34	30	11	0	0	32	17	70	42
TOTAL ALGIERS			44	0	0	25	34	30	11	0	0	32	17	70	42
TOTAL ALGERIA			44	0	0	25	34	30	11	0	0	32	17	70	42
<b>ANGOLA</b>															
LUANDA	BRITISH AIRWAYS PLC	S	9	0	0	56	33	11	0	0	0	14	63	18	8
TOTAL LUANDA			9	0	0	56	33	11	0	0	0	14	63	18	8
TOTAL ANGOLA			9	0	0	56	33	11	0	0	0	14	63	18	8
<b>ARGENTINA</b>															
BUENOS AIRES	BRITISH AIRWAYS PLC	S	36	0	0	86	11	3	0	0	0	5	58	34	26
TOTAL BUENOS AIRES			36	0	0	86	11	3	0	0	0	5	58	34	26
TOTAL ARGENTINA			36	0	0	86	11	3	0	0	0	5	58	34	26
<b>AUSTRALIA</b>															
MELBOURNE	BRITISH AIRWAYS PLC	S	61	0	1	66	18	5	7	3	2	30	55	31	58
	QANTAS	S	58	0	0	57	17	21	5	0	0	21	52	42	62
TOTAL MELBOURNE			119	0	1	61	18	13	6	2	1	25	53	37	120
SYDNEY	BRITISH AIRWAYS PLC	S	124	1	0	62	15	10	10	2	1	31	57	68	124
	QANTAS	S	128	0	0	60	16	17	6	1	0	19	52	34	114
TOTAL SYDNEY			252	1	0	61	15	14	8	1	0	25	55	52	238
TOTAL AUSTRALIA			371	1	1	61	16	13	8	1	1	25	54	47	358
<b>AUSTRIA</b>															
VIENNA	AUSTRIAN AIRLINES	S	299	0	0	57	24	15	4	0	0	19	76	11	290
	BRITISH AIRWAYS PLC	S	248	0	0	65	16	12	7	1	0	19	74	13	238
TOTAL VIENNA			547	0	0	60	20	13	6	0	0	19	75	12	528
TOTAL AUSTRIA			547	0	0	60	20	13	6	0	0	19	75	12	528
<b>AZERBAIJAN</b>															
BAKU	BRITISH MEDITERRANEAN AIRWA	S	33	0	0	70	18	6	6	0	0	15	50	85	6
TOTAL BAKU			33	0	0	70	18	6	6	0	0	15	50	85	6
TOTAL AZERBAIJAN			33	0	0	70	18	6	6	0	0	15	50	85	6
<b>BAHRAIN</b>															
BAHRAIN	GULF AIR	S	124	0	0	53	17	14	14	2	0	30	54	19	93
TOTAL BAHRAIN			124	0	0	53	17	14	14	2	0	30	54	19	93
TOTAL BAHRAIN			124	0	0	53	17	14	14	2	0	30	54	19	93
<b>BANGLADESH</b>															
DACCA	BIMAN BANGLADESH AIRLINES	S	52	0	0	29	12	27	29	2	2	64	28	94	54
	BRITISH AIRWAYS PLC	S	27	0	0	56	15	26	4	0	0	18	46	34	26
TOTAL DACCA			79	0	0	38	13	27	20	1	1	48	34	75	80

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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 BANGLADESH			79	0	0	38	13	27	20	1	1	48	34	75	80
<b>BELGIUM</b>															
BRUSSELS	BMI BRITISH MIDLAND	S	355	0	0	64	13	11	11	1	0	23	65	18	366
	BRITISH AIRWAYS PLC	S	452	0	0	64	17	12	8	0	0	18	82	8	451
	SN BRUSSELS AIRLINES	S	9	0	0	78	22	0	0	0	0	8	63	16	8
TOTAL BRUSSELS			816	0	0	64	15	11	9	1	0	20	75	12	883
TOTAL BELGIUM			816	0	0	64	15	11	9	1	0	20	75	12	883
<b>BRAZIL</b>															
RIO DE JANEIRO (GALEAO)	BRITISH AIRWAYS PLC	S	25	1	1	92	4	0	4	0	0	5	65	17	34
	VARIG	S	60	2	0	35	17	22	23	3	0	46	39	26	62
TOTAL RIO DE JANEIRO (GALEAO)			85	3	1	52	13	15	18	2	0	34	48	23	96
TOTAL BRAZIL			85	3	1	52	13	15	18	2	0	34	48	23	96
<b>BRUNEI</b>															
BANDAR SERI BEGAWAN	ROYAL BRUNEI AIRLINES	S	62	0	0	63	23	8	6	0	0	19	66	14	62
TOTAL BANDAR SERI BEGAWAN			62	0	0	63	23	8	6	0	0	19	66	14	62
TOTAL BRUNEI			62	0	0	63	23	8	6	0	0	19	66	14	62
<b>BULGARIA</b>															
SOFIA	BRITISH AIRWAYS PLC	S	62	0	0	65	29	6	0	0	0	13	89	5	62
TOTAL SOFIA			62	0	0	65	29	6	0	0	0	13	89	5	62
TOTAL BULGARIA			62	0	0	65	29	6	0	0	0	13	89	5	62
<b>CANADA</b>															
CALGARY	AIR CANADA	S	124	0	0	37	22	31	10	0	0	31	60	29	124
TOTAL CALGARY			124	0	0	37	22	31	10	0	0	31	60	29	124
HALIFAX INT	AIR CANADA	S	62	0	0	53	15	19	11	0	2	35	69	17	62
TOTAL HALIFAX INT			62	0	0	53	15	19	11	0	2	35	69	17	62
MONTREAL (DORVAL)	AIR CANADA	S	124	0	0	45	22	25	7	1	0	26	56	21	62
	BRITISH AIRWAYS PLC	S	62	0	0	74	11	3	10	2	0	18	66	30	62
TOTAL MONTREAL (DORVAL)			186	0	0	55	18	18	8	1	0	23	61	25	124
OTTAWA INTERNATIONAL	AIR CANADA	S	62	0	0	56	23	11	10	0	0	21	79	9	62
TOTAL OTTAWA INTERNATIONAL			62	0	0	56	23	11	10	0	0	21	79	9	62
TORONTO	AIR CANADA	S	310	0	0	44	22	19	13	1	0	31	72	15	312
	BRITISH AIRWAYS PLC	S	161	0	0	48	22	18	11	1	0	27	53	35	151
TOTAL TORONTO			471	0	0	45	22	19	12	1	0	30	66	21	463
VANCOUVER	AIR CANADA	S	186	0	0	54	19	14	11	2	0	28	66	16	186
	BRITISH AIRWAYS PLC	S	62	0	0	63	8	19	10	0	0	21	48	38	62
TOTAL VANCOUVER			248	0	0	56	17	15	10	2	0	27	61	22	248
TOTAL CANADA			1153	0	0	49	20	19	11	1	0	28	65	22	1083

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			MISMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights		
			Actual (7)	Plan (8)												
<b>CAYMAN ISLANDS</b>																
GRAND CAYMAN	BRITISH AIRWAYS PLC	S	36	0	0	86	3	3	3	0	6	66	72	16	36	
TOTAL GRAND CAYMAN			<b>36</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>66</b>	<b>72</b>	<b>16</b>	<b>36</b>	
TOTAL CAYMAN ISLANDS			<b>36</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>66</b>	<b>72</b>	<b>16</b>	<b>36</b>	
<b>CHINA</b>																
BEIJING	AIR CHINA	S	62	0	0	53	23	11	11	2	0	24	69	67	36	
	BRITISH AIRWAYS PLC	S	44	0	0	61	14	11	9	0	5	79	32	40	25	
TOTAL BEIJING			<b>106</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>19</b>	<b>11</b>	<b>10</b>	<b>1</b>	<b>2</b>	<b>47</b>	<b>54</b>	<b>56</b>	<b>61</b>	
SHANGHAI (PU DONG)	CHINA EASTERN AIRLINES	S	28	0	0	68	21	7	4	0	0	13	0	0	0	
	VIRGIN ATLANTIC AIRWAYS LTD	S	42	1	3	55	7	14	24	0	0	34	64	21	33	
TOTAL SHANGHAI (PU DONG)			<b>70</b>	<b>1</b>	<b>3</b>	<b>60</b>	<b>13</b>	<b>11</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>64</b>	<b>21</b>	<b>33</b>	
TOTAL CHINA			<b>176</b>	<b>1</b>	<b>3</b>	<b>58</b>	<b>16</b>	<b>11</b>	<b>13</b>	<b>1</b>	<b>1</b>	<b>38</b>	<b>57</b>	<b>44</b>	<b>94</b>	
<b>COLOMBIA</b>																
BOGOTA	BRITISH AIRWAYS PLC	S	26	0	0	54	23	15	8	0	0	24	48	92	27	
TOTAL BOGOTA			<b>26</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>23</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>48</b>	<b>92</b>	<b>27</b>	
TOTAL COLOMBIA			<b>26</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>23</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>48</b>	<b>92</b>	<b>27</b>	
<b>CROATIA</b>																
SPLIT	CROATIA AIRLINES	S	10	0	0	0	0	70	30	0	0	54	25	33	8	
TOTAL SPLIT			<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>25</b>	<b>33</b>	<b>8</b>	
ZAGREB	CROATIA AIRLINES	S	70	0	0	67	13	14	6	0	0	17	57	22	72	
TOTAL ZAGREB			<b>70</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>13</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>66</b>	<b>18</b>	<b>108</b>	
TOTAL CROATIA			<b>80</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>11</b>	<b>21</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>63</b>	<b>19</b>	<b>116</b>	
<b>CYPRUS</b>																
LARNACA	BRITISH AIRWAYS PLC	S	77	0	0	38	34	21	8	0	0	25	52	27	96	
	CYPRUS AIRWAYS	S	160	0	0	59	21	10	9	1	0	20	63	18	144	
	HELIOS AIRWAYS LTD	S	40	0	0	55	38	8	0	0	0	14	0	0	0	
TOTAL LARNACA			<b>277</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>27</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>59</b>	<b>22</b>	<b>240</b>	
TOTAL CYPRUS			<b>277</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>27</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>59</b>	<b>22</b>	<b>240</b>	
<b>CZECH REPUBLIC</b>																
PRAGUE	BRITISH AIRWAYS PLC	S	186	0	0	59	15	17	10	0	0	23	73	15	177	
	CSA	S	176	0	0	66	14	14	6	0	0	17	56	23	124	
TOTAL PRAGUE			<b>362</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>14</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>66</b>	<b>18</b>	<b>301</b>	
TOTAL CZECH REPUBLIC			<b>362</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>14</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>66</b>	<b>18</b>	<b>301</b>	
<b>DENMARK</b>																
COPENHAGEN	BRITISH AIRWAYS PLC	S	352	0	0	68	14	11	7	0	0	16	83	8	344	
	SAS	S	354	0	0	63	19	14	3	1	0	17	86	7	426	
	VARIG	S	25	0	0	28	12	16	36	8	0	64	38	41	26	
TOTAL COPENHAGEN			<b>731</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>17</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>83</b>	<b>9</b>	<b>796</b>	

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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 DENMARK</b>			<b>732</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>17</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>83</b>	<b>9</b>	<b>796</b>
<b>EGYPT</b>															
<b>CAIRO</b>	BRITISH AIRWAYS PLC	S	62	0	0	68	16	6	10	0	0	17	58	54	62
	EGYPT AIR	S	64	0	0	30	27	25	16	3	0	37	56	18	66
<b>TOTAL CAIRO</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>21</b>	<b>16</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>57</b>	<b>35</b>	<b>128</b>
<b>LUXOR</b>	EGYPT AIR	S	8	0	0	75	25	0	0	0	0	8	38	17	8
<b>TOTAL LUXOR</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>8</b>	<b>38</b>	<b>17</b>	<b>8</b>
<b>SHARM EL SHEIKH (OPHIRA)</b>	EGYPT AIR	S	8	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL EGYPT</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>20</b>	<b>14</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>56</b>	<b>34</b>	<b>136</b>
<b>ETHIOPIA</b>															
<b>ADDIS ABABA</b>	BRITISH MEDITERRANEAN AIRWA	S	35	0	0	51	23	11	14	0	0	24	61	26	36
	ETHIOPIAN AIRLINES	S	36	0	0	61	19	8	11	0	0	21	21	55	34
<b>TOTAL ADDIS ABABA</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>21</b>	<b>10</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>41</b>	<b>40</b>	<b>70</b>
<b>TOTAL ETHIOPIA</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>21</b>	<b>10</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>41</b>	<b>40</b>	<b>70</b>
<b>FED REP YUGO SERBIA M'ENEGRO</b>															
<b>BELGRADE</b>	BRITISH AIRWAYS PLC	S	42	3	2	64	17	14	0	5	0	26	77	11	35
	JATAIRWAYS	S	62	0	0	42	29	18	10	2	0	29	52	17	62
<b>TOTAL BELGRADE</b>			<b>104</b>	<b>3</b>	<b>2</b>	<b>51</b>	<b>24</b>	<b>16</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>28</b>	<b>61</b>	<b>15</b>	<b>97</b>
<b>TIVAT</b>	JATAIRWAYS	S	10	0	0	20	30	10	40	0	0	50	63	13	8
<b>TOTAL TIVAT</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>30</b>	<b>10</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>63</b>	<b>13</b>	<b>8</b>
<b>TOTAL FED REP YUGO SERBIA M'ENEGRO</b>			<b>114</b>	<b>3</b>	<b>2</b>	<b>48</b>	<b>25</b>	<b>16</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>30</b>	<b>61</b>	<b>15</b>	<b>105</b>
<b>FINLAND</b>															
<b>HELSINKI</b>	BRITISH AIRWAYS PLC	S	124	0	0	63	14	12	11	0	0	19	84	8	146
	FINNAIR	S	247	0	0	72	17	10	2	0	0	12	79	9	238
<b>TOTAL HELSINKI</b>			<b>371</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>81</b>	<b>9</b>	<b>384</b>
<b>TOTAL FINLAND</b>			<b>371</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>81</b>	<b>9</b>	<b>384</b>
<b>FRANCE</b>															
<b>AJACCIO</b>	BMI BRITISH MIDLAND	C	8	0	0	25	38	25	13	0	0	32	38	21	8
<b>TOTAL AJACCIO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>38</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>38</b>	<b>21</b>	<b>8</b>
<b>LYON</b>	AIR FRANCE	S	176	0	0	84	11	5	0	0	0	7	0	0	0
	BRITISH AIRWAYS PLC	S	186	0	0	56	19	13	11	0	0	21	76	11	178
<b>TOTAL LYON</b>			<b>362</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>85</b>	<b>7</b>	<b>344</b>
<b>NICE</b>	BMI BRITISH MIDLAND	S	124	0	0	57	18	19	6	0	0	21	70	15	124
	BRITISH AIRWAYS PLC	S	257	0	0	46	22	21	10	0	1	30	71	13	242
<b>TOTAL NICE</b>			<b>381</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>21</b>	<b>20</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>27</b>	<b>71</b>	<b>14</b>	<b>366</b>
<b>PARIS (CHARLES DE GAULLE)</b>	AIR FRANCE	S	772	0	0	69	18	10	3	0	0	13	61	16	823
	BMI BRITISH MIDLAND	S	281	0	0	54	18	18	9	0	0	23	49	23	344
	BRITISH AIRWAYS PLC	S	642	0	0	62	16	14	8	0	0	19	62	20	628

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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 PARIS (CHARLES DE GAULLE)			1695	0	0	64	17	13	6	0	0	17	59	19	1795
TOTAL FRANCE			2446	0	0	62	17	13	6	0	0	18	65	16	2699
GERMANY															
BERLIN (TEGEL)	BRITISH AIRWAYS PLC	S	310	0	0	65	17	13	5	0	0	16	85	9	296
TOTAL BERLIN (TEGEL)			310	0	0	65	17	13	5	0	0	16	85	9	296
COLOGNE (BONN)	BRITISH AIRWAYS PLC	S	184	0	0	73	13	12	3	0	0	12	82	13	182
	LUFTHANSA CITY LINE	S	175	0	0	80	11	5	4	0	0	12	84	8	186
TOTAL COLOGNE (BONN)			359	0	0	76	12	9	3	0	0	12	83	10	368
DUSSELDORF	BRITISH AIRWAYS PLC	S	342	0	0	72	15	9	4	0	0	14	81	9	292
	LUFTHANSA	S	297	0	2	75	13	9	2	0	0	11	85	8	208
TOTAL DUSSELDORF			639	0	2	73	14	9	3	0	0	13	82	9	540
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	440	0	0	64	16	12	8	0	0	20	79	10	459
	LUFTHANSA	S	620	0	0	77	13	8	3	0	0	11	77	10	558
TOTAL FRANKFURT MAIN			1060	0	0	72	14	9	5	0	0	15	78	10	1017
HAMBURG	BRITISH AIRWAYS PLC	S	248	0	0	65	16	12	7	0	0	18	81	9	237
	LUFTHANSA	S	186	0	0	86	8	6	0	0	0	6	91	5	186
TOTAL HAMBURG			434	0	0	74	12	9	4	0	0	13	85	7	423
HANOVER	BMI BRITISH MIDLAND	S	150	0	0	77	13	5	4	0	0	13	75	12	164
TOTAL HANOVER			150	0	0	77	13	5	4	0	0	13	75	12	164
MUNICH	BRITISH AIRWAYS PLC	S	294	0	2	67	18	9	5	0	0	17	75	14	292
	LUFTHANSA	S	372	0	0	74	15	7	4	0	0	13	80	9	372
TOTAL MUNICH			666	0	2	71	16	8	5	0	0	15	77	11	664
STUTTGART	BRITISH AIRWAYS PLC	S	186	0	0	71	12	12	5	0	0	16	76	11	180
	LUFTHANSA CITY LINE	S	185	0	0	77	15	7	1	0	0	10	74	12	186
TOTAL STUTTGART			371	0	0	74	13	9	3	0	0	13	75	11	366
TOTAL GERMANY			3989	0	4	72	14	9	4	0	0	14	80	10	3838
GHANA															
ACCRA	BRITISH AIRWAYS PLC	S	62	0	0	52	23	16	10	0	0	24	53	34	62
	GHANA AIRWAYS	S	30	0	4	13	7	37	30	13	0	78	38	27	34
TOTAL ACCRA			92	0	4	39	17	23	16	4	0	42	48	31	96
TOTAL GHANA			92	0	4	39	17	23	16	4	0	42	48	31	96
GREECE															
ATHENS	BRITISH AIRWAYS PLC	S	162	0	0	75	17	7	1	0	0	10	73	21	180
	HELLAS JET	S	70	0	0	80	14	4	1	0	0	9	84	9	62
	OLYMPIC AIRWAYS	S	186	0	0	67	13	8	12	1	0	24	63	15	186
TOTAL ATHENS			418	0	0	72	15	7	6	0	0	16	70	16	428
KEFALLINIA	BMI BRITISH MIDLAND	C	8	0	0	63	13	25	0	0	0	20	0	0	0
TOTAL KEFALLINIA			8	0	0	63	13	25	0	0	0	20	0	0	0
VOLOS	BMI BRITISH MIDLAND	C	8	0	0	88	13	0	0	0	0	8	38	17	8

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			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
TOTAL VOLOS			8	0	0	88	13	0	0	0	0	8	38	17	8
TOTAL GREECE			434	0	0	72	15	7	6	0	0	16	69	16	436
<b>HONG KONG</b>															
HONG KONG (CHEP LAP KOK)	BRITISH AIRWAYS PLC	S	151	0	0	72	13	9	5	1	0	15	67	34	124
	CATHAY PACIFIC AIRWAYS	S	186	0	0	70	15	11	3	0	1	14	76	13	147
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	73	15	11	0	0	2	24	70	19	46
TOTAL HONG KONG (CHEP LAP KOK)			399	0	0	71	14	10	3	0	1	16	72	22	317
TOTAL HONG KONG			399	0	0	71	14	10	3	0	1	16	72	22	317
<b>HUNGARY</b>															
BUDAPEST	BRITISH AIRWAYS PLC	S	124	0	0	59	17	15	10	0	0	19	61	19	119
	MALEV (HUNGARIAN AIRLINES)	S	124	0	0	73	8	13	3	2	0	19	67	13	124
TOTAL BUDAPEST			248	0	0	66	13	14	6	1	0	19	64	16	243
TOTAL HUNGARY			248	0	0	66	13	14	6	1	0	19	64	16	243
<b>ICELAND</b>															
KEFLAVIK	ICELANDAIR	S	124	0	0	52	20	23	6	0	0	22	78	13	124
TOTAL KEFLAVIK			124	0	0	52	20	23	6	0	0	22	78	13	124
TOTAL ICELAND			124	0	0	52	20	23	6	0	0	22	78	13	124
<b>INDIA</b>															
CALCUTTA	BRITISH AIRWAYS PLC	S	27	0	0	56	22	15	7	0	0	19	47	26	15
TOTAL CALCUTTA			27	0	0	56	22	15	7	0	0	19	47	26	15
DELHI	BRITISH AIRWAYS PLC	S	62	0	0	69	23	3	5	0	0	12	53	19	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	27	0	0	44	37	15	4	0	0	24	67	19	18
TOTAL DELHI			89	0	0	62	27	7	4	0	0	16	55	19	85
MADRAS/CHENNAI	BRITISH AIRWAYS PLC	S	16	0	1	56	25	13	6	0	0	24	61	26	18
TOTAL MADRAS/CHENNAI			16	0	1	56	25	13	6	0	0	24	61	26	18
MUMBAI	AIR INDIA	S	106	0	0	44	20	20	14	1	1	34	59	29	87
	BRITISH AIRWAYS PLC	S	62	0	0	73	15	8	3	2	0	16	69	12	62
TOTAL MUMBAI			168	0	0	55	18	15	10	1	1	27	63	22	149
TOTAL INDIA			300	0	1	57	21	13	8	1	0	23	60	22	267
<b>IRAN</b>															
TEHRAN	BRITISH MEDITERRANEAN AIRWA	S	53	0	0	60	19	2	15	4	0	30	76	33	45
	IRAN AIR	S	36	0	0	17	28	33	22	0	0	43	28	33	36
TOTAL TEHRAN			89	0	0	43	22	15	18	2	0	36	54	33	81
TOTAL IRAN			89	0	0	43	22	15	18	2	0	36	54	33	81
<b>IRISH REPUBLIC</b>															
CORK	AER LINGUS	S	248	0	0	58	19	13	6	3	0	25	72	14	294
TOTAL CORK			248	0	0	58	19	13	6	3	0	25	72	14	294
DUBLIN	AER LINGUS	S	795	0	2	62	19	12	6	0	0	18	73	13	806



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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
DUBLIN	BMI BRITISH MIDLAND	S	394	0	0	59	19	12	10	1	0	22	64	16	450
<b>TOTAL DUBLIN</b>			<b>1189</b>	<b>0</b>	<b>2</b>	<b>61</b>	<b>19</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>69</b>	<b>14</b>	1256
SHANNON	AER LINGUS	S	239	0	0	69	13	10	6	1	0	17	71	13	241
<b>TOTAL SHANNON</b>			<b>239</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>71</b>	<b>13</b>	241
<b>TOTAL IRISH REPUBLIC</b>			<b>1676</b>	<b>0</b>	<b>2</b>	<b>62</b>	<b>18</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>70</b>	<b>14</b>	1791
<b>ISRAEL</b>															
TEL AVIV	BRITISH AIRWAYS PLC	S	124	0	0	77	7	13	3	0	0	12	65	53	124
	EL AL	S	94	0	0	61	16	14	7	2	0	26	76	13	100
<b>TOTAL TEL AVIV</b>			<b>218</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>11</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>71</b>	<b>34</b>	232
<b>TOTAL ISRAEL</b>			<b>218</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>11</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>71</b>	<b>34</b>	232
<b>ITALY</b>															
CAGLIARI (ELMAS)	BMI BRITISH MIDLAND	C	10	0	0	10	20	50	20	0	0	46	25	34	8
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>20</b>	<b>50</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>25</b>	<b>34</b>	8
CATANIA (FONTANAROSSA)	BMI BRITISH MIDLAND	C	10	0	0	50	40	10	0	0	0	16	38	30	8
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>40</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>38</b>	<b>30</b>	8
MILAN (LINATE)	ALITALIA	S	168	0	0	69	14	12	5	0	0	15	59	18	178
	BMI BRITISH MIDLAND	S	62	0	0	47	26	13	15	0	0	24	74	14	178
	BRITISH AIRWAYS PLC	S	186	0	0	63	15	15	8	0	0	21	79	12	180
<b>TOTAL MILAN (LINATE)</b>			<b>416</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>16</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>71</b>	<b>14</b>	536
MILAN (MALPENSA)	ALITALIA	S	310	0	0	62	16	17	5	0	0	17	39	28	310
	BRITISH AIRWAYS PLC	S	186	0	0	59	21	14	6	0	0	18	73	17	182
<b>TOTAL MILAN (MALPENSA)</b>			<b>496</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>18</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>51</b>	<b>24</b>	492
NAPLES	BMI BRITISH MIDLAND	C	10	0	0	0	30	40	30	0	0	55	38	26	8
	BMI BRITISH MIDLAND	S	62	0	0	65	16	13	6	0	0	20	0	0	0
<b>TOTAL NAPLES</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>18</b>	<b>17</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>38</b>	<b>26</b>	8
PALERMO	BMI BRITISH MIDLAND	C	10	0	0	0	20	30	50	0	0	55	50	25	8
<b>TOTAL PALERMO</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>30</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>50</b>	<b>25</b>	8
ROME (FIUMICINO)	ALITALIA	S	310	0	0	59	19	16	6	0	0	19	37	32	318
	BRITISH AIRWAYS PLC	S	310	0	0	46	26	17	10	0	0	25	68	16	299
<b>TOTAL ROME (FIUMICINO)</b>			<b>620</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>22</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>52</b>	<b>24</b>	617
VENICE	BMI BRITISH MIDLAND	S	62	0	0	27	32	34	5	0	2	35	68	12	62
	QANTAS	C	4	0	0	50	25	25	0	0	0	20	25	30	4
<b>TOTAL VENICE</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>32</b>	<b>33</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>34</b>	<b>65</b>	<b>13</b>	66
<b>TOTAL ITALY</b>			<b>1701</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>20</b>	<b>16</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>58</b>	<b>21</b>	1743
<b>JAMAICA</b>															
KINGSTON	AIR JAMAICA	S	78	0	0	19	19	15	36	10	0	78	27	51	62
<b>TOTAL KINGSTON</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>19</b>	<b>15</b>	<b>36</b>	<b>10</b>	<b>0</b>	<b>78</b>	<b>27</b>	<b>51</b>	62
<b>TOTAL JAMAICA</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>19</b>	<b>15</b>	<b>36</b>	<b>10</b>	<b>0</b>	<b>78</b>	<b>33</b>	<b>45</b>	78

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		Reporting Airport: HEATHROW (Full Analysis)											JULY 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>JAPAN</b>															
OSAKA (KANSAI)	JAPAN AIRLINES	S	62	0	0	68	13	2	13	5	0	30	67	10	46
<b>TOTAL OSAKA (KANSAI)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>13</b>	<b>2</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>30</b>	<b>67</b>	<b>10</b>	<b>46</b>
TOKYO (NARITA)	ALL NIPPON AIRWAYS	S	62	0	0	79	15	5	2	0	0	9	90	5	62
	BRITISH AIRWAYS PLC	S	124	0	0	63	15	12	9	1	0	21	69	27	122
	JAPAN AIRLINES	S	124	0	0	65	23	10	2	0	1	22	77	10	74
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	40	22	20	18	0	0	28	50	31	46
<b>TOTAL TOKYO (NARITA)</b>			<b>370</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>19</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>72</b>	<b>19</b>	<b>319</b>
<b>TOTAL JAPAN</b>			<b>432</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>18</b>	<b>10</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>71</b>	<b>18</b>	<b>365</b>
<b>JORDAN</b>															
AMMAN	BRITISH MEDITERRANEAN AIRWA	S	33	0	0	76	18	3	3	0	0	11	50	44	42
	ROYAL JORDANIAN	S	62	0	0	47	11	26	16	0	0	28	61	19	62
<b>TOTAL AMMAN</b>			<b>95</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>14</b>	<b>18</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>56</b>	<b>29</b>	<b>108</b>
<b>TOTAL JORDAN</b>			<b>95</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>14</b>	<b>18</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>56</b>	<b>29</b>	<b>108</b>
<b>KAZAKHSTAN</b>															
ALMA ATA	AIR ASTANA	S	18	0	0	72	0	6	22	0	0	24	0	0	0
	BRITISH MEDITERRANEAN AIRWA	S	26	0	0	58	19	15	4	4	0	25	54	22	26
<b>TOTAL ALMA ATA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>54</b>	<b>22</b>	<b>26</b>
<b>TOTAL KAZAKHSTAN</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>54</b>	<b>22</b>	<b>26</b>
<b>KENYA</b>															
MOMBASA	EAST AFRICAN SAFARI AIR LTD	S	13	0	0	62	15	8	15	0	0	22	0	0	0
<b>TOTAL MOMBASA</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>15</b>	<b>8</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
NAIROBI	BRITISH AIRWAYS PLC	S	89	0	0	61	17	15	8	0	0	19	57	36	37
	EAST AFRICAN SAFARI AIR LTD	S	26	0	0	62	15	19	4	0	0	15	0	0	0
	KENYA AIRWAYS	S	92	0	0	82	8	4	5	0	1	15	77	10	86
<b>TOTAL NAIROBI</b>			<b>207</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>71</b>	<b>18</b>	<b>123</b>
<b>TOTAL KENYA</b>			<b>220</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>71</b>	<b>18</b>	<b>123</b>
<b>KUWAIT</b>															
KUWAIT	BRITISH AIRWAYS PLC	S	62	0	0	82	0	6	8	3	0	21	74	39	62
	KUWAIT AIRWAYS	S	79	2	0	57	16	16	10	0	0	23	54	17	70
<b>TOTAL KUWAIT</b>			<b>141</b>	<b>2</b>	<b>0</b>	<b>68</b>	<b>9</b>	<b>12</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>64</b>	<b>27</b>	<b>132</b>
<b>TOTAL KUWAIT</b>			<b>141</b>	<b>2</b>	<b>0</b>	<b>68</b>	<b>9</b>	<b>12</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>64</b>	<b>27</b>	<b>132</b>
<b>KYRGYZSTAN</b>															
BISHKEK (FRUNZE)	BRITISH MEDITERRANEAN AIRWA	S	25	0	0	48	12	16	24	0	0	33	48	54	25
<b>TOTAL BISHKEK (FRUNZE)</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>12</b>	<b>16</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>48</b>	<b>54</b>	<b>25</b>
<b>TOTAL KYRGYZSTAN</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>12</b>	<b>16</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>48</b>	<b>54</b>	<b>25</b>
<b>LATVIA</b>															
RIGA	AIR BALTIC CORPORATION SIA	S	52	0	0	77	13	10	0	0	0	11	0	0	0
	BRITISH AIRWAYS PLC	S	45	0	0	67	13	9	11	0	0	21	80	13	41

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		Reporting Airport: HEATHROW (Full Analysis)											JULY 2003		
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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)			
				Actual (7)	Plan (8)										
TOTAL RIGA			97	0	0	72	13	9	5	0	0	15	80	13	41
TOTAL LATVIA			97	0	0	72	13	9	5	0	0	15	80	13	41
<b>LEBANON</b>															
BEIRUT	BRITISH MEDITERRANEAN AIRWA	S	18	0	0	56	11	28	6	0	0	19	53	43	17
	MEA	S	62	0	0	61	21	11	3	2	2	27	65	12	63
TOTAL BEIRUT			80	0	0	60	19	15	4	1	1	25	63	19	80
TOTAL LEBANON			80	0	0	60	19	15	4	1	1	25	63	19	80
<b>LIBYA</b>															
BENGAZI	LIBYAN ARAB AIRLINES	S	8	0	0	38	25	38	0	0	0	22	0	65	4
TOTAL BENGAZI			8	0	0	38	25	38	0	0	0	22	0	65	4
TRIPOLI	BRITISH AIRWAYS PLC	S	44	0	0	52	30	16	2	0	0	18	85	9	26
	LIBYAN ARAB AIRLINES	S	18	0	0	44	22	22	11	0	0	24	25	29	4
TOTAL TRIPOLI			62	0	0	50	27	18	5	0	0	20	77	12	30
TOTAL LIBYA			70	0	0	49	27	20	4	0	0	20	68	18	34
<b>LUXEMBOURG</b>															
LUXEMBOURG	LUXAIR	S	122	0	0	76	16	7	1	0	0	11	80	9	124
TOTAL LUXEMBOURG			122	0	0	76	16	7	1	0	0	11	80	9	124
TOTAL LUXEMBOURG			122	0	0	76	16	7	1	0	0	11	80	9	124
<b>MALAYSIA</b>															
KUALA LUMPUR (SEPANG)	MALYSIAN AIRLINES SYSTEM-MA	S	158	0	0	73	14	5	5	1	1	24	85	8	160
TOTAL KUALA LUMPUR (SEPANG)			158	0	0	73	14	5	5	1	1	24	85	8	160
TOTAL MALAYSIA			158	0	0	73	14	5	5	1	1	24	85	8	160
<b>MALTA</b>															
MALTA	AIR MALTA	S	136	0	0	66	15	15	4	0	0	16	77	9	132
TOTAL MALTA			136	0	0	66	15	15	4	0	0	16	77	9	132
TOTAL MALTA			136	0	0	66	15	15	4	0	0	16	77	9	132
<b>MAURITIUS</b>															
MAURITIUS	AIR MAURITIUS LTD	S	44	0	0	45	27	7	18	0	2	41	56	18	32
	BRITISH AIRWAYS PLC	S	27	0	0	48	7	26	19	0	0	34	50	96	26
TOTAL MAURITIUS			71	0	0	46	20	14	18	0	1	38	53	53	58
TOTAL MAURITIUS			71	0	0	46	20	14	18	0	1	38	53	53	58
<b>MEXICO</b>															
MEXICO CITY	BRITISH AIRWAYS PLC	S	45	0	0	47	16	16	20	0	2	55	44	37	27
TOTAL MEXICO CITY			45	0	0	47	16	16	20	0	2	55	44	37	27
TOTAL MEXICO			45	0	0	47	16	16	20	0	2	55	44	37	27
<b>MOROCCO</b>															
CASABLANCA MOHAMED V	GB AIRWAYS LTD	S	18	0	0	56	22	11	11	0	0	21	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)										
CASABLANCA MOHAMED V	ROYAL AIR MAROC	S	62	0	0	65	15	13	5	3	0	27	69	18	62
<b>TOTAL CASABLANCA MOHAMED V</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>16</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>69</b>	<b>18</b>	<b>62</b>
MARRAKESH	GB AIRWAYS LTD	S	41	0	0	63	12	15	5	2	2	35	73	11	62
<b>TOTAL MARRAKESH</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>12</b>	<b>15</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>35</b>	<b>73</b>	<b>11</b>	<b>62</b>
TANGIERS (IBN BATUTA)	ROYAL AIR MAROC	S	20	0	0	15	15	45	25	0	0	46	50	16	16
<b>TOTAL TANGIERS (IBN BATUTA)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>15</b>	<b>45</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>50</b>	<b>16</b>	<b>16</b>
<b>TOTAL MOROCCO</b>			<b>141</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>15</b>	<b>18</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>31</b>	<b>69</b>	<b>15</b>	<b>140</b>
<b>NATIONALIST CHINA (TAIWAN)</b>															
TAIPEI	EVA AIR	S	44	0	0	68	20	7	5	0	0	14	83	6	35
<b>TOTAL TAIPEI</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>20</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>83</b>	<b>6</b>	<b>35</b>
<b>TOTAL NATIONALIST CHINA (TAIWAN)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>20</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>83</b>	<b>6</b>	<b>35</b>
<b>NETHERLANDS</b>															
<b>AMSTERDAM</b>	BMI BRITISH MIDLAND	S	456	0	0	69	13	10	8	0	0	17	79	10	464
	BRITISH AIRWAYS PLC	S	476	0	0	67	14	12	7	0	0	17	73	14	460
	KLM	S	546	0	0	74	12	10	4	0	0	14	82	7	548
<b>TOTAL AMSTERDAM</b>			<b>1478</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>78</b>	<b>10</b>	<b>1472</b>
EINDHOVEN	HOLLANDEXEL	S	86	0	0	69	14	8	8	1	0	19	66	22	92
<b>TOTAL EINDHOVEN</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>14</b>	<b>8</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>66</b>	<b>22</b>	<b>92</b>
ROTTERDAM	KLM	S	192	0	2	92	5	2	2	0	0	5	0	0	0
	KLM CITYHOPPER	S	8	0	0	100	0	0	0	0	0	4	83	10	215
<b>TOTAL ROTTERDAM</b>			<b>200</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>10</b>	<b>215</b>
<b>TOTAL NETHERLANDS</b>			<b>1764</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>12</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>78</b>	<b>11</b>	<b>1779</b>
<b>NEW ZEALAND</b>															
AUCKLAND INTERNATIONAL	AIR NEW ZEALAND LTD	S	62	0	0	71	10	15	5	0	0	16	68	17	62
<b>TOTAL AUCKLAND INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>10</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>68</b>	<b>17</b>	<b>62</b>
<b>TOTAL NEW ZEALAND</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>10</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>68</b>	<b>17</b>	<b>62</b>
<b>NIGERIA</b>															
ABUJA	BRITISH AIRWAYS PLC	S	44	0	0	50	30	16	5	0	0	21	57	41	46
<b>TOTAL ABUJA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>30</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>57</b>	<b>41</b>	<b>46</b>
LAGOS	BRITISH AIRWAYS PLC	S	62	0	0	53	26	13	8	0	0	21	65	16	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	2	2	42	30	22	7	0	0	26	74	14	62
<b>TOTAL LAGOS</b>			<b>122</b>	<b>2</b>	<b>2</b>	<b>48</b>	<b>28</b>	<b>17</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>69</b>	<b>15</b>	<b>124</b>
<b>TOTAL NIGERIA</b>			<b>166</b>	<b>2</b>	<b>2</b>	<b>48</b>	<b>28</b>	<b>17</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>66</b>	<b>22</b>	<b>170</b>
<b>NORWAY</b>															
OSLO (GARDERMOEN)	BRITISH AIRWAYS PLC	S	248	0	0	68	13	12	7	1	0	18	78	11	239
	SAS	S	300	0	0	81	10	8	1	0	0	9	84	6	302
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>548</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>81</b>	<b>9</b>	<b>541</b>
STAVANGER	SAS	S	104	0	0	86	10	3	2	0	0	6	81	6	108

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2004

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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 STAVANGER			104	0	0	86	10	3	2	0	0	6	81	6	108
TOTAL NORWAY			652	0	0	77	11	9	4	0	0	12	81	8	649
<b>OMAN</b>															
MUSCAT	BRITISH AIRWAYS PLC	S	44	0	0	82	16	0	2	0	0	8	82	10	60
	GULF AIR	S	105	0	0	50	13	24	10	3	0	33	70	16	114
TOTAL MUSCAT			149	0	0	59	14	17	8	2	0	25	74	14	174
TOTAL OMAN			149	0	0	59	14	17	8	2	0	25	74	14	174
<b>PAKISTAN</b>															
ISLAMABAD	BRITISH AIRWAYS PLC	S	27	0	0	59	7	22	11	0	0	20	0	0	0
	PAKISTAN INTL AIRLINES	S	26	0	0	15	31	38	12	4	0	38	35	145	26
TOTAL ISLAMABAD			53	0	0	38	19	30	11	2	0	29	35	145	26
KARACHI	PAKISTAN INTL AIRLINES	S	26	0	0	50	38	8	4	0	0	15	38	140	26
TOTAL KARACHI			26	0	0	50	38	8	4	0	0	15	38	140	26
LAHORE	PAKISTAN INTL AIRLINES	S	28	0	2	43	25	18	14	0	0	30	43	47	28
TOTAL LAHORE			28	0	2	43	25	18	14	0	0	30	43	47	28
TOTAL PAKISTAN			107	0	2	42	25	21	10	1	0	26	39	109	80
<b>POLAND</b>															
WARSAW	BRITISH AIRWAYS PLC	S	185	0	1	62	16	14	8	1	0	22	74	14	182
	LOT-POLISH AIRLINES	S	186	0	0	62	22	11	5	0	0	17	77	11	186
TOTAL WARSAW			371	0	1	62	19	12	6	0	0	19	75	13	368
TOTAL POLAND			371	0	1	62	19	12	6	0	0	19	75	13	370
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR PORTUGAL	S	62	0	0	65	16	15	5	0	0	14	84	7	62
TOTAL FARO			62	0	0	65	16	15	5	0	0	14	84	7	62
LISBON	AIR PORTUGAL	S	186	0	0	46	17	25	12	1	0	30	49	21	186
	BRITISH AIRWAYS PLC	S	248	0	0	68	16	12	4	0	0	15	74	15	242
TOTAL LISBON			434	0	0	58	16	18	8	0	0	22	63	18	428
OPORTO (PORTUGAL)	AIR PORTUGAL	S	124	0	0	57	27	13	3	0	0	18	60	15	124
TOTAL OPORTO (PORTUGAL)			124	0	0	57	27	13	3	0	0	18	60	15	124
TOTAL PORTUGAL(EXCLUDING MADEIRA)			620	0	0	59	18	16	6	0	0	20	65	16	614
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	AIR PORTUGAL	S	18	0	0	56	17	28	0	0	0	17	67	14	18
TOTAL FUNCHAL			18	0	0	56	17	28	0	0	0	17	67	14	18
TOTAL PORTUGAL(MADEIRA)			18	0	0	56	17	28	0	0	0	17	67	14	18
<b>QATAR</b>															
DOHA	BRITISH AIRWAYS PLC	S	62	0	0	79	15	5	2	0	0	9	82	11	62
	QATAR AIRWAYS	S	124	0	0	75	19	6	0	0	0	9	90	7	114

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2004

## Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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 DOHA			186	0	0	76	18	5	1	0	0	9	88	8	176
TOTAL QATAR			186	0	0	76	18	5	1	0	0	9	88	8	176
REPUBLIC OF KOREA															
SEOUL (INCHEON)	ASIANA AIRLINES	S	32	0	0	81	9	9	0	0	0	8	94	4	32
	KOREAN AIR	S	59	3	3	75	24	2	0	0	0	8	81	7	47
TOTAL SEOUL (INCHEON)			91	3	3	77	19	4	0	0	0	8	84	6	81
TOTAL REPUBLIC OF KOREA			91	3	3	77	19	4	0	0	0	8	84	6	81
REPUBLIC OF SOUTH AFRICA															
CAPE TOWN	BRITISH AIRWAYS PLC	S	62	0	1	65	8	15	6	2	5	57	63	22	62
	SOUTH AFRICAN AIRWAYS	S	80	0	0	68	18	14	1	0	0	13	81	8	62
TOTAL CAPE TOWN			142	0	1	66	13	14	4	1	2	32	72	15	124
JOHANNESBURG	BRITISH AIRWAYS PLC	S	124	0	0	65	14	11	10	0	0	20	61	73	124
	SOUTH AFRICAN AIRWAYS	S	124	0	0	76	16	5	2	1	0	12	84	8	124
	VIRGIN ATLANTIC AIRWAYS LTD	S	61	1	1	61	30	5	3	0	2	28	71	12	62
TOTAL JOHANNESBURG			309	1	1	69	18	7	6	0	0	18	72	35	310
TOTAL REPUBLIC OF SOUTH AFRICA			451	1	2	68	16	10	5	0	1	23	72	29	434
REPUBLIC OF YEMEN															
SANAA	YEMENIA	S	18	0	0	28	28	22	22	0	0	31	71	18	17
TOTAL SANAA			18	0	0	28	28	22	22	0	0	31	71	18	17
TOTAL REPUBLIC OF YEMEN			18	0	0	28	28	22	22	0	0	31	71	18	17
RUMANIA															
BUCHAREST (OTOPENI)	BRITISH AIRWAYS PLC	S	62	0	0	68	18	11	3	0	0	13	79	10	61
	TAROM	S	62	0	0	77	16	6	0	0	0	8	85	8	62
TOTAL BUCHAREST (OTOPENI)			124	0	0	73	17	9	2	0	0	10	82	9	123
TOTAL RUMANIA			124	0	0	73	17	9	2	0	0	10	82	9	123
RUSSIA															
MOSCOW (DOMODEDOVO)	BRITISH AIRWAYS PLC	S	134	0	0	49	28	15	7	1	0	22	69	34	120
TOTAL MOSCOW (DOMODEDOVO)			134	0	0	49	28	15	7	1	0	22	69	34	120
MOSCOW (SHEREMETYEVO)	AEROFLOT	S	158	0	0	58	26	12	4	0	0	18	75	14	133
TOTAL MOSCOW (SHEREMETYEVO)			158	0	0	58	26	12	4	0	0	18	75	14	133
ST PETERSBURG	BRITISH AIRWAYS PLC	S	62	0	0	89	6	5	0	0	0	5	78	16	40
	PULKOVO AVIATION ENTERPRISE	S	10	0	0	30	50	20	0	0	0	19	0	0	0
TOTAL ST PETERSBURG			72	0	0	81	13	7	0	0	0	7	74	16	50
TOTAL RUSSIA			364	0	0	59	24	12	5	0	0	17	73	22	303
SAUDI ARABIA															
JEDDAH	BRITISH AIRWAYS PLC	S	35	0	0	60	14	11	14	0	0	22	58	24	36
	SAUDI ARABIAN AIRLINES	S	62	0	0	61	29	5	5	0	0	17	79	9	62
TOTAL JEDDAH			97	0	0	61	24	7	8	0	0	19	71	15	98

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2004

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)										
RIYADH	BRITISH AIRWAYS PLC	S	36	0	0	53	25	6	17	0	0	21	67	20	36
	SAUDI ARABIAN AIRLINES	S	36	0	0	61	28	6	6	0	0	16	65	15	34
<b>TOTAL RIYADH</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>26</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>66</b>	<b>17</b>	<b>70</b>
<b>TOTAL SAUDI ARABIA</b>			<b>169</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>25</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>69</b>	<b>16</b>	<b>168</b>
<b>SEYCHELLES</b>															
SEYCHELLES	AIR SEYCHELLES	S	18	0	0	67	17	17	0	0	0	14	63	13	16
<b>TOTAL SEYCHELLES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>22</b>	<b>33</b>
<b>TOTAL SEYCHELLES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>22</b>	<b>33</b>
<b>SINGAPORE</b>															
SINGAPORE	SINGAPORE AIRLINES	S	186	0	0	67	17	13	2	0	0	14	70	13	186
<b>TOTAL SINGAPORE</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>13</b>	<b>186</b>
<b>TOTAL SINGAPORE</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>13</b>	<b>186</b>
<b>SPAIN</b>															
ALICANTE	BMI BRITISH MIDLAND	S	62	0	0	45	19	19	16	0	0	30	58	15	62
<b>TOTAL ALICANTE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>19</b>	<b>19</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>58</b>	<b>15</b>	<b>62</b>
BARCELONA	BRITISH AIRWAYS PLC	C	2	0	0	100	0	0	0	0	0	8	0	0	0
	BRITISH AIRWAYS PLC	S	266	0	0	53	20	17	9	0	0	24	70	17	253
	IBERIA	S	248	0	0	70	15	8	8	0	0	17	71	18	248
	QANTAS	C	4	0	0	75	0	25	0	0	0	16	50	18	2
<b>TOTAL BARCELONA</b>			<b>520</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>17</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>71</b>	<b>17</b>	<b>503</b>
BILBAO	BRITISH AIRWAYS PLC	S	62	0	0	60	19	15	6	0	0	18	0	0	0
	IBERIA	S	62	0	0	82	6	11	0	0	0	8	89	5	62
<b>TOTAL BILBAO</b>			<b>124</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>13</b>	<b>89</b>	<b>5</b>	<b>62</b>
LA CORUNA	BMI BRITISH MIDLAND	C	10	0	0	0	0	70	30	0	0	50	0	0	0
<b>TOTAL LA CORUNA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>
MADRID	BMI BRITISH MIDLAND	S	62	0	0	63	24	6	6	0	0	18	67	14	124
	BRITISH AIRWAYS PLC	S	310	0	0	57	21	16	6	1	0	21	66	15	302
	IBERIA	S	372	0	0	53	17	19	10	0	0	25	69	14	372
<b>TOTAL MADRID</b>			<b>744</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>68</b>	<b>15</b>	<b>798</b>
MALAGA	GB AIRWAYS LTD	S	123	0	0	50	22	16	11	1	0	25	68	18	123
	IBERIA	S	62	0	0	53	19	19	8	0	0	23	74	15	62
<b>TOTAL MALAGA</b>			<b>185</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>21</b>	<b>17</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>70</b>	<b>17</b>	<b>185</b>
PALMA DE MALLORCA	BMI BRITISH MIDLAND	S	72	0	0	40	35	11	11	3	0	33	56	22	70
<b>TOTAL PALMA DE MALLORCA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>35</b>	<b>11</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>33</b>	<b>56</b>	<b>22</b>	<b>70</b>
SANTIAGO DE COMPOSTELA (SPAIN)	IBERIA	S	62	0	0	77	13	6	3	0	0	10	90	4	62
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>90</b>	<b>4</b>	<b>62</b>
SEVILLE	IBERIA	S	62	0	0	63	11	16	6	2	2	31	68	15	62
<b>TOTAL SEVILLE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>11</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>31</b>	<b>68</b>	<b>15</b>	<b>62</b>
VALENCIA	IBERIA	S	62	0	0	63	10	18	10	0	0	26	73	15	62

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 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	63	10	18	10	0	0	26	73	15	62
TOTAL SPAIN			1903	0	0	58	18	15	8	0	0	22	70	15	1866
<b>SRI LANKA</b>															
COLOMBO	SRILANKAN AIRLINES	S	106	0	2	70	10	10	8	1	0	18	79	12	80
TOTAL COLOMBO			106	0	2	70	10	10	8	1	0	18	79	12	80
TOTAL SRI LANKA			106	0	2	70	10	10	8	1	0	18	79	12	80
<b>SUDAN</b>															
KHARTOUM	BRITISH MEDITERRANEAN AIRWA	S	26	1	0	27	27	23	15	8	0	54	0	0	0
TOTAL KHARTOUM			26	1	0	27	27	23	15	8	0	54	10	180	20
TOTAL SUDAN			26	1	0	27	27	23	15	8	0	54	10	180	20
<b>SWEDEN</b>															
GOTEBORG	SAS	S	124	0	0	81	12	6	1	0	0	9	87	7	124
TOTAL GOTEBORG			124	0	0	81	12	6	1	0	0	9	87	7	124
STOCKHOLM (ARLANDA)	BRITISH AIRWAYS PLC	S	362	0	1	63	17	12	9	0	0	19	77	11	344
	SAS	S	287	0	0	77	12	8	3	0	0	12	76	9	306
TOTAL STOCKHOLM (ARLANDA)			649	0	1	69	15	10	6	0	0	16	77	10	650
TOTAL SWEDEN			773	0	1	71	14	9	5	0	0	15	79	9	774
<b>SWITZERLAND</b>															
BASLE MULHOUSE	SWISS AIRLINES	S	186	0	0	90	6	3	1	0	0	6	92	4	186
TOTAL BASLE MULHOUSE			186	0	0	90	6	3	1	0	0	6	92	4	186
GENEVA	BRITISH AIRWAYS PLC	S	354	0	0	72	18	7	4	0	0	13	80	10	346
	SWISS AIRLINES	S	248	0	0	88	7	4	2	0	0	6	93	4	240
TOTAL GENEVA			602	0	0	78	13	6	3	0	0	10	85	8	586
ZURICH	BRITISH AIRWAYS PLC	S	352	0	0	60	22	13	5	0	0	18	74	13	344
	SWISS AIRLINES	S	434	0	0	62	23	12	4	0	0	16	81	8	434
TOTAL ZURICH			786	0	0	61	22	12	4	0	0	17	78	10	778
TOTAL SWITZERLAND			1574	0	0	71	17	9	3	0	0	13	82	9	1550
<b>SYRIA</b>															
DAMASCUS	BRITISH MEDITERRANEAN AIRWA	S	61	1	0	66	21	8	3	0	2	26	45	43	31
	SYRIANAIR	S	26	0	0	38	23	15	23	0	0	37	63	16	27
TOTAL DAMASCUS			87	1	0	57	22	10	9	0	1	29	53	30	58
TOTAL SYRIA			87	1	0	57	22	10	9	0	1	29	55	30	77
<b>TANZANIA</b>															
DAR-ES-SALAAM	BRITISH AIRWAYS PLC	S	27	0	0	74	11	15	0	0	0	9	62	27	26
TOTAL DAR-ES-SALAAM			27	0	0	74	11	15	0	0	0	9	62	27	26
TOTAL TANZANIA			27	0	0	74	11	15	0	0	0	9	62	27	26



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2004

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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)												
<b>THAILAND</b>																
BANGKOK	THAI AIRWAYS INTERNATIONAL	S	113	1	1	71	12	13	4	0	0	13	74	15	96	
TOTAL BANGKOK			113	1	1	71	12	13	4	0	0	13	74	15	96	
TOTAL THAILAND			113	1	1	71	12	13	4	0	0	13	74	15	96	
<b>TRINIDAD AND TOBAGO</b>																
PORT OF SPAIN	BWIA	S	60	0	2	8	10	13	57	8	3	111	27	92	56	
TOTAL PORT OF SPAIN			60	0	2	8	10	13	57	8	3	111	27	92	56	
TOTAL TRINIDAD AND TOBAGO			60	0	2	8	10	13	57	8	3	111	29	88	62	
<b>TUNISIA</b>																
TUNIS	TUNISAIR	S	36	0	0	31	25	14	31	0	0	37	71	13	34	
TOTAL TUNIS			36	0	0	31	25	14	31	0	0	37	71	13	34	
TOTAL TUNISIA			36	0	0	31	25	14	31	0	0	37	71	13	34	
<b>TURKEY</b>																
ANTALYA	KIBRIS TURKISH AIRLINES - KTHY	S	10	0	0	10	0	40	30	20	0	102	25	32	8	
TOTAL ANTALYA			10	0	0	10	0	40	30	20	0	102	25	32	8	
DALAMAN	BMI BRITISH MIDLAND	C	10	0	0	10	10	40	40	0	0	61	0	0	0	
TOTAL DALAMAN			10	0	0	10	10	40	40	0	0	61	0	0	0	
ISTANBUL	BRITISH AIRWAYS PLC	S	124	0	0	55	22	16	7	0	0	22	78	14	121	
	ONUR AIR	C	8	0	0	25	50	25	0	0	0	24	0	0	0	
	THY TURK HAVA YOLLARI TURKIS	S	186	0	0	48	24	16	11	1	0	27	56	25	186	
TOTAL ISTANBUL			318	0	0	50	24	16	9	1	0	25	65	20	307	
IZMIR (ADNAM MENDERES)	KIBRIS TURKISH AIRLINES - KTHY	S	26	0	0	31	31	27	12	0	0	36	19	83	16	
TOTAL IZMIR (ADNAM MENDERES)			26	0	0	31	31	27	12	0	0	36	19	83	16	
TOTAL TURKEY			364	0	0	46	23	18	11	1	0	29	62	24	331	
<b>TURKMENISTAN</b>																
ASHKHABAD	TURKMENISTAN AIRLINES	S	18	0	0	28	33	28	11	0	0	30	44	21	18	
TOTAL ASHKHABAD			18	0	0	28	33	28	11	0	0	30	44	21	18	
TOTAL TURKMENISTAN			18	0	0	28	33	28	11	0	0	30	44	21	18	
<b>TURKS AND CAICOS ISLANDS</b>																
PROVIDENCIALES	BRITISH AIRWAYS PLC	S	8	0	0	100	0	0	0	0	0	5	88	10	8	
TOTAL PROVIDENCIALES			8	0	0	100	0	0	0	0	0	5	88	10	8	
TOTAL TURKS AND CAICOS ISLANDS			8	0	0	100	0	0	0	0	0	5	88	10	8	
<b>UGANDA</b>																
ENTEBBE	BRITISH AIRWAYS PLC	S	26	0	0	65	19	8	8	0	0	16	48	198	25	
TOTAL ENTEBBE			26	0	0	65	19	8	8	0	0	16	48	198	25	
TOTAL UGANDA			26	0	0	65	19	8	8	0	0	16	48	198	25	

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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>UKRAINE</b>															
KIEV (BORISPOL)	BRITISH AIRWAYS PLC	S	44	0	0	64	32	5	0	0	0	11	80	9	40
<b>TOTAL KIEV (BORISPOL)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>32</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>9</b>	<b>40</b>
<b>TOTAL UKRAINE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>32</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>9</b>	<b>40</b>
<b>UNITED ARAB EMIRATES</b>															
ABU DHABI INTERNATIONAL	BRITISH AIRWAYS PLC	S	18	0	0	100	0	0	0	0	0	0	0	0	0
	ETIHAD AIRWAYS	S	90	3	5	71	14	8	7	0	0	15	0	0	0
	GULF AIR	S	69	0	3	74	9	7	10	0	0	19	52	22	31
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>177</b>	<b>3</b>	<b>8</b>	<b>75</b>	<b>11</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>52</b>	<b>22</b>	<b>31</b>
DUBAI	BRITISH AIRWAYS PLC	S	151	0	0	81	7	6	5	1	0	13	82	27	122
	EMIRATES	S	248	0	1	52	23	18	6	0	0	21	64	16	186
<b>TOTAL DUBAI</b>			<b>399</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>17</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>71</b>	<b>20</b>	<b>308</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>576</b>	<b>3</b>	<b>9</b>	<b>67</b>	<b>15</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>69</b>	<b>21</b>	<b>339</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BMI BRITISH MIDLAND	S	282	0	0	76	12	9	3	0	0	12	0	0	0
	BRITISH AIRWAYS PLC	S	395	0	0	73	14	9	4	0	0	12	65	19	382
<b>TOTAL ABERDEEN</b>			<b>677</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>65</b>	<b>19</b>	<b>382</b>
BELFAST CITY	BMI BRITISH MIDLAND	S	478	0	0	66	14	13	6	0	0	16	62	18	480
<b>TOTAL BELFAST CITY</b>			<b>478</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>14</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>62</b>	<b>18</b>	<b>480</b>
EDINBURGH	BMI BRITISH MIDLAND	S	475	0	0	67	16	11	6	0	0	17	66	16	479
	BRITISH AIRWAYS PLC	S	668	0	1	62	19	13	6	0	0	18	63	19	652
<b>TOTAL EDINBURGH</b>			<b>1143</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>18</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>64</b>	<b>18</b>	<b>1131</b>
FAIRFORD	BRITISH AIRWAYS PLC	C	4	0	0	25	25	25	25	0	0	37	0	0	0
<b>TOTAL FAIRFORD</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>37</b>	<b>0</b>	<b>0</b>	<b>0</b>
GLASGOW	BMI BRITISH MIDLAND	S	464	0	0	69	17	10	5	0	0	14	73	12	472
	BRITISH AIRWAYS PLC	S	660	0	0	67	16	11	7	0	0	17	70	14	658
<b>TOTAL GLASGOW</b>			<b>1124</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>16</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>71</b>	<b>13</b>	<b>1130</b>
INVERNESS	BMI BRITISH MIDLAND	S	62	0	0	77	3	18	2	0	0	14	0	0	0
<b>TOTAL INVERNESS</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>3</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
LEEDS BRADFORD	BMI BRITISH MIDLAND	S	220	0	0	81	11	6	1	0	0	8	68	14	269
<b>TOTAL LEEDS BRADFORD</b>			<b>220</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>68</b>	<b>14</b>	<b>269</b>
MANCHESTER	BMI BRITISH MIDLAND	S	415	0	0	69	16	9	6	0	0	15	71	14	472
	BRITISH AIRWAYS PLC	S	603	0	1	69	14	11	6	0	0	16	74	13	597
	QANTAS	S	91	0	0	88	4	4	3	0	0	9	0	0	0
<b>TOTAL MANCHESTER</b>			<b>1109</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>14</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>13</b>	<b>1069</b>
NEWCASTLE	BRITISH AIRWAYS PLC	S	353	0	1	64	16	14	6	0	0	17	67	19	330
<b>TOTAL NEWCASTLE</b>			<b>353</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>16</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>67</b>	<b>19</b>	<b>330</b>
TEESSIDE	BMI BRITISH MIDLAND	S	166	0	0	86	7	7	1	0	0	7	72	17	167
<b>TOTAL TEESSIDE</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>72</b>	<b>17</b>	<b>167</b>

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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 UNITED KINGDOM</b>			<b>5336</b>	<b>1</b>	<b>3</b>	<b>69</b>	<b>15</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>68</b>	<b>16</b>	<b>4958</b>
<b>USA</b>															
<b>BALTIMORE</b>	BRITISH AIRWAYS PLC	S	62	0	0	73	18	8	2	0	0	10	81	19	62
<b>TOTAL BALTIMORE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>19</b>	<b>62</b>
<b>BOSTON</b>	AMERICAN AIRLINES	S	114	0	0	71	19	9	1	0	0	11	83	7	116
	BRITISH AIRWAYS PLC	S	186	0	0	69	13	12	6	0	0	17	63	26	186
	VIRGIN ATLANTIC AIRWAYS LTD	S	89	0	1	56	10	17	12	4	0	34	65	26	62
<b>TOTAL BOSTON</b>			<b>389</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>14</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>70</b>	<b>20</b>	<b>364</b>
<b>CHICAGO (O'HARE)</b>	AIR INDIA	S	26	0	0	31	31	19	15	4	0	37	50	22	26
	AMERICAN AIRLINES	S	310	0	0	73	15	7	4	0	0	14	81	12	310
	BRITISH AIRWAYS PLC	S	124	0	0	50	20	17	11	2	0	27	66	31	124
	UNITED AIRLINES	S	215	0	0	68	13	14	4	0	0	16	79	13	206
<b>TOTAL CHICAGO (O'HARE)</b>			<b>675</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>16</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>76</b>	<b>16</b>	<b>666</b>
<b>DENVER INTERNATIONAL</b>	BRITISH AIRWAYS PLC	S	61	0	1	66	20	8	5	0	2	34	62	49	58
<b>TOTAL DENVER INTERNATIONAL</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>66</b>	<b>20</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>34</b>	<b>62</b>	<b>49</b>	<b>58</b>
<b>DETROIT</b>	BRITISH AIRWAYS PLC	S	62	0	0	81	15	3	2	0	0	9	82	10	62
<b>TOTAL DETROIT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>15</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>10</b>	<b>62</b>
<b>HOUSTON</b>	BRITISH AIRWAYS PLC	S	62	0	0	81	8	6	5	0	0	10	66	19	62
<b>TOTAL HOUSTON</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>66</b>	<b>19</b>	<b>62</b>
<b>LOS ANGELES INTERNATIONAL</b>	AMERICAN AIRLINES	S	124	0	0	61	27	10	2	0	0	14	77	16	62
	BRITISH AIRWAYS PLC	S	150	0	0	47	21	19	11	3	0	30	52	45	122
	UNITED AIRLINES	S	117	0	0	69	16	10	3	0	1	26	90	6	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	124	0	0	44	19	19	16	2	0	34	61	25	124
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>515</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>21</b>	<b>15</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>66</b>	<b>27</b>	<b>370</b>
<b>MIAMI INTERNATIONAL</b>	AMERICAN AIRLINES	S	71	0	0	65	20	8	7	0	0	17	66	14	62
	BRITISH AIRWAYS PLC	S	124	0	0	49	19	19	10	2	1	31	69	18	121
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	48	27	19	5	0	0	18	66	18	35
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>257</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>21</b>	<b>16</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>67</b>	<b>17</b>	<b>218</b>
<b>NEW YORK (JF KENNEDY)</b>	AIR INDIA	S	62	0	0	35	21	26	16	0	2	36	53	37	62
	AMERICAN AIRLINES	S	363	0	0	72	14	9	4	1	0	16	75	15	310
	BRITISH AIRWAYS PLC	S	431	0	0	62	19	10	8	1	0	22	68	23	476
	KUWAIT AIRWAYS	S	27	2	0	56	11	15	15	4	0	38	70	18	27
	UNITED AIRLINES	S	123	0	0	74	8	11	5	2	0	19	79	10	114
	VIRGIN ATLANTIC AIRWAYS LTD	S	184	0	2	35	22	27	15	1	0	34	68	21	184
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>1190</b>	<b>2</b>	<b>2</b>	<b>61</b>	<b>17</b>	<b>13</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>70</b>	<b>20</b>	<b>1173</b>
<b>NEW YORK (NEWARK)</b>	BRITISH AIRWAYS PLC	S	167	0	0	72	18	7	4	0	0	12	72	16	160
	VIRGIN ATLANTIC AIRWAYS LTD	S	123	0	0	47	24	15	11	4	0	34	73	17	114
<b>TOTAL NEW YORK (NEWARK)</b>			<b>290</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>20</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>75</b>	<b>14</b>	<b>326</b>
<b>PHILADELPHIA INTERNATIONAL</b>	BRITISH AIRWAYS PLC	S	124	0	0	54	19	15	11	0	0	25	68	26	124
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>19</b>	<b>15</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>68</b>	<b>26</b>	<b>124</b>
<b>PHOENIX</b>	BRITISH AIRWAYS PLC	S	53	0	0	60	15	15	8	2	0	21	77	13	60

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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 PHOENIX</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>15</b>	<b>15</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>77</b>	<b>13</b>	60
<b>SAN FRANCISCO</b>	BRITISH AIRWAYS PLC	S	124	0	0	62	17	13	7	1	0	18	60	26	124
	UNITED AIRLINES	S	124	0	1	73	13	7	6	1	0	16	89	5	134
	VIRGIN ATLANTIC AIRWAYS LTD	S	61	0	0	61	13	16	7	3	0	25	73	17	62
<b>TOTAL SAN FRANCISCO</b>			<b>309</b>	<b>0</b>	<b>1</b>	<b>66</b>	<b>15</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>75</b>	<b>16</b>	320
<b>SEATTLE (TACOMA)</b>	BRITISH AIRWAYS PLC	S	62	0	0	61	18	16	5	0	0	17	55	95	62
<b>TOTAL SEATTLE (TACOMA)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>18</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>55</b>	<b>95</b>	62
<b>WASHINGTON (DULLES)</b>	BRITISH AIRWAYS PLC	S	184	0	0	66	17	7	8	2	1	24	70	21	184
	UNITED AIRLINES	S	164	0	0	59	18	10	10	3	0	28	74	16	238
	VIRGIN ATLANTIC AIRWAYS LTD	S	88	0	1	41	32	14	10	1	2	41	74	10	62
<b>TOTAL WASHINGTON (DULLES)</b>			<b>436</b>	<b>0</b>	<b>1</b>	<b>58</b>	<b>20</b>	<b>9</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>29</b>	<b>72</b>	<b>17</b>	484
<b>TOTAL USA</b>			<b>4547</b>	<b>2</b>	<b>6</b>	<b>62</b>	<b>18</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>71</b>	<b>20</b>	4453
<b>UZBEKISTAN</b>															
<b>TASHKENT</b>	BRITISH MEDITERRANEAN AIRWA	S	27	0	0	37	22	26	15	0	0	33	65	24	26
	UZBEKISTAN AIRLINES	S	36	0	0	83	6	11	0	0	0	7	85	7	34
<b>TOTAL TASHKENT</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>77</b>	<b>14</b>	60
<b>TOTAL UZBEKISTAN</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>77</b>	<b>14</b>	60
<b>ZAMBIA</b>															
<b>LUSAKA</b>	BRITISH AIRWAYS PLC	S	27	0	0	70	19	7	4	0	0	14	11	46	18
<b>TOTAL LUSAKA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>19</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>11</b>	<b>46</b>	18
<b>TOTAL ZAMBIA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>19</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>11</b>	<b>46</b>	18
<b>ZIMBABWE</b>															
<b>HARARE</b>	BRITISH AIRWAYS PLC	S	27	0	0	56	7	19	19	0	0	34	47	44	17
<b>TOTAL HARARE</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>7</b>	<b>19</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>47</b>	<b>44</b>	17
<b>TOTAL ZIMBABWE</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>7</b>	<b>19</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>47</b>	<b>44</b>	17
<b>TOTAL HEATHROW</b>			<b>40780</b>	<b>25</b>	<b>54</b>	<b>64</b>	<b>17</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>71</b>	<b>17</b>	39486

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Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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>BELGIUM</b>															
ANTWERP	VLM (BELGIUM)	S	245	1	1	97	1	0	2	0	0	4	96	3	254
<b>TOTAL ANTWERP</b>			<b>245</b>	<b>1</b>	<b>1</b>	<b>97</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>96</b>	<b>3</b>	<b>254</b>
BRUSSELS	VLM (BELGIUM)	S	225	0	3	88	8	2	2	0	0	7	88	6	239
<b>TOTAL BRUSSELS</b>			<b>225</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>6</b>	<b>239</b>
<b>TOTAL BELGIUM</b>			<b>470</b>	<b>1</b>	<b>4</b>	<b>93</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>92</b>	<b>4</b>	<b>493</b>
<b>FRANCE</b>															
PARIS (CHARLES DE GAULLE)	CITY JET	S	46	0	0	63	24	13	0	0	0	14	73	11	45
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>24</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>62</b>	<b>16</b>	<b>191</b>
PARIS (ORLY)	CITY JET	S	134	0	0	88	4	4	3	0	1	17	81	10	117
<b>TOTAL PARIS (ORLY)</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>81</b>	<b>10</b>	<b>117</b>
<b>TOTAL FRANCE</b>			<b>180</b>	<b>7</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>70</b>	<b>14</b>	<b>314</b>
<b>GERMANY</b>															
BREMEN	OLTOSTFRIESISCHE LUFFTRANSP	S	98	0	0	95	3	1	0	1	0	6	0	0	0
<b>TOTAL BREMEN</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
DUSSELDORF	EAE EUROPEAN AIR EXPRESS	S	88	0	0	92	6	2	0	0	0	4	0	0	0
<b>TOTAL DUSSELDORF</b>			<b>88</b>	<b>0</b>	<b>0</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>
FRANKFURT MAIN	AUGSBURG AIRWAYS GMBH	S	43	0	0	86	7	5	2	0	0	9	74	10	46
	BRITISH AIRWAYS CITIEXPRESS L	S	136	0	0	80	10	5	4	0	0	13	68	14	146
	LUFTHANSA CITY LINE	S	96	0	0	84	9	4	2	0	0	7	68	12	98
<b>TOTAL FRANKFURT MAIN</b>			<b>275</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>69</b>	<b>13</b>	<b>290</b>
MUNICH	CIRRUS LUFTFAHRT	S	90	0	0	77	17	6	1	0	0	10	0	0	0
<b>TOTAL MUNICH</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>17</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GERMANY</b>			<b>551</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>71</b>	<b>12</b>	<b>386</b>
<b>IRISH REPUBLIC</b>															
DUBLIN	CITY JET	S	226	0	0	79	14	7	0	0	0	11	0	0	0
<b>TOTAL DUBLIN</b>			<b>226</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>11</b>	<b>67</b>	<b>16</b>	<b>190</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>226</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>11</b>	<b>67</b>	<b>16</b>	<b>190</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	LUXAIR	S	150	0	0	82	11	7	0	0	0	8	0	0	0
	VLM (BELGIUM)	S	150	0	0	95	5	0	0	0	0	4	92	4	154
<b>TOTAL LUXEMBOURG</b>			<b>300</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>4</b>	<b>154</b>
<b>TOTAL LUXEMBOURG</b>			<b>300</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>4</b>	<b>154</b>
<b>NETHERLANDS</b>															
AMSTERDAM	KLM CITYHOPPER	S	217	1	0	89	7	4	0	0	0	7	81	11	295
<b>TOTAL AMSTERDAM</b>			<b>217</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>11</b>	<b>295</b>
ROTTERDAM	VLM (BELGIUM)	S	268	0	2	97	3	1	0	0	0	2	97	2	319

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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 ROTTERDAM			268	0	2	97	3	1	0	0	0	2	97	2	319
TOTAL NETHERLANDS			485	1	2	93	5	2	0	0	0	4	89	6	614
SWITZERLAND															
GENEVA	BRITISH AIRWAYS CITIEXPRESS L	S	136	0	0	76	18	5	1	0	0	10	0	0	0
TOTAL GENEVA			136	0	0	76	18	5	1	0	0	10	90	5	168
ZURICH	SWISS AIRLINES	S	212	0	0	69	22	8	0	0	0	13	60	18	252
TOTAL ZURICH			212	0	0	69	22	8	0	0	0	13	60	18	252
TOTAL SWITZERLAND			348	0	0	72	20	7	1	0	0	12	72	13	420
UNITED KINGDOM															
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	106	0	0	92	7	1	1	0	0	5	80	12	107
TOTAL BELFAST CITY			106	0	0	92	7	1	1	0	0	5	80	12	107
DUNDEE	SCOT AIRWAYS	S	202	0	8	86	8	5	0	0	0	8	79	10	210
TOTAL DUNDEE			202	0	8	86	8	5	0	0	0	8	79	10	210
EDINBURGH	BRITISH AIRWAYS CITIEXPRESS L	S	139	0	0	83	10	6	1	0	0	8	0	0	0
	SCOT AIRWAYS	S	393	1	43	83	13	3	0	0	0	8	76	12	443
TOTAL EDINBURGH			532	1	43	83	13	4	0	0	0	8	76	12	443
ISLE OF MAN	FLYBE.BRITISH EUROPEAN	S	52	0	0	90	8	2	0	0	0	6	89	7	98
TOTAL ISLE OF MAN			52	0	0	90	8	2	0	0	0	6	89	7	98
JERSEY	VLM (BELGIUM)	S	158	0	0	96	3	1	0	0	0	2	0	0	0
TOTAL JERSEY			158	0	0	96	3	1	0	0	0	2	83	10	156
LIVERPOOL	VLM (BELGIUM)	S	246	0	0	96	3	1	0	0	0	3	0	0	0
TOTAL LIVERPOOL			246	0	0	96	3	1	0	0	0	3	0	0	0
MANCHESTER	VLM (BELGIUM)	S	368	0	0	92	6	2	1	0	0	5	96	3	322
TOTAL MANCHESTER			368	0	0	92	6	2	1	0	0	5	96	3	322
SWANSEA	AIR WALES LTD	S	41	1	7	59	20	2	20	0	0	29	70	20	152
TOTAL SWANSEA			41	1	7	59	20	2	20	0	0	29	70	20	152
TOTAL UNITED KINGDOM			1705	2	58	89	8	3	1	0	0	6	81	10	1627
TOTAL LONDON CITY			4265	20	64	87	9	3	1	0	0	7	81	10	4198

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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>AUSTRIA</b>															
SALZBURG	EUROPEAN AIR CHARTER	C	2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL SALZBURG			2	1	0	100	0	0	0	0	0	0	0	0	0
TOTAL AUSTRIA			3	2	0	100	0	0	0	0	0	0	100	0	1
<b>CYPRUS</b>															
LARNACA	BRITANNIA AIRWAYS	C	8	0	0	75	25	0	0	0	0	7	88	6	16
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	0	100	1	10
	HELIOS AIRWAYS LTD	S	64	2	0	70	14	5	9	2	0	22	88	16	64
	MONARCH AIRLINES	C	7	0	0	86	14	0	0	0	0	3	0	0	0
TOTAL LARNACA			89	3	0	74	13	3	8	1	0	17	89	13	90
PAPHOS	BRITANNIA AIRWAYS	C	27	0	0	96	4	0	0	0	0	3	94	3	35
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	13	13	63	13	0	0	38	50	63	8
TOTAL PAPHOS			35	0	0	77	6	14	3	0	0	11	87	14	45
TOTAL CYPRUS			124	3	0	75	11	6	6	1	0	15	88	13	135
<b>FRANCE</b>															
TOTAL CLERMONT FERRAND			2	0	0	100	0	0	0	0	0	4	0	21	2
NICE	EASYJET AIRLINE COMPANY LTD	S	309	0	1	72	16	8	4	1	0	15	49	32	310
TOTAL NICE			309	14	1	72	16	8	4	1	0	15	50	31	319
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	274	0	0	58	20	16	6	0	0	20	62	22	294
TOTAL PARIS (CHARLES DE GAULLE)			274	0	0	58	20	16	6	0	0	20	62	22	294
TOTAL FRANCE			585	19	1	65	18	12	5	1	0	17	56	27	616
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	168	0	0	78	12	7	3	0	0	12	0	0	0
TOTAL BERLIN (SCHONEFELD)			168	0	0	78	12	7	3	0	0	12	0	0	0
HAMBURG	CIRRUS LUFTFAHRT	C	2	0	0	50	0	50	0	0	0	22	0	0	0
TOTAL HAMBURG			2	0	0	50	0	50	0	0	0	22	0	0	0
TOTAL GERMANY			170	4	0	78	12	8	3	0	0	12	0	0	0
<b>GIBRALTAR</b>															
GIBRALTAR	MONARCH AIRLINES	S	62	0	0	89	10	2	0	0	0	5	89	5	61
TOTAL GIBRALTAR			62	0	0	89	10	2	0	0	0	5	89	5	61
TOTAL GIBRALTAR			62	0	0	89	10	2	0	0	0	5	89	5	61
<b>GREECE</b>															
ATHENS	EASYJET AIRLINE COMPANY LTD	S	124	0	0	86	8	4	2	0	0	6	87	18	124
TOTAL ATHENS			124	3	0	86	8	4	2	0	0	6	87	18	124
CORFU	BRITANNIA AIRWAYS	C	12	1	0	92	8	0	0	0	0	3	90	3	10
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	60	20	20	0	0	0	14	75	45	8
	MONARCH AIRLINES	C	6	0	0	100	0	0	0	0	0	2	100	2	4
TOTAL CORFU			28	1	0	82	11	7	0	0	0	7	86	18	22

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				Actual (7)	Plan (8)										
HERAKLION	BRITANNIA AIRWAYS	C	7	0	0	86	14	0	0	0	0	3	100	3	7
<b>TOTAL HERAKLION</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>100</b>	<b>3</b>	<b>7</b>
KEFALLINIA	BRITANNIA AIRWAYS	C	7	0	0	86	0	14	0	0	11	60	22	10	
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	100	1	10	
<b>TOTAL KEFALLINIA</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>80</b>	<b>11</b>	<b>20</b>	
KOS	BRITANNIA AIRWAYS	C	7	0	0	71	0	0	29	0	28	89	8	9	
<b>TOTAL KOS</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>28</b>	<b>89</b>	<b>8</b>	<b>9</b>	
RHODES	BRITANNIA AIRWAYS	C	7	1	0	86	14	0	0	0	8	100	2	18	
<b>TOTAL RHODES</b>			<b>7</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>100</b>	<b>2</b>	<b>18</b>	
SALONIKA	BRITANNIA AIRWAYS	C	8	0	0	63	0	13	25	0	25	100	1	8	
<b>TOTAL SALONIKA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>94</b>	<b>17</b>	<b>17</b>	
ZAKINTHOS	MONARCH AIRLINES	C	10	0	0	50	20	30	0	0	22	30	28	10	
<b>TOTAL ZAKINTHOS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>20</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>53</b>	<b>18</b>	<b>17</b>	
<b>TOTAL GREECE</b>			<b>206</b>	<b>5</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>15</b>	<b>234</b>	
<b>HUNGARY</b>															
BUDAPEST	EASYJET AIRLINE COMPANY LTD	S	62	0	0	71	15	5	10	0	16	0	0	0	
	WIZZ AIR	S	80	0	0	51	26	15	5	3	24	0	0	0	
<b>TOTAL BUDAPEST</b>			<b>142</b>	<b>2</b>	<b>0</b>	<b>60</b>	<b>21</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL HUNGARY</b>			<b>142</b>	<b>2</b>	<b>0</b>	<b>60</b>	<b>21</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>IRISH REPUBLIC</b>															
DUBLIN	RYANAIR	S	299	0	1	89	7	1	2	0	9	92	6	299	
<b>TOTAL DUBLIN</b>			<b>299</b>	<b>2</b>	<b>1</b>	<b>89</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>92</b>	<b>6</b>	<b>300</b>	
GALWAY	AER ARRAN	S	124	0	0	69	17	13	2	0	13	65	16	62	
<b>TOTAL GALWAY</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>65</b>	<b>16</b>	<b>62</b>	
WATERFORD	AER ARRAN	S	124	0	0	71	15	13	2	0	12	74	14	62	
<b>TOTAL WATERFORD</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>74</b>	<b>14</b>	<b>62</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>547</b>	<b>3</b>	<b>1</b>	<b>80</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>85</b>	<b>8</b>	<b>424</b>	
<b>ITALY</b>															
BERGAMO	RYANAIR	S	124	0	0	88	8	2	2	0	7	80	9	124	
<b>TOTAL BERGAMO</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>9</b>	<b>124</b>	
CAGLIARI (ELMAS)	VOLARE AIRLINES	S	28	0	0	39	14	32	11	4	35	0	0	0	
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>14</b>	<b>32</b>	<b>11</b>	<b>4</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>	
NAPLES	BRITANNIA AIRWAYS	C	10	0	0	90	0	10	0	0	7	100	2	8	
<b>TOTAL NAPLES</b>			<b>10</b>	<b>1</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>100</b>	<b>2</b>	<b>8</b>	
<b>TOTAL ITALY</b>			<b>162</b>	<b>18</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>12</b>	<b>80</b>	<b>9</b>	<b>136</b>	
<b>MALTA</b>															
MALTA	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	1	80	26	10	



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2004

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)
TOTAL MALTA			8	0	0	100	0	0	0	0	0	1	80	26	10
TOTAL MALTA			8	0	0	100	0	0	0	0	0	1	80	26	10
NETHERLANDS															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	320	1	0	67	14	12	6	1	0	19	72	14	302
TOTAL AMSTERDAM			320	2	0	67	14	12	6	1	0	19	72	14	302
TOTAL NETHERLANDS			320	3	0	67	14	12	6	1	0	19	72	14	302
POLAND															
KATOWICE	WIZZ AIR	S	124	0	0	63	23	10	2	2	0	17	0	0	0
TOTAL KATOWICE			124	0	0	63	23	10	2	2	0	17	0	0	0
TOTAL POLAND			124	0	0	63	23	10	2	2	0	17	0	0	0
PORTUGAL(EXCLUDING MADEIRA)															
FARO	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	2	100	3	8
	EASYJET AIRLINE COMPANY LTD	S	124	0	0	83	11	6	0	0	0	8	73	18	103
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	3	100	1	10
	MONARCH AIRLINES	S	28	0	0	82	7	4	7	0	0	17	92	4	26
	MONARCH AIRLINES	C	10	0	0	100	0	0	0	0	0	3	60	42	10
TOTAL FARO			180	1	0	85	9	4	1	0	0	8	78	15	157
TOTAL LISBON			2	0	0	50	0	0	50	0	0	40	0	0	0
TOTAL PORTUGAL(EXCLUDING MADEIRA)			182	1	0	85	9	4	2	0	0	9	78	15	157
PORTUGAL(MADEIRA)															
FUNCHAL	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	2	75	20	8
TOTAL FUNCHAL			8	0	0	100	0	0	0	0	0	2	75	20	8
TOTAL PORTUGAL(MADEIRA)			8	0	0	100	0	0	0	0	0	2	75	20	8
SPAIN															
ALICANTE	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	0	83	12	18
	EASYJET AIRLINE COMPANY LTD	S	123	0	2	72	7	7	13	1	0	24	49	24	69
	MONARCH AIRLINES	S	62	0	0	89	0	3	8	0	0	11	85	7	62
	MONARCH AIRLINES	C	10	0	0	50	10	40	0	0	0	21	75	12	8
TOTAL ALICANTE			203	0	2	77	5	7	10	0	0	19	69	15	157
ALMERIA	FIRST CHOICE AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL ALMERIA			4	0	0	100	0	0	0	0	0	2	0	0	0
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	204	1	0	53	25	16	4	1	0	21	62	18	246
TOTAL BARCELONA			204	1	0	53	25	16	4	1	0	21	62	18	246
GERONA	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	3	100	2	7
TOTAL GERONA			8	0	0	100	0	0	0	0	0	3	100	2	7
IBIZA	BRITANNIA AIRWAYS	C	36	0	0	92	0	3	6	0	0	7	94	6	35
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL IBIZA			45	0	0	93	0	2	4	0	0	5	94	6	35

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2004

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)										
MADRID	EASYJET AIRLINE COMPANY LTD	S	124	0	0	57	18	12	13	0	0	26	63	20	124
<b>TOTAL MADRID</b>			<b>124</b>	<b>1</b>	<b>0</b>	<b>57</b>	<b>18</b>	<b>12</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>63</b>	<b>20</b>	<b>124</b>
MAHON	BRITANNIA AIRWAYS	C	18	0	0	100	0	0	0	0	0	1	100	1	16
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	5	100	1	8
	MONARCH AIRLINES	C	10	0	0	100	0	0	0	0	0	1	88	3	8
	MONARCH AIRLINES	S	26	0	0	100	0	0	0	0	0	2	100	1	26
	SPANAIR	C	2	0	0	100	0	0	0	0	0	2	0	17	1
<b>TOTAL MAHON</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>97</b>	<b>2</b>	<b>59</b>
MALAGA	BRITANNIA AIRWAYS	C	18	0	0	89	6	6	0	0	0	5	90	4	20
	EASYJET AIRLINE COMPANY LTD	S	214	1	0	73	13	7	6	1	0	17	67	16	171
	MONARCH AIRLINES	S	72	0	0	85	6	4	3	3	0	13	87	8	70
<b>TOTAL MALAGA</b>			<b>304</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>13</b>	<b>269</b>
PALMA DE MALLORCA	BRITANNIA AIRWAYS	C	52	1	0	83	10	6	2	0	0	8	93	4	43
	EASYJET AIRLINE COMPANY LTD	S	141	1	1	65	16	10	8	1	0	22	65	25	152
	FIRST CHOICE AIRWAYS LTD	C	21	0	0	95	5	0	0	0	0	2	78	16	18
	MONARCH AIRLINES	C	10	0	0	80	0	0	10	0	10	51	100	3	18
	SPANAIR	C	12	0	0	33	42	0	8	17	0	58	33	31	9
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	0	25	0	0	40	100	1	10
<b>TOTAL PALMA DE MALLORCA</b>			<b>244</b>	<b>2</b>	<b>1</b>	<b>70</b>	<b>14</b>	<b>7</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>73</b>	<b>18</b>	<b>252</b>
REUS	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	1	80	14	10
	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	0	60	31	10
<b>TOTAL REUS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>18</b>	<b>25</b>
<b>TOTAL SPAIN</b>			<b>1216</b>	<b>11</b>	<b>3</b>	<b>72</b>	<b>12</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>72</b>	<b>15</b>	<b>1174</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	BRITANNIA AIRWAYS	C	8	0	0	75	0	25	0	0	0	9	88	5	8
	MONARCH AIRLINES	C	10	0	0	20	0	30	50	0	0	53	39	97	18
<b>TOTAL ARRECIFE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>28</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>54</b>	<b>69</b>	<b>26</b>
FUERTEVENTURA	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	1	100	2	10
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	100	1	10
<b>TOTAL FUERTEVENTURA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>2</b>	<b>20</b>
LAS PALMAS	BRITANNIA AIRWAYS	C	10	0	0	90	10	0	0	0	0	4	94	3	18
	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	1	100	0	8
<b>TOTAL LAS PALMAS</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>2</b>	<b>96</b>	<b>2</b>	<b>26</b>
TENERIFE (SURREINA SOFIA)	BRITANNIA AIRWAYS	C	18	0	0	89	0	0	11	0	0	12	83	13	18
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	70	20	10	0	0	0	11	75	44	8
	MONARCH AIRLINES	S	35	1	1	69	20	6	6	0	0	17	56	18	18
	MONARCH AIRLINES	C	10	0	0	100	0	0	0	0	0	1	75	27	8
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>73</b>	<b>1</b>	<b>1</b>	<b>78</b>	<b>12</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>22</b>	<b>52</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>125</b>	<b>1</b>	<b>1</b>	<b>78</b>	<b>8</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>24</b>	<b>124</b>
<b>SWITZERLAND</b>															
GENEVA	EASYJET SWITZERLAND	S	247	2	1	72	17	10	1	0	0	12	72	19	240
<b>TOTAL GENEVA</b>			<b>247</b>	<b>11</b>	<b>1</b>	<b>72</b>	<b>17</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>72</b>	<b>19</b>	<b>240</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2004

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)											
ZURICH	EASYJET AIRLINE COMPANY LTD	S	186	0	0	58	19	13	11	0	0	23	72	19	100
TOTAL ZURICH			186	7	0	58	19	13	11	0	0	23	74	18	170
TOTAL SWITZERLAND			433	20	1	66	18	11	5	0	0	17	73	19	410
TUNISIA															
MONASTIR	BRITANNIA AIRWAYS	C	9	0	0	89	11	0	0	0	0	4	80	15	10
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	6	75	5	8
TOTAL MONASTIR			17	0	0	88	12	0	0	0	0	5	78	11	18
TOTAL TUNISIA			17	0	0	88	12	0	0	0	0	5	78	11	18
TURKEY															
ANTALYA	PEGASUS AIRLINES	C	8	0	0	50	13	38	0	0	0	23	0	0	0
TOTAL ANTALYA			8	0	0	50	13	38	0	0	0	23	0	0	0
BODRUM (MILAS)	FIRST CHOICE AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	6	38	38	8
TOTAL BODRUM (MILAS)			10	0	0	90	10	0	0	0	0	6	38	38	8
DALAMAN	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	4	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	100	2	5
	PEGASUS AIRLINES	C	8	0	0	88	0	13	0	0	0	7	50	13	2
TOTAL DALAMAN			24	0	0	92	4	4	0	0	0	4	86	5	7
TOTAL TURKEY			42	0	0	83	7	10	0	0	0	8	60	23	15
UNITED KINGDOM															
ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	106	0	0	57	22	13	8	0	0	20	55	27	108
TOTAL ABERDEEN			106	0	0	57	22	13	8	0	0	20	55	27	108
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	281	0	1	70	12	11	6	0	0	16	77	13	278
TOTAL BELFAST INTERNATIONAL			281	0	1	70	12	11	6	0	0	16	77	13	278
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	335	1	0	68	13	10	7	1	0	18	56	25	337
TOTAL EDINBURGH			335	1	0	68	13	10	7	1	0	18	56	25	337
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	325	0	0	83	9	2	5	0	0	10	63	22	332
TOTAL GLASGOW			325	0	0	83	9	2	5	0	0	10	63	22	333
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	80	0	0	70	18	9	4	0	0	14	51	27	78
TOTAL INVERNESS			80	0	0	70	18	9	4	0	0	14	51	27	78
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	62	0	0	71	18	8	2	2	0	14	69	12	54
TOTAL ISLE OF MAN			62	0	0	71	18	8	2	2	0	14	69	12	54
JERSEY	FLYBE.BRITISH EUROPEAN	S	10	0	0	70	0	30	0	0	0	17	76	11	76
TOTAL JERSEY			10	2	0	70	0	30	0	0	0	17	76	11	76
TOTAL UNITED KINGDOM			1199	13	1	72	13	9	6	0	0	15	64	20	1264
TOTAL LUTON			5675	124	8	73	13	9	5	1	0	15	71	17	5090

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2004

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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	18	0	0	83	6	11	0	0	0	6	72	44	18	
<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>6</b>	<b>72</b>	<b>44</b>	<b>18</b>	
<b>SALZBURG</b>																
	ASTRAEUS LTD	C	17	1	0	76	12	6	0	6	0	24	0	0	0	
	EXCEL AIRWAYS LTD	C	18	0	0	100	0	0	0	0	0	2	100	0	18	
<b>TOTAL SALZBURG</b>			<b>35</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>100</b>	<b>0</b>	<b>18</b>	
<b>VIENNA</b>																
	BRITISH AIRWAYS CITIEXPRESS L	S	62	0	0	63	21	8	8	0	0	21	74	13	62	
<b>TOTAL VIENNA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>21</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>74</b>	<b>13</b>	<b>62</b>	
<b>TOTAL AUSTRIA</b>			<b>115</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>79</b>	<b>16</b>	<b>100</b>	
<b>BARBADOS</b>																
BRIDGETOWN	BRITANNIA AIRWAYS	C	8	0	0	38	13	0	25	13	13	208	0	0	0	
<b>TOTAL BRIDGETOWN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>25</b>	<b>13</b>	<b>13</b>	<b>208</b>	<b>50</b>	<b>40</b>	<b>4</b>	
<b>TOTAL BARBADOS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>25</b>	<b>13</b>	<b>13</b>	<b>208</b>	<b>50</b>	<b>40</b>	<b>4</b>	
<b>BELGIUM</b>																
BRUSSELS	BRITISH AIRWAYS CITIEXPRESS L	S	136	0	0	88	6	2	4	0	0	7	83	10	88	
	SN BRUSSELS AIRLINES	S	156	0	0	93	7	0	0	0	0	3	96	3	144	
<b>TOTAL BRUSSELS</b>			<b>292</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>89</b>	<b>6</b>	<b>290</b>	
<b>TOTAL BELGIUM</b>			<b>292</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>89</b>	<b>6</b>	<b>301</b>	
<b>BULGARIA</b>																
BURGAS	BH AIR	C	39	0	0	33	33	23	10	0	0	28	81	7	32	
	BRITANNIA AIRWAYS	C	8	0	0	88	0	13	0	0	0	5	0	0	0	
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	78	17	6	0	0	0	7	38	12	8	
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	0	0	25	0	25	212	0	0	0	
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	13	0	0	0	9	100	0	8	
<b>TOTAL BURGAS</b>			<b>81</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>21</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>37</b>	<b>77</b>	<b>7</b>	<b>48</b>	
<b>VARNA</b>																
	ASTRAEUS LTD	C	8	0	0	100	0	0	0	0	0	0	0	0	0	
	BH AIR	C	28	0	0	25	18	54	4	0	0	30	41	32	17	
	FIRST CHOICE AIRWAYS LTD	C	20	0	0	85	15	0	0	0	0	4	100	0	10	
<b>TOTAL VARNA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>14</b>	<b>27</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>63</b>	<b>20</b>	<b>27</b>	
<b>TOTAL BULGARIA</b>			<b>137</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>18</b>	<b>20</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>29</b>	<b>72</b>	<b>11</b>	<b>75</b>	
<b>CANADA</b>																
<b>TOTAL GANDER</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>53</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TORONTO</b>																
	AIR TRANSAT	S	26	0	0	65	27	4	0	4	0	17	38	67	26	
	BMI BRITISH MIDLAND	S	59	0	3	68	14	3	5	10	0	36	0	0	0	
	MY TRAVEL AIRWAYS UK	C	17	0	0	59	6	18	6	12	0	54	30	97	23	
	PAKISTAN INTL AIRLINES	S	18	0	0	61	22	6	11	0	0	18	0	0	0	
	THOMAS COOK AIRLINES LTD	S	7	0	0	100	0	0	0	0	0	3	0	0	0	
<b>TOTAL TORONTO</b>			<b>127</b>	<b>0</b>	<b>3</b>	<b>67</b>	<b>16</b>	<b>6</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>30</b>	<b>50</b>	<b>46</b>	<b>103</b>	
<b>VANCOUVER</b>																
	AIR TRANSAT	S	18	0	0	56	11	17	17	0	0	27	88	6	16	
	MY TRAVEL AIRWAYS UK	C	10	0	0	50	20	20	10	0	0	27	0	0	0	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2004

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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	S	8	0	0	88	0	0	13	0	0	18	0	0	0
<b>TOTAL VANCOUVER</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>11</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>76</b>	<b>15</b>	<b>34</b>
<b>TOTAL CANADA</b>			<b>165</b>	<b>0</b>	<b>3</b>	<b>65</b>	<b>15</b>	<b>7</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>29</b>	<b>57</b>	<b>38</b>	<b>137</b>
<b>CROATIA</b>															
DUBROVNIK	ASTRAEUS LTD	C	8	0	0	100	0	0	0	0	0	0	0	0	0
	BLUE LINE	C	2	0	0	50	50	0	0	0	0	16	0	0	0
	CROATIA AIRLINES	S	18	0	0	56	11	11	22	0	0	30	39	25	18
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL DUBROVNIK</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>8</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>39</b>	<b>25</b>	<b>18</b>
PULA	ASTRAEUS LTD	C	8	0	0	88	0	13	0	0	0	6	0	0	0
	CROATIA AIRLINES	S	8	0	0	63	38	0	0	0	0	11	38	23	8
<b>TOTAL PULA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>25</b>	<b>25</b>	<b>16</b>
SPLIT	CROATIA AIRLINES	S	8	0	0	100	0	0	0	0	0	4	100	4	8
	EXCEL AIRWAYS LTD	C	10	0	0	80	0	0	10	10	0	39	0	0	0
<b>TOTAL SPLIT</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>24</b>	<b>100</b>	<b>4</b>	<b>8</b>
<b>TOTAL CROATIA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>4</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>45</b>	<b>21</b>	<b>42</b>
<b>CUBA</b>															
CUNAGUA	THOMAS COOK AIRLINES LTD	C	8	1	0	88	0	13	0	0	0	7	0	0	0
<b>TOTAL CUNAGUA</b>			<b>8</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
HOLGUIN (FRANK PAIS)	MONARCH AIRLINES	C	4	0	0	25	50	25	0	0	0	24	0	0	0
<b>TOTAL HOLGUIN (FRANK PAIS)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>
VARADERO	MONARCH AIRLINES	C	9	1	0	33	0	33	33	0	0	43	25	56	4
<b>TOTAL VARADERO</b>			<b>9</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>43</b>	<b>35</b>	<b>7</b>
<b>TOTAL CUBA</b>			<b>21</b>	<b>2</b>	<b>0</b>	<b>52</b>	<b>10</b>	<b>24</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>60</b>	<b>25</b>	<b>10</b>
<b>CYPRUS</b>															
LARNACA	AIR ATLANTA EUROPE LTD	C	4	2	0	0	0	0	50	0	50	252	0	0	0
	AIR CORDIAL LTD	C	12	0	0	67	33	0	0	0	0	12	33	46	9
	BRITANNIA AIRWAYS	C	14	0	0	100	0	0	0	0	0	2	50	50	8
	CYPRUS AIRWAYS	S	36	0	0	69	17	14	0	0	0	12	62	17	34
	EUROCYPRIA AIRLINES LTD	C	8	0	0	75	0	0	25	0	0	28	78	14	18
	EXCEL AIRWAYS LTD	C	27	0	0	81	4	7	0	0	7	43	91	3	22
	FIRST CHOICE AIRWAYS LTD	S	23	0	0	70	17	13	0	0	0	10	77	9	26
	FLYJET LTD	C	8	0	0	75	0	25	0	0	0	18	50	22	4
	MY TRAVEL AIRWAYS UK	C	25	0	0	60	4	24	12	0	0	26	39	88	28
	THOMAS COOK AIRLINES LTD	C	25	0	0	76	4	4	0	16	0	50	92	2	25
<b>TOTAL LARNACA</b>			<b>182</b>	<b>2</b>	<b>0</b>	<b>72</b>	<b>9</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>29</b>	<b>67</b>	<b>26</b>	<b>182</b>
<b>PAPHOS</b>															
	AIR ATLANTA EUROPE LTD	C	4	0	0	25	25	0	50	0	0	62	50	19	4
	BRITANNIA AIRWAYS	C	18	0	0	61	17	17	6	0	0	17	68	43	28
	EUROCYPRIA AIRLINES LTD	C	8	0	0	13	0	38	50	0	0	78	75	13	8
	EXCEL AIRWAYS LTD	C	12	0	0	50	8	25	17	0	0	27	90	3	10
	FIRST CHOICE AIRWAYS LTD	S	16	0	0	94	0	6	0	0	0	8	89	5	18
	FLYJET LTD	C	10	0	0	50	40	10	0	0	0	16	38	30	8

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
PAPHOS	HELIOS AIRWAYS LTD	S	8	0	0	88	13	0	0	0	0	5	0	0	0
	MONARCH AIRLINES	C	8	0	0	50	25	25	0	0	0	19	80	6	10
	MY TRAVEL AIRWAYS UK	C	16	0	0	75	6	19	0	0	0	12	63	26	8
	THOMAS COOK AIRLINES LTD	C	16	0	0	50	0	13	38	0	0	46	89	9	28
<b>TOTAL PAPHOS</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>11</b>	<b>16</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>76</b>	<b>18</b>	<b>136</b>
<b>TOTAL CYPRUS</b>			<b>298</b>	<b>2</b>	<b>0</b>	<b>67</b>	<b>10</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>27</b>	<b>71</b>	<b>22</b>	<b>318</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	BMIBABY LTD	S	62	0	0	40	31	19	3	6	0	35	0	0	0
	CSA	S	115	0	0	76	22	3	0	0	0	9	85	9	88
<b>TOTAL PRAGUE</b>			<b>177</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>85</b>	<b>9</b>	<b>88</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>177</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>85</b>	<b>9</b>	<b>88</b>
<b>DENMARK</b>															
BILLUND	SUN AIR OF SCANDINAVIA	S	66	0	0	79	12	6	3	0	0	11	76	11	70
<b>TOTAL BILLUND</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>11</b>	<b>71</b>
COPENHAGEN	BRITISH AIRWAYS CITIEXPRESS L	S	144	0	0	81	11	7	1	0	0	8	0	0	0
	SAS	S	165	0	1	91	7	1	1	0	0	6	97	2	166
<b>TOTAL COPENHAGEN</b>			<b>309</b>	<b>1</b>	<b>1</b>	<b>86</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>97</b>	<b>2</b>	<b>166</b>
<b>TOTAL DENMARK</b>			<b>375</b>	<b>1</b>	<b>1</b>	<b>85</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>91</b>	<b>5</b>	<b>237</b>
<b>DOMINICAN REPUBLIC</b>															
LA ROMANA	MY TRAVEL AIRWAYS UK	C	8	0	0	50	25	0	0	13	13	108	100	0	4
<b>TOTAL LA ROMANA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>108</b>	<b>86</b>	<b>19</b>	<b>14</b>
PUERTO PLATA	BRITANNIA AIRWAYS	C	16	0	0	69	13	0	19	0	0	22	93	6	15
	FIRST CHOICE AIRWAYS LTD	C	13	0	0	54	8	8	15	0	15	101	75	6	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	13	13	13	0	0	17	80	49	10
<b>TOTAL PUERTO PLATA</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>11</b>	<b>5</b>	<b>16</b>	<b>0</b>	<b>5</b>	<b>49</b>	<b>78</b>	<b>22</b>	<b>40</b>
PUNTA CANA	BRITANNIA AIRWAYS	C	9	0	0	89	0	11	0	0	0	7	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	67	22	11	0	0	0	11	0	0	0
<b>TOTAL PUNTA CANA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>13</b>	<b>6</b>	<b>10</b>	<b>2</b>	<b>5</b>	<b>45</b>	<b>80</b>	<b>21</b>	<b>54</b>
<b>EGYPT</b>															
HURGHADA	AIR CORDIAL LTD	C	8	0	0	13	13	50	25	0	0	45	0	0	0
	BRITANNIA AIRWAYS	C	6	2	0	67	17	17	0	0	0	14	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	80	20	0	0	0	0	6	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	2	0	88	0	13	0	0	0	7	0	0	0
<b>TOTAL HURGHADA</b>			<b>32</b>	<b>4</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>71</b>	<b>13</b>	<b>14</b>
LUXOR	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	2	100	0	10
	MONARCH AIRLINES	C	8	0	0	75	0	0	13	13	0	47	78	11	9
<b>TOTAL LUXOR</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>25</b>	<b>89</b>	<b>5</b>	<b>19</b>
TABA	ASTRAEUS LTD	C	16	0	0	88	0	6	6	0	0	7	0	0	0
<b>TOTAL TABA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>15</b>	<b>10</b>

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL EGYPT</b>			<b>64</b>	<b>4</b>	<b>0</b>	<b>75</b>	<b>6</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>79</b>	<b>10</b>	<b>43</b>
<b>FINLAND</b>															
HELSINKI	FINNAIR	S	115	0	0	91	8	0	1	0	0	5	88	5	108
<b>TOTAL HELSINKI</b>			<b>115</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>5</b>	<b>129</b>
<b>TOTAL FINLAND</b>			<b>115</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>5</b>	<b>129</b>
<b>FRANCE</b>															
BORDEAUX	BMIBABY LTD	S	62	0	0	68	11	11	6	3	0	23	0	0	0
<b>TOTAL BORDEAUX</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>11</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>
CALVI	ASTRAEUS LTD	C	8	0	0	100	0	0	0	0	0	0	75	29	8
<b>TOTAL CALVI</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>29</b>	<b>8</b>
LYON	BRITISH AIRWAYS CITIEXPRESS L	S	62	0	0	95	3	2	0	0	0	3	87	5	62
<b>TOTAL LYON</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>87</b>	<b>5</b>	<b>62</b>
NICE	BRITISH AIRWAYS CITIEXPRESS L	S	62	0	0	76	5	13	3	3	0	18	82	15	62
<b>TOTAL NICE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>5</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>81</b>	<b>14</b>	<b>68</b>
<b>PARIS (CHARLES DE GAULLE)</b>															
	AIR FRANCE	S	364	0	0	91	4	3	1	0	0	5	83	8	366
	BMIBABY LTD	S	62	0	0	61	16	13	6	3	0	24	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	265	1	0	82	7	8	3	0	0	9	58	17	236
	BRITISH AIRWAYS CITIEXPRESS L	C	4	4	0	25	50	25	0	0	0	20	0	0	0
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>695</b>	<b>5</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>13</b>	<b>650</b>
TARBES-LOURDES INTERNATIONAL	EUROPEAN AIR CHARTER	C	13	0	0	54	15	8	0	23	0	55	7	75	14
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>13</b>	<b>19</b>	<b>6</b>	<b>19</b>	<b>0</b>	<b>57</b>	<b>7</b>	<b>75</b>	<b>14</b>
TOULOUSE (BLAGNAC)	BMI REGIONAL	S	60	0	0	77	12	5	5	2	0	15	79	10	62
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>79</b>	<b>10</b>	<b>62</b>
<b>TOTAL FRANCE</b>			<b>965</b>	<b>5</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>13</b>	<b>864</b>
<b>GERMANY</b>															
BERLIN (TEGEL)	BRITISH AIRWAYS CITIEXPRESS L	S	61	0	0	92	5	0	3	0	0	6	85	9	62
<b>TOTAL BERLIN (TEGEL)</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>9</b>	<b>62</b>
COLOGNE (BONN)	HAPAG LLOYD EXPRESS	S	72	0	0	65	19	6	7	3	0	22	92	3	124
<b>TOTAL COLOGNE (BONN)</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>19</b>	<b>6</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>92</b>	<b>3</b>	<b>124</b>
DUSSELDORF	BRITISH AIRWAYS CITIEXPRESS L	S	203	0	0	93	5	1	0	0	0	3	82	8	146
	LUFTHANSA CITY LINE	S	158	0	0	85	10	3	3	0	0	8	94	3	162
<b>TOTAL DUSSELDORF</b>			<b>361</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>89</b>	<b>6</b>	<b>374</b>
FRANKFURT MAIN	BRITISH AIRWAYS CITIEXPRESS L	S	280	0	0	90	7	1	3	0	0	6	89	5	236
	LUFTHANSA	S	248	0	0	89	9	2	0	0	0	5	87	8	186
<b>TOTAL FRANKFURT MAIN</b>			<b>528</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>87</b>	<b>7</b>	<b>470</b>
HAMBURG	LUFTHANSA CITY LINE	S	76	0	0	89	4	7	0	0	0	7	90	5	80
<b>TOTAL HAMBURG</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>90</b>	<b>5</b>	<b>80</b>
HANOVER	BRITISH AIRWAYS CITIEXPRESS L	S	104	1	0	88	6	2	4	0	0	8	78	10	107

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2004

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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 HANOVER</b>			<b>104</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>10</b>	107
MUNICH	LUFTHANSA CITY LINE	S	186	0	0	82	12	4	2	0	0	9	72	13	310
<b>TOTAL MUNICH</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>72</b>	<b>13</b>	310
NIEDERRHEIN	DUTCHBIRD	S	83	0	0	19	22	33	20	6	0	51	0	0	0
<b>TOTAL NIEDERRHEIN</b>			<b>83</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>22</b>	<b>33</b>	<b>20</b>	<b>6</b>	<b>0</b>	<b>51</b>	<b>0</b>	<b>0</b>	0
STUTTGART	BRITISH AIRWAYS CITIEXPRESS L	S	95	0	0	94	6	0	0	0	0	3	85	9	54
	HAPAG LLOYD EXPRESS	S	34	0	0	76	12	9	3	0	0	12	0	0	0
<b>TOTAL STUTTGART</b>			<b>129</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>9</b>	54
<b>TOTAL GERMANY</b>			<b>1600</b>	<b>2</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>8</b>	1581
<b>GIBRALTAR</b>															
GIBRALTAR	MONARCH AIRLINES	S	34	0	0	97	0	3	0	0	0	2	0	0	0
<b>TOTAL GIBRALTAR</b>			<b>34</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>0</b>	<b>0</b>	0
<b>TOTAL GIBRALTAR</b>			<b>34</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>0</b>	<b>0</b>	0
<b>GREECE</b>															
ATHENS	AEGEAN AIRLINES	C	10	0	0	0	10	70	20	0	0	51	0	0	0
	ASTRAEUS LTD	C	4	0	0	75	25	0	0	0	0	4	67	25	6
	HELLAS JET	S	14	0	0	43	29	29	0	0	0	18	0	0	0
	OLYMPIC AIRWAYS	S	26	0	0	50	23	19	8	0	0	28	61	17	18
<b>TOTAL ATHENS</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>22</b>	<b>30</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>61</b>	<b>18</b>	38
CHANIA	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	5	0	0	0
	EXCEL AIRWAYS LTD	C	7	0	0	57	0	14	29	0	0	49	100	4	10
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	90	70	10
	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	0	7	100	2	10
<b>TOTAL CHANIA</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>6</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>87</b>	<b>23</b>	39
<b>CORFU</b>															
	AIR MALTA	C	6	0	0	33	17	33	17	0	0	31	0	0	0
	ASTRAEUS LTD	C	5	1	0	100	0	0	0	0	0	2	0	29	2
	BRITANNIA AIRWAYS	C	36	0	0	69	8	11	11	0	0	25	88	15	40
	EXCEL AIRWAYS LTD	C	32	0	0	72	9	6	6	3	3	39	94	5	32
	FIRST CHOICE AIRWAYS LTD	C	34	0	0	79	15	3	3	0	0	8	91	4	54
	FLYJET LTD	C	8	0	0	0	0	88	13	0	0	48	0	67	2
	MONARCH AIRLINES	C	32	0	0	72	9	16	3	0	0	13	85	7	34
	MY TRAVEL AIRWAYS UK	C	25	0	0	60	16	12	8	4	0	30	69	28	16
	THOMAS COOK AIRLINES LTD	C	26	0	0	81	8	12	0	0	0	8	75	11	32
<b>TOTAL CORFU</b>			<b>204</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>10</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>81</b>	<b>11</b>	227
<b>HERAKLION</b>															
	AIR CORDIAL LTD	C	8	0	0	25	25	13	38	0	0	44	50	26	8
	AIR MALTA	C	8	0	0	100	0	0	0	0	0	0	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	100	0	0	0	0	0	1	77	30	26
	EXCEL AIRWAYS LTD	C	14	0	0	71	14	0	14	0	0	18	92	7	24
	FIRST CHOICE AIRWAYS LTD	C	26	0	0	69	12	8	12	0	0	17	88	6	26
	FLYJET LTD	C	10	0	0	40	10	40	10	0	0	26	0	86	4
	MONARCH AIRLINES	C	23	0	0	87	4	9	0	0	0	6	80	28	40
	MY TRAVEL AIRWAYS UK	C	27	0	0	70	4	0	22	0	4	68	39	87	18
	THOMAS COOK AIRLINES LTD	C	16	0	0	69	0	13	19	0	0	23	90	5	20



CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: MANCHESTER (Full Analysis)

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL HERAKLION</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>7</b>	<b>7</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>24</b>	<b>74</b>	<b>27</b>	<b>176</b>
<b>KALAMATA</b>	AIR MALTA	C	8	0	0	75	13	13	0	0	0	12	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	4	100	3	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	0	100	1	8
<b>TOTAL KALAMATA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>100</b>	<b>2</b>	<b>16</b>
<b>KAVALLA</b>	AIR MALTA	C	8	0	0	88	13	0	0	0	0	3	0	0	0
	ASTRAEUS LTD	C	8	0	0	88	13	0	0	0	0	4	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	3	100	0	8
<b>TOTAL KAVALLA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>4</b>	<b>37</b>
<b>KEFALLINIA</b>	AIR CORDIAL LTD	C	4	0	0	50	0	50	0	0	0	23	63	16	8
	ASTRAEUS LTD	C	16	0	0	50	38	13	0	0	0	15	63	26	8
	BRITANNIA AIRWAYS	C	10	0	0	90	0	0	0	10	0	32	100	0	10
	EUROPEAN AIR CHARTER	C	8	0	0	88	13	0	0	0	0	5	80	38	20
	EXCEL AIRWAYS LTD	C	24	0	0	75	8	4	0	4	8	55	100	1	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	25	0	25	0	0	24	71	9	7
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	1	80	35	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	0	75	18	8
<b>TOTAL KEFALLINIA</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>26</b>	<b>80</b>	<b>20</b>	<b>87</b>
<b>KOS</b>	BRITANNIA AIRWAYS	C	9	0	0	100	0	0	0	0	0	3	89	2	9
	EXCEL AIRWAYS LTD	C	25	0	0	72	12	0	12	4	0	30	95	1	20
	FIRST CHOICE AIRWAYS LTD	C	17	0	0	59	24	12	6	0	0	14	85	13	20
	MONARCH AIRLINES	C	14	0	0	86	14	0	0	0	0	3	95	2	20
	MY TRAVEL AIRWAYS UK	C	19	0	0	53	26	11	11	0	0	19	70	28	27
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	25	0	0	0	11	90	4	20
<b>TOTAL KOS</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>86</b>	<b>10</b>	<b>124</b>
<b>MIKONOS</b>	AIR MALTA	C	10	0	0	80	10	0	10	0	0	11	0	0	0
<b>TOTAL MIKONOS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>50</b>	<b>17</b>	<b>8</b>
<b>MITILINI</b>	ASTRAEUS LTD	C	20	0	0	55	10	35	0	0	0	17	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	3	30	24	10
<b>TOTAL MITILINI</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>10</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>53</b>	<b>20</b>	<b>30</b>
<b>PREVEZA</b>	AIR CORDIAL LTD	C	8	0	0	25	13	13	25	0	25	295	100	4	8
	BMI BRITISH MIDLAND	C	8	0	0	88	0	13	0	0	0	6	0	0	0
	EXCEL AIRWAYS LTD	C	18	0	0	72	6	11	11	0	0	21	100	4	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	4	80	12	10
<b>TOTAL PREVEZA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>7</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>5</b>	<b>67</b>	<b>95</b>	<b>5</b>	<b>42</b>
<b>RHODES</b>	AIR MALTA	C	10	0	0	80	20	0	0	0	0	7	0	0	0
	ASTRAEUS LTD	C	9	0	0	89	11	0	0	0	0	3	60	21	5
	BRITANNIA AIRWAYS	C	17	0	0	76	6	0	12	0	6	65	72	56	18
	EXCEL AIRWAYS LTD	C	16	0	0	75	6	6	6	0	6	79	100	0	2
	FIRST CHOICE AIRWAYS LTD	C	11	0	0	73	27	0	0	0	0	8	94	3	36
	MONARCH AIRLINES	C	40	0	0	68	15	18	0	0	0	12	77	9	43
	MY TRAVEL AIRWAYS UK	C	18	0	0	50	17	17	17	0	0	32	50	19	18
	THOMAS COOK AIRLINES LTD	C	26	0	0	73	0	0	27	0	0	28	92	13	38
<b>TOTAL RHODES</b>			<b>147</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>12</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>29</b>	<b>76</b>	<b>18</b>	<b>178</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2004

## Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)
SALONIKA	BRITANNIA AIRWAYS	C	8	0	0	75	13	13	0	0	0	12	88	6	8
	EXCEL AIRWAYS LTD	C	10	0	0	70	20	10	0	0	0	11	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	17	0	0	100	0	0	0	0	0	2	56	14	9
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	2	80	13	10
	THOMAS COOK AIRLINES LTD	C	10	0	0	70	0	0	30	0	0	23	67	51	12
<b>TOTAL SALONIKA</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>63</b>	<b>56</b>	<b>59</b>
SAMOS	ASTRAEUS LTD	C	6	2	0	100	0	0	0	0	0	3	40	52	10
	EXCEL AIRWAYS LTD	C	10	0	0	20	40	20	0	10	10	85	90	12	10
<b>TOTAL SAMOS</b>			<b>16</b>	<b>2</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>54</b>	<b>77</b>	<b>22</b>	<b>30</b>
SKIATHOS	ASTRAEUS LTD	C	15	0	0	73	20	7	0	0	0	10	80	14	10
	EXCEL AIRWAYS LTD	C	16	2	0	56	6	19	19	0	0	37	100	3	13
	FIRST CHOICE AIRWAYS LTD	C	19	1	0	63	5	32	0	0	0	16	77	82	26
	THOMAS COOK AIRLINES LTD	C	7	1	0	86	0	0	14	0	0	17	100	0	5
<b>TOTAL SKIATHOS</b>			<b>57</b>	<b>4</b>	<b>0</b>	<b>67</b>	<b>9</b>	<b>18</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>81</b>	<b>41</b>	<b>62</b>
THIRA (SANTORINI)	AIR MALTA	C	8	0	0	100	0	0	0	0	0	1	0	0	0
	EXCEL AIRWAYS LTD	C	7	0	0	86	14	0	0	0	0	4	95	2	20
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	13	0	0	0	8	60	54	10
<b>TOTAL THIRA (SANTORINI)</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>19</b>	<b>30</b>
VOLOS	ASTRAEUS LTD	C	5	0	0	80	0	20	0	0	0	12	100	6	4
	EUROPEAN AIR CHARTER	C	8	0	0	88	0	13	0	0	0	9	100	1	8
<b>TOTAL VOLOS</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>100</b>	<b>3</b>	<b>12</b>
ZAKINTHOS	ASTRAEUS LTD	C	10	0	0	30	20	20	20	10	0	47	81	127	16
	BRITANNIA AIRWAYS	C	18	0	0	83	6	11	0	0	0	8	88	12	16
	EXCEL AIRWAYS LTD	C	18	0	0	83	6	6	6	0	0	10	71	18	24
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	63	38	0	0	0	0	9	71	20	28
	MONARCH AIRLINES	C	26	0	0	73	23	4	0	0	0	10	63	10	8
	MY TRAVEL AIRWAYS UK	C	36	0	0	81	17	3	0	0	0	8	63	31	48
	THOMAS COOK AIRLINES LTD	C	36	0	0	72	8	0	17	3	0	30	83	15	35
<b>TOTAL ZAKINTHOS</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>16</b>	<b>4</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>72</b>	<b>31</b>	<b>183</b>
<b>TOTAL GREECE</b>			<b>1216</b>	<b>7</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>22</b>	<b>78</b>	<b>21</b>	<b>1378</b>
IRISH REPUBLIC															
CONNAUGHT	BMIBABY LTD	S	62	0	0	81	16	3	0	0	0	9	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	46	0	0	85	11	4	0	0	0	5	90	7	60
<b>TOTAL CONNAUGHT</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>90</b>	<b>7</b>	<b>60</b>
CORK	BMIBABY LTD	S	62	0	0	60	18	11	6	3	2	32	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	62	0	0	74	5	2	16	0	3	28	80	12	169
<b>TOTAL CORK</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>6</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>30</b>	<b>84</b>	<b>10</b>	<b>231</b>
DUBLIN	AER LINGUS	S	272	0	0	78	12	10	0	0	0	10	86	9	348
	LUXAIR	S	58	0	0	86	5	7	2	0	0	9	98	2	62
	RYANAIR	S	256	0	0	83	13	4	0	0	0	7	85	8	178
<b>TOTAL DUBLIN</b>			<b>586</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>87</b>	<b>8</b>	<b>588</b>
GALWAY	AER ARRAN	S	62	0	0	92	6	0	0	2	0	8	67	12	54
<b>TOTAL GALWAY</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>67</b>	<b>12</b>	<b>54</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2004

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)											
KERRY COUNTY	AER ARRAN	S	26	0	0	92	8	0	0	0	0	3	0	0	0
<b>TOTAL KERRY COUNTY</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
SHANNON	BRITISH AIRWAYS CITIEXPRESS L	S	61	0	0	82	5	8	5	0	11	79	12	63	
<b>TOTAL SHANNON</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>5</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>12</b>	<b>63</b>	
WATERFORD	AER ARRAN	S	26	0	0	73	8	12	0	8	26	0	0	0	
<b>TOTAL WATERFORD</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>8</b>	<b>12</b>	<b>0</b>	<b>8</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>993</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>11</b>	<b>85</b>	<b>9</b>	996	
<b>ITALY</b>															
BERGAMO	ASTRAEUS LTD	C	11	0	0	91	9	0	0	0	4	0	0	0	
<b>TOTAL BERGAMO</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	
CAGLIARI (ELMAS)	BRITISH AIRWAYS CITIEXPRESS L	C	5	5	0	40	20	40	0	0	24	100	3	4	
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>5</b>	<b>5</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>100</b>	<b>3</b>	<b>4</b>	
CATANIA (FONTANAROSSA)	MONARCH AIRLINES	C	10	0	0	70	10	20	0	0	13	0	0	0	
	THOMAS COOK AIRLINES LTD	C	10	0	0	40	10	0	50	0	62	50	17	8	
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>10</b>	<b>10</b>	<b>24</b>	<b>5</b>	<b>46</b>	<b>56</b>	<b>16</b>	<b>16</b>	
MILAN (MALPENSA)	ALITALIA	S	123	0	0	72	18	7	3	0	13	0	0	0	
	BRITISH AIRWAYS CITIEXPRESS L	C	7	2	0	71	14	14	0	0	11	0	0	0	
	BRITISH AIRWAYS CITIEXPRESS L	S	106	0	0	84	6	8	2	0	8	64	16	104	
	EUROPEAN AIR CHARTER	C	8	0	0	88	13	0	0	0	6	44	21	18	
<b>TOTAL MILAN (MALPENSA)</b>			<b>245</b>	<b>2</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>59</b>	<b>17</b>	<b>129</b>	
NAPLES	BRITANNIA AIRWAYS	C	18	0	0	56	33	6	6	0	15	69	16	16	
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	90	0	10	0	0	6	50	17	8	
	MONARCH AIRLINES	C	10	0	0	50	20	20	10	0	24	0	0	0	
	MY TRAVEL AIRWAYS UK	C	10	0	0	80	0	10	10	0	23	38	30	8	
	THOMAS COOK AIRLINES LTD	C	6	0	0	67	0	33	0	0	19	100	3	3	
<b>TOTAL NAPLES</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>17</b>	<b>56</b>	<b>21</b>	<b>43</b>	
OLBIA	ASTRAEUS LTD	C	10	0	0	30	30	20	0	20	73	13	47	8	
<b>TOTAL OLBIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>30</b>	<b>20</b>	<b>0</b>	<b>20</b>	<b>73</b>	<b>13</b>	<b>47</b>	<b>8</b>	
PISA	BRITANNIA AIRWAYS	C	10	0	0	60	10	10	20	0	44	75	56	8	
	BRITISH AIRWAYS CITIEXPRESS L	C	4	6	0	0	0	75	25	0	71	0	0	0	
	BRITISH AIRWAYS CITIEXPRESS L	S	119	0	0	71	14	11	3	0	13	77	15	62	
<b>TOTAL PISA</b>			<b>133</b>	<b>6</b>	<b>0</b>	<b>68</b>	<b>14</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>17</b>	<b>77</b>	<b>20</b>	<b>70</b>	
RIMINI	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	2	30	96	10	
<b>TOTAL RIMINI</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>2</b>	<b>30</b>	<b>96</b>	<b>10</b>	
ROME (FIUMICINO)	BRITISH AIRWAYS CITIEXPRESS L	S	106	0	0	73	14	8	5	1	15	55	29	106	
<b>TOTAL ROME (FIUMICINO)</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>15</b>	<b>55</b>	<b>29</b>	<b>106</b>	
VENICE	BRITANNIA AIRWAYS	C	10	0	0	60	10	20	0	0	10	50	63	8	
	BRITISH AIRWAYS CITIEXPRESS L	S	61	0	0	62	23	7	7	2	22	58	17	59	
	EXCEL AIRWAYS LTD	C	2	0	0	50	0	50	0	0	18	0	0	0	
	MONARCH AIRLINES	C	8	0	0	75	25	0	0	0	8	86	9	7	
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	25	25	0	0	24	25	28	8	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2004

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)										
VENICE	PRIVATAIR SA	C	2	0	0	100	0	0	0	0	0	8	0	0	0
<b>TOTAL VENICE</b>			<b>91</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>21</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>24</b>	<b>55</b>	<b>41</b>	<b>96</b>
VERONA	BRITANNIA AIRWAYS	C	18	0	0	78	6	6	11	0	0	16	94	7	18
	BRITISH AIRWAYS CITIEXPRESS L	C	13	7	0	38	8	31	0	8	15	103	0	80	17
	EXCEL AIRWAYS LTD	C	7	0	0	71	14	14	0	0	0	9	80	7	10
<b>TOTAL VERONA</b>			<b>38</b>	<b>7</b>	<b>0</b>	<b>63</b>	<b>8</b>	<b>16</b>	<b>5</b>	<b>3</b>	<b>5</b>	<b>45</b>	<b>56</b>	<b>35</b>	<b>45</b>
<b>TOTAL ITALY</b>			<b>722</b>	<b>20</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>59</b>	<b>26</b>	<b>593</b>
JAMAICA															
KINGSTON	AIR JAMAICA	S	18	0	0	17	22	17	33	11	0	63	33	92	9
<b>TOTAL KINGSTON</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>22</b>	<b>17</b>	<b>33</b>	<b>11</b>	<b>0</b>	<b>63</b>	<b>33</b>	<b>92</b>	<b>9</b>
MONTEGO BAY	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	8	100	1	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	13	13	0	25	0	69	67	16	9
<b>TOTAL MONTEGO BAY</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>38</b>	<b>64</b>	<b>24</b>	<b>28</b>
<b>TOTAL JAMAICA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>18</b>	<b>12</b>	<b>18</b>	<b>12</b>	<b>0</b>	<b>51</b>	<b>57</b>	<b>41</b>	<b>37</b>
LUXEMBOURG															
LUXEMBOURG	LUXAIR	S	58	0	0	84	7	5	3	0	0	8	97	1	62
<b>TOTAL LUXEMBOURG</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>97</b>	<b>1</b>	<b>62</b>
<b>TOTAL LUXEMBOURG</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>97</b>	<b>1</b>	<b>62</b>
MALAYSIA															
KUALA LUMPUR (SEPANG)	MALAYSIAN AIRLINES SYSTEM-MA	S	35	1	1	77	11	3	9	0	0	15	76	12	33
<b>TOTAL KUALA LUMPUR (SEPANG)</b>			<b>35</b>	<b>1</b>	<b>1</b>	<b>77</b>	<b>11</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>76</b>	<b>12</b>	<b>33</b>
<b>TOTAL MALAYSIA</b>			<b>35</b>	<b>1</b>	<b>1</b>	<b>77</b>	<b>11</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>76</b>	<b>12</b>	<b>33</b>
MALDIVE ISLANDS															
MALE INTERNATIONAL	MONARCH AIRLINES	C	16	0	0	44	6	31	13	6	0	42	0	0	0
<b>TOTAL MALE INTERNATIONAL</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>6</b>	<b>31</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL MALDIVE ISLANDS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>6</b>	<b>31</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>
MALTA															
MALTA	AIR MALTA	S	86	0	0	63	20	9	8	0	0	19	83	8	80
	ASTRAEUS LTD	C	2	0	0	50	50	0	0	0	0	9	100	4	1
	ASTRAEUS LTD	S	22	0	0	77	5	14	5	0	0	11	86	9	29
	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	7	60	29	10
	EXCEL AIRWAYS LTD	S	3	0	0	100	0	0	0	0	0	0	100	0	4
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	13	0	25	0	0	29	60	15	10
	MY TRAVEL AIRWAYS UK	C	16	0	0	56	6	0	13	13	13	89	60	62	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	3	80	8	10
<b>TOTAL MALTA</b>			<b>153</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>7</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>24</b>	<b>79</b>	<b>13</b>	<b>154</b>
<b>TOTAL MALTA</b>			<b>153</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>7</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>24</b>	<b>79</b>	<b>13</b>	<b>154</b>
MEXICO															
CANCUN	BRITANNIA AIRWAYS	C	18	0	0	83	6	6	6	0	0	9	88	6	8

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			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
CANCUN	FIRST CHOICE AIRWAYS LTD	C	8	0	0	38	13	13	0	13	25	135	100	1	9
	MY TRAVEL AIRWAYS UK	C	20	0	0	65	10	5	20	0	36	67	26	12	
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	13	25	0	0	15	0	0	0	
<b>TOTAL CANCUN</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>9</b>	<b>9</b>	<b>9</b>	<b>2</b>	<b>4</b>	<b>39</b>	<b>76</b>	<b>19</b>	<b>33</b>
<b>TOTAL MEXICO</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>9</b>	<b>9</b>	<b>9</b>	<b>2</b>	<b>4</b>	<b>39</b>	<b>76</b>	<b>19</b>	<b>33</b>
<b>MOROCCO</b>															
AGADIR	ASTRAEUS LTD	C	8	0	0	100	0	0	0	0	0	1	75	26	8
<b>TOTAL AGADIR</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>26</b>	<b>8</b>
<b>TOTAL MOROCCO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>26</b>	<b>8</b>
<b>NETHERLANDS</b>															
AMSTERDAM	BRITISH AIRWAYS CITIEXPRESS L	S	168	0	0	89	7	4	1	0	0	5	88	6	161
	KLM	S	128	0	6	76	11	11	2	0	12	0	0	0	
	KLM CITYHOPPER	S	290	0	0	64	12	13	11	0	20	88	8	424	
<b>TOTAL AMSTERDAM</b>			<b>586</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>10</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>88</b>	<b>8</b>	<b>593</b>
<b>TOTAL NETHERLANDS</b>			<b>586</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>10</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>88</b>	<b>7</b>	<b>674</b>
<b>NORWAY</b>															
BERGEN	WIDEROE FLYVESELSKAP A/S	S	64	0	0	50	25	13	13	0	0	23	0	0	0
<b>TOTAL BERGEN</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>
OSLO (GARDERMOEN)	BRITISH AIRWAYS CITIEXPRESS L	S	132	0	0	95	2	2	1	0	0	3	95	3	107
	SAS	S	36	0	0	97	3	0	0	0	0	3	0	0	0
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>95</b>	<b>3</b>	<b>107</b>
<b>TOTAL NORWAY</b>			<b>233</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>95</b>	<b>3</b>	<b>107</b>
<b>PAKISTAN</b>															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	45	0	0	53	27	18	2	0	0	17	61	58	36
<b>TOTAL ISLAMABAD</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>27</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>61</b>	<b>58</b>	<b>36</b>
KARACHI	PAKISTAN INTL AIRLINES	S	96	1	0	55	15	16	13	1	1	34	58	94	43
<b>TOTAL KARACHI</b>			<b>96</b>	<b>1</b>	<b>0</b>	<b>55</b>	<b>15</b>	<b>16</b>	<b>13</b>	<b>1</b>	<b>1</b>	<b>34</b>	<b>58</b>	<b>94</b>	<b>43</b>
LAHORE	PAKISTAN INTL AIRLINES	S	18	0	0	56	22	17	6	0	0	17	75	9	8
<b>TOTAL LAHORE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>75</b>	<b>9</b>	<b>8</b>
<b>TOTAL PAKISTAN</b>			<b>159</b>	<b>1</b>	<b>0</b>	<b>55</b>	<b>19</b>	<b>16</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>27</b>	<b>61</b>	<b>71</b>	<b>87</b>
<b>POLAND</b>															
WARSAW	LOT-POLISH AIRLINES	S	53	0	0	89	9	2	0	0	0	5	98	2	54
<b>TOTAL WARSAW</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>98</b>	<b>2</b>	<b>54</b>
<b>TOTAL POLAND</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>98</b>	<b>2</b>	<b>54</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR CORDIAL LTD	C	12	0	0	42	25	0	33	0	0	43	67	15	12
	AIR MALTA	C	10	0	0	90	0	10	0	0	0	8	0	0	0
	BRITANNIA AIRWAYS	C	25	0	0	92	0	8	0	0	0	3	83	35	18
	EUROPEAN AIR CHARTER	C	3	0	0	100	0	0	0	0	0	0	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2004

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)										
FARO	EXCEL AIRWAYS LTD	C	28	0	0	57	14	18	11	0	0	23	76	9	21
	FIRST CHOICE AIRWAYS LTD	C	58	0	0	84	7	5	3	0	0	10	84	11	77
	MONARCH AIRLINES	S	62	0	0	85	5	5	5	0	0	10	71	22	62
	MONARCH AIRLINES	C	18	0	0	44	33	17	6	0	0	20	74	13	19
	MY TRAVEL AIRWAYS UK	C	38	0	0	47	8	11	26	5	3	81	78	22	37
	THOMAS COOK AIRLINES LTD	C	38	0	0	68	3	11	18	0	0	25	81	10	42
<b>TOTAL FARO</b>			<b>292</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>76</b>	<b>17</b>	<b>299</b>
LISBON	PORTUGALIA	S	39	1	1	69	10	10	10	0	0	20	66	13	58
<b>TOTAL LISBON</b>			<b>39</b>	<b>1</b>	<b>1</b>	<b>69</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>63</b>	<b>15</b>	<b>60</b>
OPORTO (PORTUGAL)	PORTUGALIA	S	22	0	0	68	9	18	5	0	0	15	100	6	4
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>9</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>100</b>	<b>6</b>	<b>4</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>353</b>	<b>1</b>	<b>1</b>	<b>71</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>74</b>	<b>16</b>	<b>363</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	BRITANNIA AIRWAYS	C	8	0	0	63	38	0	0	0	0	10	100	0	8
	EXCEL AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	8	100	1	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	88	8	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	5	75	9	8
<b>TOTAL FUNCHAL</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>4</b>	<b>40</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>4</b>	<b>40</b>
<b>QATAR</b>															
DOHA	QATAR AIRWAYS	S	33	1	1	85	9	6	0	0	0	6	81	10	36
<b>TOTAL DOHA</b>			<b>33</b>	<b>1</b>	<b>1</b>	<b>85</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>10</b>	<b>36</b>
<b>TOTAL QATAR</b>			<b>33</b>	<b>1</b>	<b>1</b>	<b>85</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>10</b>	<b>36</b>
<b>SINGAPORE</b>															
SINGAPORE	SINGAPORE AIRLINES	S	62	0	0	85	11	2	2	0	0	7	86	5	42
<b>TOTAL SINGAPORE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>5</b>	<b>42</b>
<b>TOTAL SINGAPORE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>5</b>	<b>42</b>
<b>SLOVENIA</b>															
LJUBLJANA	ADRIA AIRWAYS	S	18	0	0	56	28	11	6	0	0	20	67	18	18
<b>TOTAL LJUBLJANA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>28</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>67</b>	<b>18</b>	<b>18</b>
<b>TOTAL SLOVENIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>28</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>67</b>	<b>18</b>	<b>18</b>
<b>SPAIN</b>															
ALICANTE	AIR CORDIAL LTD	C	3	0	0	0	0	33	67	0	0	88	38	40	26
	BMIBABY LTD	S	60	1	2	15	22	37	23	3	0	53	0	0	0
	BRITANNIA AIRWAYS	C	30	0	0	73	3	17	7	0	0	15	83	6	35
	BRITISH AIRWAYS CITIEXPRESS L	C	4	2	0	0	0	75	25	0	0	64	25	52	8
	EXCEL AIRWAYS LTD	C	18	0	0	83	0	0	11	0	6	53	100	2	7
	FIRST CHOICE AIRWAYS LTD	C	56	0	0	68	7	7	16	2	0	26	96	2	123
	FLYJET LTD	C	2	0	0	50	0	50	0	0	0	22	0	0	0
	MONARCH AIRLINES	S	124	0	0	85	5	6	2	0	2	15	88	6	124
	MONARCH AIRLINES	C	28	0	0	75	14	7	4	0	0	12	85	16	26

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: MANCHESTER (Full Analysis)

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
ALICANTE	MY TRAVEL AIRWAYS UK	C	36	0	0	61	8	11	14	3	3	44	59	69	34
	THOMAS COOK AIRLINES LTD	C	36	0	0	61	11	8	17	3	0	30	93	2	46
<b>TOTAL ALICANTE</b>			<b>397</b>	<b>3</b>	<b>2</b>	<b>64</b>	<b>9</b>	<b>13</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>29</b>	<b>82</b>	<b>15</b>	519
ALMERIA	BRITANNIA AIRWAYS	C	10	0	0	80	20	0	0	0	0	5	90	3	10
	EUROPEAN AIR CHARTER	C	4	0	0	25	25	0	50	0	0	65	83	10	6
	EXCEL AIRWAYS LTD	C	3	1	0	100	0	0	0	0	0	0	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	80	0	20	0	0	0	8	80	12	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	0	20	0	0	10	86	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	2	100	0	10
<b>TOTAL ALMERIA</b>			<b>47</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>6</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>27</b>	<b>84</b>	<b>7</b>	50	
BARCELONA	BMIBABY LTD	S	61	0	1	54	18	16	8	3	0	32	0	0	0
	EXCEL AIRWAYS LTD	C	2	0	0	0	100	0	0	0	0	20	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	2	0	0	50	0	50	0	0	0	20	0	0	0
	IBERIA	S	10	0	0	80	0	20	0	0	0	9	82	16	62
	MONARCH AIRLINES	S	62	0	0	77	15	5	3	0	0	11	0	0	0
PRIVATAIR SA	C	2	0	0	50	0	50	0	0	0	18	0	0	0	
<b>TOTAL BARCELONA</b>			<b>139</b>	<b>0</b>	<b>1</b>	<b>65</b>	<b>16</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>72</b>	<b>19</b>	71
GERONA	BRITANNIA AIRWAYS	C	18	0	0	56	17	11	17	0	0	30	100	1	18
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	100	0	10
	MY TRAVEL AIRWAYS UK	C	20	0	0	80	15	5	0	0	0	7	100	0	9
	THOMAS COOK AIRLINES LTD	C	20	0	0	100	0	0	0	0	0	1	63	27	16
<b>TOTAL GERONA</b>			<b>67</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>85</b>	<b>9</b>	66	
IBIZA	ASTRAEUS LTD	C	8	0	0	88	13	0	0	0	0	6	0	0	0
	BMIBABY LTD	S	61	0	1	16	34	23	25	2	0	42	0	0	0
	BRITANNIA AIRWAYS	C	42	0	0	98	2	0	0	0	0	2	93	14	44
	FIRST CHOICE AIRWAYS LTD	C	40	0	0	95	5	0	0	0	0	2	88	9	43
	MONARCH AIRLINES	C	3	0	0	100	0	0	0	0	0	2	80	9	10
	MY TRAVEL AIRWAYS UK	C	36	0	0	61	8	6	11	8	6	67	61	82	33
THOMAS COOK AIRLINES LTD	C	36	0	0	53	6	8	17	6	11	99	86	8	36	
<b>TOTAL IBIZA</b>			<b>226</b>	<b>0</b>	<b>1</b>	<b>62</b>	<b>13</b>	<b>8</b>	<b>11</b>	<b>3</b>	<b>3</b>	<b>39</b>	<b>84</b>	<b>23</b>	174
JEREZ	ASTRAEUS LTD	C	8	0	0	50	25	13	13	0	0	21	100	1	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	70	20	10	0	0	0	8	0	0	0
<b>TOTAL JEREZ</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>22</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>100</b>	<b>1</b>	8
MADRID	AIR NOSTRUM	S	80	0	0	76	13	9	3	0	0	12	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	105	1	0	76	10	6	6	3	0	19	47	23	107
	SPANAIR	C	4	0	0	0	0	25	50	25	0	146	20	47	5
<b>TOTAL MADRID</b>			<b>189</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>46</b>	<b>24</b>	112
MAHON	BRITANNIA AIRWAYS	C	35	1	0	97	3	0	0	0	0	1	80	17	25
	EXCEL AIRWAYS LTD	C	10	0	0	60	40	0	0	0	0	13	100	1	16
	FIRST CHOICE AIRWAYS LTD	C	54	0	0	83	9	0	4	4	0	18	86	11	50
	MONARCH AIRLINES	C	20	0	0	80	10	10	0	0	0	8	70	22	30
	MY TRAVEL AIRWAYS UK	C	30	0	0	77	7	0	13	3	0	29	69	51	26
	THOMAS COOK AIRLINES LTD	C	38	0	0	87	11	0	3	0	0	6	78	15	32
<b>TOTAL MAHON</b>			<b>188</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>81</b>	<b>18</b>	187
MALAGA	AIR CORDIAL LTD	C	34	0	0	38	32	15	15	0	0	28	41	32	46

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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)
MALAGA	ASTRAEUS LTD	C	10	0	0	70	10	0	0	0	20	102	38	25	8
	BMI BRITISH MIDLAND	C	10	0	0	30	10	10	50	0	0	59	0	0	0
	BMIBABY LTD	S	62	0	0	44	31	15	11	0	0	25	0	0	0
	BRITANNIA AIRWAYS	C	44	0	0	91	5	2	2	0	0	5	65	18	26
	EXCEL AIRWAYS LTD	C	15	0	0	93	7	0	0	0	0	3	83	7	12
	FIRST CHOICE AIRWAYS LTD	C	50	0	0	70	18	6	2	0	4	25	90	4	103
	FLYJET LTD	C	5	0	0	80	0	20	0	0	0	12	0	0	0
	MONARCH AIRLINES	C	18	0	0	67	11	11	11	0	0	25	62	17	26
	MONARCH AIRLINES	S	124	0	0	85	10	3	2	0	0	8	89	7	124
	MY TRAVEL AIRWAYS UK	C	18	0	0	78	6	0	6	6	6	49	61	53	18
	THOMAS COOK AIRLINES LTD	C	10	0	0	40	20	20	20	0	0	49	65	19	49
<b>TOTAL MALAGA</b>			<b>400</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>16</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>21</b>	<b>75</b>	<b>15</b>	<b>484</b>
MURCIA SAN JAVIER	ASTRAEUS LTD	C	10	0	0	70	0	30	0	0	0	16	61	14	18
	BMIBABY LTD	S	10	0	0	10	10	60	20	0	0	49	0	0	0
<b>TOTAL MURCIA SAN JAVIER</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>5</b>	<b>45</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>50</b>	<b>24</b>	<b>26</b>
PALMA DE MALLORCA	BMIBABY LTD	S	62	0	0	48	27	11	10	3	0	31	0	0	0
	BRITANNIA AIRWAYS	C	91	0	0	84	7	7	3	0	0	8	71	16	99
	EUROPEAN AIR CHARTER	C	20	0	0	75	10	15	0	0	0	13	25	50	8
	EXCEL AIRWAYS LTD	C	31	0	0	52	23	13	10	3	0	33	78	7	9
	FIRST CHOICE AIRWAYS LTD	C	104	0	0	69	9	8	12	0	3	30	88	15	91
	MONARCH AIRLINES	C	27	0	0	67	22	4	7	0	0	19	52	80	27
	MONARCH AIRLINES	S	62	0	0	81	6	8	2	0	3	20	89	23	62
	MY TRAVEL AIRWAYS UK	C	111	0	0	70	8	5	13	3	1	31	48	48	84
	SPANAIR	C	10	0	0	50	0	30	20	0	0	34	50	24	20
	THOMAS COOK AIRLINES LTD	C	79	0	0	80	9	4	0	5	3	29	91	4	92
<b>TOTAL PALMA DE MALLORCA</b>			<b>597</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>11</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>25</b>	<b>71</b>	<b>24</b>	<b>588</b>
REUS	BRITANNIA AIRWAYS	C	17	1	0	53	12	18	18	0	0	33	89	4	18
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	94	6	0	0	0	0	1	94	6	18
	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	0	100	0	10
	MY TRAVEL AIRWAYS UK	C	24	0	0	96	0	4	0	0	0	2	54	57	26
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	0	90	2	10
<b>TOTAL REUS</b>			<b>75</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>4</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>20</b>	<b>82</b>
VALENCIA	FUTURA AIRLINES	C	2	0	0	0	0	100	0	0	0	40	0	0	0
	SPANAIR	C	2	0	0	50	0	0	50	0	0	36	0	52	4
<b>TOTAL VALENCIA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>46</b>	<b>6</b>
<b>TOTAL SPAIN</b>			<b>2367</b>	<b>7</b>	<b>4</b>	<b>70</b>	<b>11</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>24</b>	<b>75</b>	<b>19</b>	<b>2375</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR CORDIAL LTD	C	9	0	0	11	22	44	22	0	0	55	58	17	26
	AIR MALTA	C	6	0	0	17	33	33	17	0	0	37	0	0	0
	BRITANNIA AIRWAYS	C	16	1	0	100	0	0	0	0	0	1	89	5	18
	EXCEL AIRWAYS LTD	C	17	0	0	41	24	29	6	0	0	24	100	1	14
	FIRST CHOICE AIRWAYS LTD	C	30	0	0	30	27	30	13	0	0	39	61	30	28
	FLYJET LTD	C	10	0	0	30	30	30	10	0	0	29	0	0	0
	MONARCH AIRLINES	C	10	0	0	40	20	40	0	0	0	25	80	11	10
	MY TRAVEL AIRWAYS UK	C	18	0	0	17	6	17	50	0	11	108	59	174	17
	THOMAS COOK AIRLINES LTD	C	33	0	0	55	12	6	21	0	6	60	71	35	41



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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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	VOLAR AIRLINES	C	4	0	0	50	0	25	25	0	0	40	0	0	0
<b>TOTAL ARRECIFE</b>			<b>154</b>	<b>1</b>	<b>0</b>	<b>42</b>	<b>17</b>	<b>21</b>	<b>17</b>	<b>0</b>	<b>3</b>	<b>45</b>	<b>71</b>	<b>38</b>	154
FUERTEVENTURA	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	0	80	52	10
	EXCEL AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	5	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	22	0	0	86	9	5	0	0	0	4	90	19	20
	MY TRAVEL AIRWAYS UK	C	18	0	0	56	6	17	22	0	0	26	57	26	28
	THOMAS COOK AIRLINES LTD	C	20	0	0	70	5	15	0	0	10	49	91	35	23
<b>TOTAL FUERTEVENTURA</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>7</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>21</b>	<b>78</b>	<b>30</b>	81
LAS PALMAS	AIR EUROPA	C	2	0	0	100	0	0	0	0	0	2	0	0	0
	BRITANNIA AIRWAYS	C	25	0	0	100	0	0	0	0	0	2	94	2	18
	EXCEL AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	7	78	6	9
	FIRST CHOICE AIRWAYS LTD	C	28	0	0	75	7	14	4	0	0	14	83	12	24
	FLYJET LTD	C	4	0	0	75	0	25	0	0	0	15	0	0	0
	MY TRAVEL AIRWAYS UK	C	35	0	0	77	9	3	6	6	0	23	38	36	29
	THOMAS COOK AIRLINES LTD	C	22	0	0	59	0	9	23	0	9	69	86	5	28
<b>TOTAL LAS PALMAS</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>5</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>23</b>	<b>74</b>	<b>14</b>	116
TENERIFE (SURREINA SOFIA)	AIR CORDIAL LTD	C	30	1	0	37	3	30	27	3	0	46	74	16	34
	AIR MALTA	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	ASTRAEUS LTD	C	14	0	0	86	0	7	7	0	0	8	0	20	1
	BRITANNIA AIRWAYS	C	29	0	0	93	7	0	0	0	0	3	91	4	34
	EXCEL AIRWAYS LTD	C	28	0	0	57	32	11	0	0	0	16	100	4	27
	FIRST CHOICE AIRWAYS LTD	C	66	0	0	77	18	2	0	3	0	14	85	11	62
	FLYJET LTD	C	4	0	0	25	0	25	50	0	0	46	0	0	0
	MONARCH AIRLINES	S	62	0	0	79	3	15	3	0	0	12	0	0	0
	MONARCH AIRLINES	C	22	0	0	55	23	9	14	0	0	28	43	91	21
	MY TRAVEL AIRWAYS UK	C	37	1	0	68	14	5	14	0	0	21	59	64	44
	THOMAS COOK AIRLINES LTD	C	46	0	0	83	7	7	4	0	0	11	83	20	58
	VOLAR AIRLINES	C	6	0	0	33	17	17	33	0	0	40	40	32	5
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>346</b>	<b>2</b>	<b>0</b>	<b>71</b>	<b>12</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>77</b>	<b>27</b>	289
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>700</b>	<b>3</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>11</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>25</b>	<b>75</b>	<b>28</b>	640
SWEDEN															
GOTEBORG	CITY AIRLINE	S	66	0	0	97	3	0	0	0	0	2	76	9	45
<b>TOTAL GOTEBORG</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>76</b>	<b>9</b>	45
STOCKHOLM (ARLANDA)	SAS	S	10	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL STOCKHOLM (ARLANDA)</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>4</b>	<b>100</b>	<b>0</b>	95
<b>TOTAL SWEDEN</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>92</b>	<b>3</b>	140
SWITZERLAND															
BASLE MULHOUSE	SWISS AIRLINES	S	106	0	0	88	7	6	0	0	0	5	88	5	108
<b>TOTAL BASLE MULHOUSE</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>5</b>	108
GENEVA	BRITISH AIRWAYS CITIEXPRESS L	S	115	0	0	89	5	3	3	0	0	6	84	9	105
<b>TOTAL GENEVA</b>			<b>115</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>10</b>	107
ZURICH	BRITISH AIRWAYS CITIEXPRESS L	S	106	0	0	69	16	8	7	0	0	15	73	10	100
	SWISS AIRLINES	S	124	0	0	74	19	6	1	0	0	10	70	15	186

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				Actual (7)	Plan (8)										
TOTAL ZURICH			230	0	0	72	18	7	3	0	0	13	70	14	294
TOTAL SWITZERLAND			451	0	0	80	12	6	2	0	0	9	76	11	509
SYRIA															
DAMASCUS	SYRIANAIR	S	16	0	0	25	31	19	25	0	0	38	0	0	0
TOTAL DAMASCUS			16	0	0	25	31	19	25	0	0	38	0	0	0
TOTAL SYRIA			16	0	0	25	31	19	25	0	0	38	0	0	0
TRINIDAD AND TOBAGO															
PORT OF SPAIN	BWIA	S	13	1	1	31	0	8	23	23	15	206	25	38	8
TOTAL PORT OF SPAIN			13	1	1	31	0	8	23	23	15	206	25	38	8
TOTAL TRINIDAD AND TOBAGO			13	1	1	31	0	8	23	23	15	206	25	38	8
TUNISIA															
MONASTIR	BRITANNIA AIRWAYS	C	9	0	0	100	0	0	0	0	0	0	100	0	10
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	0	13	25	0	0	25	100	0	8
	MY TRAVEL AIRWAYS UK	C	16	0	0	75	13	13	0	0	0	8	56	53	18
	NOUVELAIR TUNISIE	C	8	0	0	25	38	13	25	0	0	41	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	38	13	13	38	0	0	56	100	1	8
TOTAL MONASTIR			49	0	0	63	12	10	14	0	0	23	83	21	46
TOTAL TUNISIA			49	0	0	63	12	10	14	0	0	23	83	21	46
TURKEY															
ANTALYA	EXCEL AIRWAYS LTD	C	9	0	0	67	22	0	0	0	11	57	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	0	0	25	0	0	28	50	15	4
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	2	100	3	8
	THOMAS COOK AIRLINES LTD	C	24	0	0	71	4	4	8	13	0	40	76	25	21
TOTAL ANTALYA			49	0	0	76	6	2	8	6	2	35	83	15	41
BODRUM (MILAS)	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	0	75	23	8
	EXCEL AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	5	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	26	0	0	96	4	0	0	0	0	3	100	1	24
	MONARCH AIRLINES	C	8	0	0	63	13	25	0	0	0	16	88	4	8
	MY TRAVEL AIRWAYS UK	C	16	0	0	94	6	0	0	0	0	4	61	14	18
	ONUR AIR	C	10	0	0	20	10	20	50	0	0	58	100	1	5
	THOMAS COOK AIRLINES LTD	C	19	1	0	58	0	5	37	0	0	41	100	1	21
TOTAL BODRUM (MILAS)			95	1	0	77	5	5	13	0	0	17	88	6	84
DALAMAN															
	AIR CORDIAL LTD	C	16	0	0	31	25	13	31	0	0	45	50	31	6
	ASTRAEUS LTD	C	4	0	0	100	0	0	0	0	0	0	50	102	8
	BRITANNIA AIRWAYS	C	18	0	0	89	11	0	0	0	0	4	100	2	18
	EXCEL AIRWAYS LTD	C	30	0	0	73	7	0	13	0	7	56	95	2	20
	FIRST CHOICE AIRWAYS LTD	C	41	0	0	98	2	0	0	0	0	2	90	9	42
	KIBRIS TURKISH AIRLINES - KTHY	S	24	0	0	54	13	4	25	4	0	44	59	36	22
	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	0	0	0	0
	MY TRAVEL AIRWAYS UK	C	46	0	0	70	9	4	9	9	0	34	88	9	34
	ONUR AIR	C	18	0	0	50	17	0	11	11	11	109	75	76	8
	THOMAS COOK AIRLINES LTD	C	37	0	0	95	0	5	0	0	0	3	81	20	31

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			Actual (7)	Plan (8)											
<b>TOTAL DALAMAN</b>			<b>243</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>8</b>	<b>3</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>30</b>	<b>82</b>	<b>20</b>	195
<b>ISTANBUL</b>	ONUR AIR	C	17	1	0	71	12	6	0	0	12	82	0	0	0
	THY TURK HAVA YOLLARI TURKIS	S	44	0	0	48	34	14	5	0	0	19	52	16	44
<b>TOTAL ISTANBUL</b>			<b>61</b>	<b>1</b>	<b>0</b>	<b>54</b>	<b>28</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>36</b>	<b>52</b>	<b>16</b>	44
<b>IZMIR (ADNAM MENDERES)</b>	THOMAS COOK AIRLINES LTD	C	16	0	0	94	6	0	0	0	0	4	100	1	12
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>8</b>	21
<b>TOTAL TURKEY</b>			<b>464</b>	<b>2</b>	<b>0</b>	<b>74</b>	<b>10</b>	<b>4</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>28</b>	<b>80</b>	<b>15</b>	385
<b>UNITED ARAB EMIRATES</b>															
<b>DUBAI</b>	EMIRATES	S	124	0	0	78	10	7	2	2	1	23	82	9	124
<b>TOTAL DUBAI</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>23</b>	<b>82</b>	<b>9</b>	124
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>23</b>	<b>82</b>	<b>9</b>	124
<b>UNITED KINGDOM</b>															
<b>ABERDEEN</b>	BMI REGIONAL	S	148	0	0	91	5	2	3	0	0	6	82	11	154
	BRITISH AIRWAYS CITIEXPRESS L	S	174	0	0	82	10	6	2	1	0	10	90	7	177
<b>TOTAL ABERDEEN</b>			<b>322</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>9</b>	331
<b>BELFAST CITY</b>	BRITISH AIRWAYS CITIEXPRESS L	S	334	1	0	81	9	8	3	0	0	11	78	12	287
<b>TOTAL BELFAST CITY</b>			<b>334</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>12</b>	287
<b>BELFAST INTERNATIONAL</b>	BMIBABY LTD	S	148	0	2	57	21	14	8	0	0	20	0	0	0
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>149</b>	<b>0</b>	<b>2</b>	<b>56</b>	<b>21</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>88</b>	<b>6</b>	160
<b>BIRMINGHAM</b>	MY TRAVEL AIRWAYS UK	C	2	1	0	100	0	0	0	0	0	2	50	18	2
<b>TOTAL BIRMINGHAM</b>			<b>2</b>	<b>3</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>18</b>	2
<b>BRISTOL</b>	AIR SOUTHWEST	S	64	0	2	78	3	9	9	0	0	14	0	0	0
<b>TOTAL BRISTOL</b>			<b>64</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>3</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	0
<b>CITY OF DERRY (EGLINTON)</b>	AER ARRAN	S	62	0	0	87	6	3	0	3	0	13	0	0	0
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>92</b>	<b>5</b>	62
<b>EDINBURGH</b>	BMI REGIONAL	S	243	0	0	93	5	1	1	0	0	5	96	3	253
	BRITISH AIRWAYS CITIEXPRESS L	S	310	0	0	81	9	8	2	0	0	9	81	9	315
<b>TOTAL EDINBURGH</b>			<b>553</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>7</b>	568
<b>GATWICK</b>	BRITISH AIRWAYS PLC	S	382	0	3	79	12	6	3	0	0	11	90	6	390
	MY TRAVEL AIRWAYS UK	C	5	1	0	100	0	0	0	0	0	8	0	253	2
<b>TOTAL GATWICK</b>			<b>388</b>	<b>10</b>	<b>3</b>	<b>79</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>89</b>	<b>7</b>	393
<b>GLASGOW</b>	BMI REGIONAL	S	235	0	0	90	8	2	1	0	0	5	96	3	246
	BRITISH AIRWAYS CITIEXPRESS L	S	304	0	0	81	8	7	4	1	0	11	85	9	284
<b>TOTAL GLASGOW</b>			<b>539</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>90</b>	<b>6</b>	555
<b>GUERNSEY</b>	AURIGNY AIR SERVICES	S	218	0	2	76	12	7	5	0	0	14	77	13	213
<b>TOTAL GUERNSEY</b>			<b>218</b>	<b>0</b>	<b>2</b>	<b>76</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>13</b>	213
<b>HEATHROW</b>	BMI BRITISH MIDLAND	S	414	1	2	75	13	7	6	0	0	13	73	12	472
	BRITISH AIRWAYS PLC	S	604	0	0	72	12	11	5	0	0	16	80	10	594
	QANTAS	S	91	0	2	87	4	7	2	0	0	9	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							JULY 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 HEATHROW</b>			<b>1109</b>	<b>17</b>	<b>4</b>	<b>74</b>	<b>12</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>11</b>	1067
INVERNESS	EASTERN AIRWAYS	S	140	0	0	94	5	1	0	0	0	4	90	9	138
<b>TOTAL INVERNESS</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>90</b>	<b>9</b>	138
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	290	1	0	88	8	2	2	0	0	6	82	9	204
<b>TOTAL ISLE OF MAN</b>			<b>290</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>9</b>	204
JERSEY	BMIBABY LTD	S	62	0	0	44	31	15	11	0	0	26	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	123	7	0	74	14	7	5	1	0	15	84	10	173
	FLYBE.BRITISH EUROPEAN	C	10	0	0	40	30	20	10	0	0	25	63	19	8
<b>TOTAL JERSEY</b>			<b>195</b>	<b>8</b>	<b>0</b>	<b>63</b>	<b>20</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>80</b>	<b>12</b>	213
LONDON CITY	VLM (BELGIUM)	S	368	0	0	93	5	1	1	0	0	5	97	2	322
<b>TOTAL LONDON CITY</b>			<b>368</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>97</b>	<b>2</b>	322
NORWICH	EASTERN AIRWAYS	S	132	0	0	92	3	3	1	1	0	5	97	4	138
<b>TOTAL NORWICH</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>97</b>	<b>4</b>	138
PLYMOUTH	AIR SOUTHWEST	S	72	0	2	75	11	6	8	0	0	14	0	0	0
<b>TOTAL PLYMOUTH</b>			<b>72</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>11</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	0
SOUTHAMPTON	BRITISH AIRWAYS CITIEXPRESS L	S	234	0	0	90	6	4	0	0	0	5	82	10	146
<b>TOTAL SOUTHAMPTON</b>			<b>234</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>10</b>	146
STANSTED	EASTERN AIRWAYS	S	132	0	0	95	2	2	2	0	0	4	91	4	136
<b>TOTAL STANSTED</b>			<b>132</b>	<b>1</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>90</b>	<b>4</b>	138
<b>TOTAL UNITED KINGDOM</b>			<b>5303</b>	<b>43</b>	<b>15</b>	<b>82</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>8</b>	4937
<b>USA</b>															
ATLANTA	DELTA AIRLINES	S	62	0	0	87	8	3	0	2	0	12	84	6	62
<b>TOTAL ATLANTA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>84</b>	<b>6</b>	62
BOSTON	AMERICAN AIRLINES	S	62	0	0	82	13	5	0	0	0	7	0	0	0
<b>TOTAL BOSTON</b>			<b>62</b>	<b>0</b>	<b>0</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>	0
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	61	1	1	66	8	11	8	2	5	62	84	13	62
	BMI BRITISH MIDLAND	S	62	0	1	66	13	15	6	0	0	17	84	11	62
	PAKISTAN INTL AIRLINES	S	18	0	0	83	0	11	6	0	0	11	0	0	0
<b>TOTAL CHICAGO (O'HARE)</b>			<b>141</b>	<b>1</b>	<b>2</b>	<b>68</b>	<b>9</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>36</b>	<b>84</b>	<b>12</b>	124
HOUSTON	PAKISTAN INTL AIRLINES	S	17	0	0	53	24	6	6	12	0	44	0	0	0
<b>TOTAL HOUSTON</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>24</b>	<b>6</b>	<b>6</b>	<b>12</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>0</b>	0
LAS VEGAS	MY TRAVEL AIRWAYS UK	C	9	0	0	78	0	22	0	0	0	15	30	167	10
<b>TOTAL LAS VEGAS</b>			<b>9</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>30</b>	<b>167</b>	10
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	60	0	0	92	3	5	0	0	0	4	92	7	60
	PAKISTAN INTL AIRLINES	S	39	0	0	36	28	18	10	5	3	47	56	88	43
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>99</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>21</b>	<b>77</b>	<b>41</b>	103
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	62	0	0	69	16	3	11	0	0	18	90	4	62
<b>TOTAL NEW YORK (NEWARK)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>3</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>90</b>	<b>4</b>	62
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	54	0	0	74	13	6	6	0	2	21	83	11	53

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL ORLANDO</b>			<b>54</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>21</b>	<b>83</b>	<b>11</b>	<b>53</b>
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	62	0	0	77	10	5	6	2	0	15	79	13	62
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>5</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>79</b>	<b>13</b>	<b>62</b>
SANFORD	AIR ATLANTA EUROPE LTD	C	44	0	0	34	20	20	18	5	2	51	0	0	0
	AIR CORDIAL LTD	C	5	0	0	60	20	20	0	0	0	15	0	0	0
	BRITANNIA AIRWAYS	C	29	0	0	72	10	0	7	10	0	36	80	16	15
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	60	10	0	20	10	0	40	100	3	8
	MY TRAVEL AIRWAYS UK	C	31	0	0	58	13	13	16	0	0	29	63	31	38
	THOMAS COOK AIRLINES LTD	C	9	0	0	44	11	22	22	0	0	30	50	33	8
<b>TOTAL SANFORD</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>15</b>	<b>13</b>	<b>15</b>	<b>5</b>	<b>1</b>	<b>38</b>	<b>64</b>	<b>26</b>	<b>115</b>
WASHINGTON (DULLES)	BMI BRITISH MIDLAND	S	54	0	0	59	13	13	9	2	4	71	81	40	52
<b>TOTAL WASHINGTON (DULLES)</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>13</b>	<b>13</b>	<b>9</b>	<b>2</b>	<b>4</b>	<b>71</b>	<b>81</b>	<b>40</b>	<b>52</b>
<b>TOTAL USA</b>			<b>750</b>	<b>3</b>	<b>2</b>	<b>69</b>	<b>12</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>28</b>	<b>78</b>	<b>22</b>	<b>643</b>
VENEZUELA															
PORLAMAR	EXCEL AIRWAYS LTD	C	9	0	0	22	33	33	0	0	11	167	0	0	0
<b>TOTAL PORLAMAR</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>167</b>	<b>50</b>	<b>15</b>	<b>2</b>
<b>TOTAL VENEZUELA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>167</b>	<b>50</b>	<b>15</b>	<b>2</b>
<b>TOTAL MANCHESTER</b>			<b>19640</b>	<b>108</b>	<b>35</b>	<b>77</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>80</b>	<b>14</b>	<b>18513</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
INNSBRUCK	AUSTRIAN AIRLINES	C	10	0	0	90	10	0	0	0	0	10	100	0	4
<b>TOTAL INNSBRUCK</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>10</b>	<b>100</b>	<b>0</b>	<b>4</b>
SALZBURG	AUSTRIAN AIRLINES	C	8	0	0	75	25	0	0	0	0	8	0	0	0
	SN BRUSSELS AIRLINES	C	10	0	0	80	10	10	0	0	0	8	0	0	0
<b>TOTAL SALZBURG</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>8</b>	<b>94</b>	<b>3</b>	<b>18</b>
<b>TOTAL AUSTRIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>95</b>	<b>2</b>	<b>22</b>
<b>BELGIUM</b>															
BRUSSELS	SN BRUSSELS AIRLINES	S	103	0	1	83	12	4	2	0	0	9	95	3	142
<b>TOTAL BRUSSELS</b>			<b>103</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>95</b>	<b>3</b>	<b>142</b>
<b>TOTAL BELGIUM</b>			<b>103</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>95</b>	<b>3</b>	<b>142</b>
<b>BULGARIA</b>															
BURGAS	BH AIR	C	16	0	0	63	25	0	13	0	0	17	75	16	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL BURGAS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>17</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>16</b>	<b>8</b>
VARNA	BH AIR	C	10	0	0	80	0	10	10	0	0	16	50	31	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	10	0	0	0	0	5	0	0	0
<b>TOTAL VARNA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>50</b>	<b>31</b>	<b>8</b>
<b>TOTAL BULGARIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>63</b>	<b>23</b>	<b>16</b>
<b>CANADA</b>															
TORONTO	AIR TRANSAT	S	10	0	0	40	60	0	0	0	0	14	0	88	8
<b>TOTAL TORONTO</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>88</b>	<b>8</b>
<b>TOTAL CANADA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>88</b>	<b>8</b>
<b>CYPRUS</b>															
LARNACA	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	0	0	0
	HELIOS AIRWAYS LTD	C	10	0	0	20	10	30	40	0	0	43	75	9	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	2	100	0	10
<b>TOTAL LARNACA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>3</b>	<b>9</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>14</b>	<b>40</b>
PAPHOS	BRITANNIA AIRWAYS	C	10	0	0	100	0	0	0	0	0	0	100	1	8
	EUROCYPRIA AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	6	75	31	20
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	1	80	14	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL PAPHOS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>20</b>	<b>38</b>
<b>TOTAL CYPRUS</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>3</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>17</b>	<b>78</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	62	0	0	73	15	6	6	0	0	13	0	0	0
<b>TOTAL PRAGUE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</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>73</b>	<b>15</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>

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ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2004

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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>DENMARK</b>															
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	62	0	0	84	3	5	8	0	0	12	0	0	0
TOTAL COPENHAGEN			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>3</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL DENMARK			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>3</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>FRANCE</b>															
NICE	EASYJET AIRLINE COMPANY LTD	S	62	0	0	89	8	3	0	0	0	7	0	0	0
TOTAL NICE			<b>62</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>100</b>	<b>1</b>	<b>2</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	156	1	0	75	14	5	6	0	0	12	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	76	8	8	8	0	0	15	0	0	0
TOTAL PARIS (CHARLES DE GAULLE)			<b>218</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>64</b>	<b>21</b>	<b>158</b>
TOTAL TARBES-LOURDES INTERNATIONAL			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>46</b>	<b>1</b>
TOTAL FRANCE			<b>282</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>63</b>	<b>21</b>	<b>164</b>
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	62	0	0	79	5	11	3	0	2	16	0	0	0
TOTAL BERLIN (SCHONEFELD)			<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>5</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	52	0	0	85	10	6	0	0	0	5	85	6	54
TOTAL DUSSELDORF			<b>52</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>6</b>	<b>54</b>
HANOVER	HAPAG LLOYD EXPRESS	S	26	0	0	50	27	15	8	0	0	23	0	0	0
TOTAL HANOVER			<b>26</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>27</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL GERMANY			<b>140</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>14</b>	<b>85</b>	<b>6</b>	<b>54</b>
<b>GREECE</b>															
ATHENS	AEGEAN AIRLINES	C	10	0	0	10	10	30	50	0	0	57	25	151	8
TOTAL ATHENS			<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>30</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>25</b>	<b>151</b>	<b>8</b>
CHANIA	ISLANDSFLUG	C	8	0	0	25	50	0	25	0	0	33	0	0	0
TOTAL CHANIA			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>
CORFU	BRITANNIA AIRWAYS	C	10	0	0	100	0	0	0	0	0	1	75	10	8
	EXCEL AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	5	0	0	0
	ISLANDSFLUG	C	9	0	0	67	11	0	22	0	0	38	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	13	25	25	0	0	33	50	19	8
	THOMAS COOK AIRLINES LTD	C	18	0	0	89	0	6	6	0	0	8	100	0	9
TOTAL CORFU			<b>53</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>6</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>66</b>	<b>29</b>	<b>41</b>
HERAKLION	BRITANNIA AIRWAYS	C	10	0	0	90	10	0	0	0	0	2	100	3	10
	EXCEL AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	2	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	0	13	38	38	0	13	130	80	9	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	0	100	0	10
TOTAL HERAKLION			<b>36</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>6</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>30</b>	<b>78</b>	<b>16</b>	<b>46</b>
KEFALLINIA	ISLANDSFLUG	C	18	0	0	33	17	11	39	0	0	49	0	0	0
TOTAL KEFALLINIA			<b>18</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>17</b>	<b>11</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>75</b>	<b>19</b>	<b>16</b>
KOS	ISLANDSFLUG	C	8	1	0	75	13	13	0	0	0	8	0	0	0

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2004

## Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)										
KOS	MY TRAVEL AIRWAYS UK	C	10	0	0	80	20	0	0	0	0	5	89	6	9
	THOMAS COOK AIRLINES LTD	C	9	0	0	89	0	11	0	0	0	5	0	0	0
<b>TOTAL KOS</b>			<b>27</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>7</b>	<b>17</b>
RHODES	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	4	90	4	10
	EXCEL AIRWAYS LTD	C	18	0	0	67	17	11	6	0	0	13	0	0	0
	THOMAS COOK AIRLINES LTD	C	9	0	0	100	0	0	0	0	0	1	100	2	9
<b>TOTAL RHODES</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>71</b>	<b>13</b>	<b>45</b>
SALONIKA	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	1	100	0	9
	EXCEL AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	4	0	0	0
<b>TOTAL SALONIKA</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>2</b>	<b>80</b>	<b>8</b>	<b>20</b>	
SKIATHOS	ISLANDSFLUG	C	10	0	0	50	20	10	10	10	0	46	0	0	0
<b>TOTAL SKIATHOS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>20</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>46</b>	<b>33</b>	<b>24</b>	<b>15</b>
THIRA (SANTORINI)	EXCEL AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	4	0	0	0
<b>TOTAL THIRA (SANTORINI)</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>4</b>	<b>70</b>	<b>8</b>	<b>10</b>	
ZAKINTHOS	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	2	25	43	8
	ISLANDSFLUG	C	8	0	0	25	0	25	50	0	0	59	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	100	0	0	0	0	0	3	70	13	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	13	13	13	0	0	32	100	5	8
<b>TOTAL ZAKINTHOS</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>2</b>	<b>7</b>	<b>12</b>	<b>0</b>	<b>18</b>	<b>67</b>	<b>18</b>	<b>42</b>	
<b>TOTAL GREECE</b>			<b>265</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>9</b>	<b>7</b>	<b>11</b>	<b>0</b>	<b>20</b>	<b>69</b>	<b>21</b>	<b>260</b>	
<b>IRISH REPUBLIC</b>															
DUBLIN	RYANAIR	S	116	0	0	91	5	3	1	0	0	4	92	4	123
<b>TOTAL DUBLIN</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>92</b>	<b>4</b>	<b>123</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>117</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>92</b>	<b>4</b>	<b>123</b>	
<b>ITALY</b>															
NAPLES	BRITANNIA AIRWAYS	C	10	0	0	70	20	10	0	0	0	10	0	0	0
<b>TOTAL NAPLES</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>100</b>	<b>0</b>	<b>1</b>	
VENICE	BMI BRITISH MIDLAND	C	8	0	0	25	38	13	25	0	0	30	0	0	0
<b>TOTAL VENICE</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>33</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>50</b>	<b>16</b>	<b>8</b>
VERONA	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	0	25	0	0	0	13	100	1	10
	TITAN AIRWAYS LTD	C	10	0	0	30	10	30	30	0	0	38	57	17	7
<b>TOTAL VERONA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>6</b>	<b>28</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>82</b>	<b>8</b>	<b>17</b>
<b>TOTAL ITALY</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>16</b>	<b>21</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>72</b>	<b>12</b>	<b>29</b>
<b>MALTA</b>															
MALTA	AIR MALTA	C	10	0	0	80	0	0	20	0	0	15	90	4	10
	MY TRAVEL AIRWAYS UK	C	16	0	0	69	19	13	0	0	0	11	20	51	10
<b>TOTAL MALTA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>55</b>	<b>28</b>	<b>20</b>
<b>TOTAL MALTA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>55</b>	<b>28</b>	<b>20</b>



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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>NETHERLANDS</b>															
AMSTERDAM	KLM CITYHOPPER	S	296	0	0	75	9	13	2	0	0	13	78	12	300
TOTAL AMSTERDAM			<b>296</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>9</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>12</b>	<b>300</b>
TOTAL NETHERLANDS			<b>296</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>9</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>12</b>	<b>300</b>
<b>NORWAY</b>															
STAVANGER	WIDEROE FLYVESELSKAP A/S	S	108	2	6	86	6	5	3	0	0	9	89	5	70
TOTAL STAVANGER			<b>108</b>	<b>2</b>	<b>6</b>	<b>86</b>	<b>6</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>89</b>	<b>5</b>	<b>70</b>
TOTAL NORWAY			<b>108</b>	<b>2</b>	<b>6</b>	<b>86</b>	<b>6</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>89</b>	<b>5</b>	<b>70</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	SPANAIR	C	7	0	0	57	29	14	0	0	0	14	0	0	0
	THOMAS COOK AIRLINES LTD	C	28	0	0	93	0	7	0	0	0	4	89	4	18
TOTAL FARO			<b>35</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>12</b>	<b>42</b>
TOTAL PORTUGAL(EXCLUDING MADEIRA)			<b>35</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>12</b>	<b>42</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	EXCEL AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL FUNCHAL			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>0</b>	<b>7</b>
TOTAL PORTUGAL(MADEIRA)			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>0</b>	<b>7</b>
<b>SPAIN</b>															
ALICANTE	BRITANNIA AIRWAYS	C	27	0	0	85	4	4	7	0	0	8	96	3	26
	EASYJET AIRLINE COMPANY LTD	S	79	0	0	67	10	10	8	5	0	32	65	26	78
	MONARCH AIRLINES	C	10	0	0	60	10	20	10	0	0	24	0	0	0
	MY TRAVEL AIRWAYS UK	C	14	4	0	57	29	7	7	0	0	15	42	35	26
	THOMAS COOK AIRLINES LTD	C	18	0	0	89	0	6	6	0	0	11	100	1	18
TOTAL ALICANTE			<b>148</b>	<b>4</b>	<b>0</b>	<b>72</b>	<b>9</b>	<b>9</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>72</b>	<b>19</b>	<b>156</b>
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	63	16	16	5	0	0	18	53	26	62
TOTAL BARCELONA			<b>63</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>17</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>58</b>	<b>24</b>	<b>69</b>
GERONA	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	2	100	0	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	13	13	0	0	14	100	1	8
TOTAL GERONA			<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>100</b>	<b>1</b>	<b>16</b>
IBIZA	BRITANNIA AIRWAYS	C	28	0	0	93	7	0	0	0	0	3	83	35	24
	MY TRAVEL AIRWAYS UK	C	17	0	0	76	12	0	12	0	0	13	63	15	16
	THOMAS COOK AIRLINES LTD	C	17	0	0	94	0	0	6	0	0	6	100	0	18
TOTAL IBIZA			<b>62</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>19</b>	<b>58</b>
MAHON	BRITANNIA AIRWAYS	C	18	0	0	94	0	6	0	0	0	3	83	11	18
	MY TRAVEL AIRWAYS UK	C	20	0	0	85	5	0	10	0	0	12	94	2	16
	THOMAS COOK AIRLINES LTD	C	20	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL MAHON			<b>58</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>5</b>	<b>52</b>
MALAGA	BRITANNIA AIRWAYS	C	18	0	0	100	0	0	0	0	0	0	75	10	16
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	76	11	10	3	0	0	12	0	0	0
	EXCEL AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	2	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2004

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)										
MALAGA	MY TRAVEL AIRWAYS UK	C	18	0	0	89	0	0	11	0	0	8	72	18	18
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	25	13	0	0	0	10	100	1	8
<b>TOTAL MALAGA</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>13</b>	<b>51</b>
PALMA DE MALLORCA	AIR EUROPA	C	9	0	0	33	22	33	11	0	0	28	0	0	0
	BRITANNIA AIRWAYS	C	51	0	0	86	2	8	2	2	0	11	88	6	34
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	71	10	10	10	0	0	17	0	0	0
	EXCEL AIRWAYS LTD	C	7	3	0	86	0	14	0	0	0	9	0	0	0
	MY TRAVEL AIRWAYS UK	C	36	0	0	92	3	0	6	0	0	8	46	23	26
	SPANAIR	C	10	0	0	0	40	40	20	0	0	54	38	29	24
	THOMAS COOK AIRLINES LTD	C	37	0	0	97	3	0	0	0	3	100	1	18	
<b>TOTAL PALMA DE MALLORCA</b>			<b>212</b>	<b>3</b>	<b>0</b>	<b>78</b>	<b>7</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>14</b>	<b>60</b>	<b>18</b>	<b>138</b>	
REUS	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	100	0	10	
	MY TRAVEL AIRWAYS UK	C	16	0	0	94	6	0	0	0	3	78	15	18	
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	0	0	0	
<b>TOTAL REUS</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>7</b>	<b>38</b>	
<b>TOTAL SPAIN</b>			<b>707</b>	<b>7</b>	<b>0</b>	<b>79</b>	<b>8</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>16</b>	<b>578</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	BRITANNIA AIRWAYS	C	8	0	0	75	0	0	25	0	0	38	100	0	10
	EXCEL AIRWAYS LTD	C	10	0	0	10	30	30	30	0	0	43	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	13	50	0	0	0	31	78	14	9
	THOMAS COOK AIRLINES LTD	C	20	0	0	85	10	5	0	0	0	8	88	4	8
<b>TOTAL ARRECIFE</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>13</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>25</b>	<b>89</b>	<b>6</b>	<b>27</b>	
FUERTEVENTURA	MY TRAVEL AIRWAYS UK	C	9	0	0	89	11	0	0	0	4	100	2	10	
<b>TOTAL FUERTEVENTURA</b>			<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>4</b>	<b>100</b>	<b>2</b>	<b>10</b>	
LAS PALMAS	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	4	67	30	9	
	MY TRAVEL AIRWAYS UK	C	9	0	0	89	11	0	0	0	3	50	39	8	
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	1	0	0	0	
<b>TOTAL LAS PALMAS</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>64</b>	<b>26</b>	<b>25</b>	
TENERIFE (SURREINA SOFIA)	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	89	5	18	
	EXCEL AIRWAYS LTD	C	10	0	0	70	30	0	0	0	12	50	14	8	
	FUTURA AIRLINES	C	10	0	0	100	0	0	0	0	3	0	0	0	
	MY TRAVEL AIRWAYS UK	C	18	0	0	94	6	0	0	0	3	100	1	18	
	THOMAS COOK AIRLINES LTD	C	28	0	0	96	0	4	0	0	3	100	0	16	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>87</b>	<b>5</b>	<b>63</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>9</b>	<b>125</b>	
<b>TUNISIA</b>															
MONASTIR	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	1	63	50	8	
<b>TOTAL MONASTIR</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>50</b>	<b>8</b>	
<b>TOTAL TUNISIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>50</b>	<b>8</b>	
<b>TURKEY</b>															
ANTALYA	SUNEXPRESS	C	8	0	0	100	0	0	0	0	2	0	0	0	
<b>TOTAL ANTALYA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2004

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)										
BODRUM (MILAS)	MY TRAVEL AIRWAYS UK	C	14	0	0	100	0	0	0	0	0	0	78	14	9
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	1	0	0	0	0
<b>TOTAL BODRUM (MILAS)</b>			<b>22</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>68</b>	<b>15</b>	<b>19</b>
DALAMAN	BRITANNIA AIRWAYS	C	8	0	0	75	25	0	0	0	5	78	31	9	
	MY TRAVEL AIRWAYS UK	C	18	0	0	94	6	0	0	0	3	88	6	17	
	ONUR AIR	C	8	0	0	50	25	13	13	0	23	60	41	10	
	PEGASUS AIRLINES	C	8	0	0	100	0	0	0	0	3	78	19	9	
	THOMAS COOK AIRLINES LTD	C	18	0	0	83	0	6	11	0	17	100	0	8	
<b>TOTAL DALAMAN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>18</b>	<b>53</b>	
<b>TOTAL TURKEY</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>17</b>	<b>72</b>	
<b>UNITED KINGDOM</b>															
ABERDEEN	EASTERN AIRWAYS	S	224	0	4	92	3	2	2	0	5	88	7	200	
<b>TOTAL ABERDEEN</b>			<b>224</b>	<b>0</b>	<b>4</b>	<b>92</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>7</b>	<b>200</b>	
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	168	0	0	86	5	5	4	0	9	91	8	230	
<b>TOTAL BELFAST CITY</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>5</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>91</b>	<b>8</b>	<b>230</b>	
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	123	0	1	76	10	10	2	2	17	75	20	124	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>123</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>10</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>17</b>	<b>75</b>	<b>20</b>	<b>124</b>	
BIRMINGHAM	EASTERN AIRWAYS	S	175	0	1	97	1	1	2	0	3	96	3	191	
<b>TOTAL BIRMINGHAM</b>			<b>175</b>	<b>0</b>	<b>1</b>	<b>97</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>96</b>	<b>3</b>	<b>191</b>	
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	168	0	0	76	13	6	5	0	13	90	6	154	
<b>TOTAL BRISTOL</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>13</b>	<b>90</b>	<b>6</b>	<b>154</b>	
CARDIFF WALES	AIR WALES LTD	S	2	0	0	50	50	0	0	0	9	0	0	0	
<b>TOTAL CARDIFF WALES</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>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	
GATWICK	BRITISH AIRWAYS PLC	S	238	0	0	79	13	6	3	0	11	0	0	0	
<b>TOTAL GATWICK</b>			<b>238</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>13</b>	<b>245</b>	
HEATHROW	BRITISH AIRWAYS PLC	S	353	0	1	67	17	10	6	0	15	70	17	328	
<b>TOTAL HEATHROW</b>			<b>353</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>17</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>15</b>	<b>70</b>	<b>17</b>	<b>328</b>	
ISLE OF MAN	EASTERN AIRWAYS	S	48	4	4	92	4	2	2	0	6	0	0	0	
<b>TOTAL ISLE OF MAN</b>			<b>48</b>	<b>4</b>	<b>4</b>	<b>92</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	
JERSEY	FLYBE.BRITISH EUROPEAN	S	10	0	0	60	10	10	20	0	26	56	37	16	
<b>TOTAL JERSEY</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>10</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>26</b>	<b>54</b>	<b>49</b>	<b>24</b>	
PLYMOUTH	AIR WALES LTD	S	96	0	0	81	6	3	9	0	13	0	0	0	
<b>TOTAL PLYMOUTH</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	
SOUTHAMPTON	EASTERN AIRWAYS	S	139	0	1	94	1	1	4	1	8	88	6	146	
<b>TOTAL SOUTHAMPTON</b>			<b>139</b>	<b>0</b>	<b>1</b>	<b>94</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>8</b>	<b>88</b>	<b>6</b>	<b>146</b>	
STANSTED	EASYJET AIRLINE COMPANY LTD	S	230	0	0	79	6	6	5	3	21	65	18	230	
<b>TOTAL STANSTED</b>			<b>230</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>6</b>	<b>6</b>	<b>5</b>	<b>3</b>	<b>21</b>	<b>65</b>	<b>18</b>	<b>230</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>1974</b>	<b>12</b>	<b>12</b>	<b>81</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>12</b>	<b>81</b>	<b>12</b>	<b>1873</b>	

USA

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2004

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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	MONARCH AIRLINES	C	8	0	0	50	25	0	25	0	0	48	38	64	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	70	20	0	10	0	0	14	100	0	9
<b>TOTAL SANFORD</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>26</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>71</b>	<b>30</b>	<b>17</b>
<b>TOTAL USA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>25</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>71</b>	<b>30</b>	<b>17</b>
<b>TOTAL NEWCASTLE</b>			<b>4645</b>	<b>23</b>	<b>19</b>	<b>80</b>	<b>9</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>13</b>	<b>4008</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2004

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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	73	23	3	2	0	0	11	95	3	62
<b>TOTAL GRAZ</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>23</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>95</b>	<b>3</b>	<b>63</b>
KLAGENFURT	RYANAIR	S	62	0	0	76	18	6	0	0	0	10	87	13	62
<b>TOTAL KLAGENFURT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>87</b>	<b>13</b>	<b>62</b>
LINZ	RYANAIR	S	62	0	0	94	5	2	0	0	0	3	0	0	0
<b>TOTAL LINZ</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
SALZBURG	RYANAIR	S	124	0	0	85	8	5	2	0	0	9	86	7	124
<b>TOTAL SALZBURG</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>7</b>	<b>124</b>
<b>TOTAL AUSTRIA</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>8</b>	<b>249</b>
<b>BELGIUM</b>															
ANTWERP	FLIGHTLINE LTD	C	3	0	0	67	33	0	0	0	0	7	0	0	0
<b>TOTAL ANTWERP</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL BELGIUM</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>95</b>	<b>6</b>	<b>286</b>
<b>CANADA</b>															
VANCOUVER	ZOOM AIRLINES	S	4	0	2	50	0	25	25	0	0	41	0	0	0
<b>TOTAL VANCOUVER</b>			<b>4</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CANADA</b>			<b>4</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CROATIA</b>															
DUBROVNIK	AIR ADRIATIC	C	10	1	0	90	10	0	0	0	0	5	70	10	10
<b>TOTAL DUBROVNIK</b>			<b>10</b>	<b>1</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>70</b>	<b>10</b>	<b>10</b>
RIJEKA	AIR ADRIATIC	C	5	1	0	100	0	0	0	0	0	8	100	5	8
<b>TOTAL RIJEKA</b>			<b>5</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>8</b>	<b>100</b>	<b>5</b>	<b>8</b>
SPLIT	AIR ADRIATIC	C	10	0	0	80	20	0	0	0	0	11	0	0	0
<b>TOTAL SPLIT</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>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CROATIA</b>			<b>25</b>	<b>2</b>	<b>0</b>	<b>88</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>8</b>	<b>18</b>
<b>CYPRUS</b>															
LARNACA	CYPRUS AIRWAYS	S	42	0	0	76	12	5	2	5	0	23	71	17	52
	THOMAS COOK AIRLINES LTD	C	8	0	0	38	50	13	0	0	0	16	90	7	10
<b>TOTAL LARNACA</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>18</b>	<b>6</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>22</b>	<b>74</b>	<b>16</b>	<b>62</b>
PAPHOS	BRITANNIA AIRWAYS	C	9	0	0	100	0	0	0	0	0	1	78	50	9
	FIRST CHOICE AIRWAYS LTD	S	9	0	0	100	0	0	0	0	0	1	50	24	10
<b>TOTAL PAPHOS</b>			<b>18</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>63</b>	<b>36</b>	<b>19</b>
<b>TOTAL CYPRUS</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>72</b>	<b>20</b>	<b>81</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	CSA	S	114	0	0	80	11	7	2	0	0	11	63	15	104
	EASYJET AIRLINE COMPANY LTD	S	186	0	0	74	10	8	8	0	0	14	71	19	178

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2004

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)
TOTAL PRAGUE			300	0	0	76	11	8	5	0	0	13	68	18	282
TOTAL CZECH REPUBLIC			300	0	0	76	11	8	5	0	0	13	68	18	282
DENMARK															
AARHUS (TIRSTRUP)	RYANAIR	S	106	0	0	81	9	5	5	0	0	10	87	8	116
TOTAL AARHUS (TIRSTRUP)			106	0	0	81	9	5	5	0	0	10	87	8	116
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	176	1	0	74	14	8	3	1	0	13	58	25	178
TOTAL COPENHAGEN			176	1	0	74	14	8	3	1	0	13	58	25	178
ESBJERG	RYANAIR	S	62	0	0	81	11	6	2	0	0	8	85	8	62
TOTAL ESBJERG			62	0	0	81	11	6	2	0	0	8	85	8	62
TOTAL DENMARK			344	1	0	78	12	7	3	0	0	11	72	16	356
FAROE ISLANDS															
VAGAR	ATLANTIC AIRWAYS	S	18	0	0	39	39	17	6	0	0	21	71	30	17
TOTAL VAGAR			18	0	0	39	39	17	6	0	0	21	71	30	17
TOTAL FAROE ISLANDS			18	0	0	39	39	17	6	0	0	21	71	30	17
FED REP YUGO SERBIA M'ENEGRO															
PRISTINA	CHANNEL EXPRESS (AIR SVS)	C	4	4	0	50	25	25	0	0	0	16	75	11	4
	TITAN AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	4	0	0	0
TOTAL PRISTINA			6	4	0	67	17	17	0	0	0	12	75	11	4
TOTAL FED REP YUGO SERBIA M'ENEGRO			6	4	0	67	17	17	0	0	0	12	75	11	4
FINLAND															
TAMPERE	RYANAIR	S	62	0	0	97	2	2	0	0	0	3	0	0	0
TOTAL TAMPERE			62	0	0	97	2	2	0	0	0	3	0	0	0
TOTAL FINLAND			62	0	0	97	2	2	0	0	0	3	89	7	44
FRANCE															
BERGERAC	RYANAIR	S	72	0	0	74	21	6	0	0	0	9	87	6	70
TOTAL BERGERAC			72	0	0	74	21	6	0	0	0	9	87	6	70
BIARRITZ	RYANAIR	S	82	0	0	73	18	6	2	0	0	12	88	7	76
TOTAL BIARRITZ			82	0	0	73	18	6	2	0	0	12	88	7	76
CALVI	CHANNEL EXPRESS (AIR SVS)	C	8	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL CALVI			8	0	0	100	0	0	0	0	0	2	100	2	8
CARCASSONNE	RYANAIR	S	124	0	0	89	7	4	0	0	0	6	57	17	124
TOTAL CARCASSONNE			124	0	0	89	7	4	0	0	0	6	57	17	124
DINARD	RYANAIR	S	80	0	0	74	16	9	0	0	1	17	86	7	70
TOTAL DINARD			80	0	0	74	16	9	0	0	1	17	86	7	70
FIGARI	CHANNEL EXPRESS (AIR SVS)	C	8	0	0	88	13	0	0	0	0	3	0	0	0
TOTAL FIGARI			8	0	0	88	13	0	0	0	0	3	75	6	8
LA ROCHELLE	RYANAIR	S	71	0	9	94	3	3	0	0	0	4	94	2	62

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2004

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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 LA ROCHELLE			71	0	9	94	3	3	0	0	0	4	94	2	62
LIMOGES	RYANAIR	S	72	0	0	86	11	3	0	0	0	6	87	7	62
TOTAL LIMOGES			72	0	0	86	11	3	0	0	0	6	87	7	62
LYON	EASYJET AIRLINE COMPANY LTD	S	62	0	0	77	16	5	2	0	0	8	56	40	62
TOTAL LYON			62	0	0	77	16	5	2	0	0	8	56	40	63
MARSEILLE	FLIGHTLINE LTD	C	2	0	0	0	0	0	100	0	0	76	0	0	0
TOTAL MARSEILLE			2	0	0	0	0	0	100	0	0	76	0	0	0
MONTPELLIER	RYANAIR	S	70	0	0	93	4	0	3	0	0	7	48	25	62
TOTAL MONTPELLIER			70	0	0	93	4	0	3	0	0	7	48	25	62
NICE	EASYJET AIRLINE COMPANY LTD	S	124	0	0	84	7	6	3	0	0	10	64	20	124
TOTAL NICE			124	0	0	84	7	6	3	0	0	10	64	20	124
NIMES	RYANAIR	S	124	0	0	77	17	4	2	0	0	11	58	15	60
TOTAL NIMES			124	0	0	77	17	4	2	0	0	11	58	15	60
PAU	RYANAIR	S	62	0	0	77	13	10	0	0	0	10	76	12	62
TOTAL PAU			62	0	0	77	13	10	0	0	0	10	76	12	62
PERPIGNAN	RYANAIR	S	74	0	0	76	11	11	3	0	0	11	77	12	62
TOTAL PERPIGNAN			74	0	0	76	11	11	3	0	0	11	77	12	62
POITIERS	RYANAIR	S	62	0	0	58	31	11	0	0	0	16	84	9	62
TOTAL POITIERS			62	0	0	58	31	11	0	0	0	16	84	9	62
RODEZ	RYANAIR	S	62	0	0	97	0	0	3	0	0	4	85	5	62
TOTAL RODEZ			62	0	0	97	0	0	3	0	0	4	85	5	62
ST ETIENNE	RYANAIR	S	62	0	0	79	10	10	2	0	0	10	87	6	62
TOTAL ST ETIENNE			62	0	0	79	10	10	2	0	0	10	87	6	62
TARBES-LOURDES INTERNATIONAL	CHANNEL EXPRESS (AIR SVS)	C	7	1	0	43	29	14	14	0	0	31	80	31	5
	TITAN AIRWAYS LTD	C	17	3	0	47	41	6	0	6	0	34	0	117	1
TOTAL TARBES-LOURDES INTERNATIONAL			25	4	0	44	36	8	8	4	0	36	33	88	15
TOURS	RYANAIR	S	62	0	0	94	3	3	0	0	0	4	88	8	60
TOTAL TOURS			62	0	0	94	3	3	0	0	0	4	88	8	60
TOTAL FRANCE			1308	5	9	81	12	5	2	0	0	10	76	13	1478
GERMANY															
ALTENBURG - WALLBURG	RYANAIR	S	62	0	0	89	3	3	5	0	0	8	94	10	62
TOTAL ALTENBURG - WALLBURG			62	0	0	89	3	3	5	0	0	8	94	10	62
BERLIN (SCHONEFELD)	RYANAIR	S	124	0	0	91	3	5	1	0	0	5	84	9	170
TOTAL BERLIN (SCHONEFELD)			124	0	0	91	3	5	1	0	0	5	84	9	170
BERLIN (TEGEL)	AIR BERLIN	S	123	0	1	67	19	8	2	3	0	19	73	11	124
TOTAL BERLIN (TEGEL)			123	0	1	67	19	8	2	3	0	19	73	11	124
COLOGNE (BONN)	EUROWINGS LUFTVERKEHRS	S	124	0	0	85	10	5	0	0	0	6	94	4	124
TOTAL COLOGNE (BONN)			124	0	0	85	10	5	0	0	0	6	94	4	124

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2004

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)										
DUSSELDORF	AIR BERLIN	S	154	0	2	90	6	3	0	1	0	9	0	0	0
<b>TOTAL DUSSELDORF</b>			<b>154</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
ERFURT	RYANAIR	S	62	0	0	95	5	0	0	0	0	3	0	0	0
<b>TOTAL ERFURT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
FRIEDRICHSHAFEN	RYANAIR	S	62	0	0	84	11	3	2	0	0	7	87	9	62
<b>TOTAL FRIEDRICHSHAFEN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>9</b>	<b>62</b>
HAHN	RYANAIR	S	238	0	0	80	14	3	3	0	0	11	86	10	284
<b>TOTAL HAHN</b>			<b>238</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>14</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>10</b>	<b>284</b>
HANOVER	AIR BERLIN	S	62	0	0	69	24	6	0	0	0	11	89	6	62
<b>TOTAL HANOVER</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>24</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>89</b>	<b>6</b>	<b>62</b>
KARLSRUHE/BADEN BADEN	RYANAIR	S	106	0	0	80	12	8	0	0	0	8	0	0	0
<b>TOTAL KARLSRUHE/BADEN BADEN</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</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>
LUBECK	RYANAIR	S	125	0	0	92	6	1	1	1	0	6	76	12	170
<b>TOTAL LUBECK</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>12</b>	<b>170</b>
MUNICH	EASYJET AIRLINE COMPANY LTD	S	124	0	0	69	13	14	5	0	0	16	48	33	124
<b>TOTAL MUNICH</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>48</b>	<b>33</b>	<b>124</b>
MUNSTER-OSNABRUCK	AIR BERLIN	S	61	0	0	90	5	3	2	0	0	5	98	3	62
<b>TOTAL MUNSTER-OSNABRUCK</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>98</b>	<b>3</b>	<b>62</b>
NIEDERRHEIN	RYANAIR	S	168	0	0	93	4	2	1	0	0	4	88	6	168
<b>TOTAL NIEDERRHEIN</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>6</b>	<b>168</b>
NUREMBERG	AIR BERLIN	S	62	0	0	79	16	3	2	0	0	9	84	6	62
<b>TOTAL NUREMBERG</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>16</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>6</b>	<b>62</b>
PADERBORN	AIR BERLIN	S	111	2	3	84	5	5	5	3	0	15	97	4	124
<b>TOTAL PADERBORN</b>			<b>111</b>	<b>2</b>	<b>3</b>	<b>84</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>97</b>	<b>4</b>	<b>124</b>
<b>TOTAL GERMANY</b>			<b>1768</b>	<b>2</b>	<b>6</b>	<b>84</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>9</b>	<b>1900</b>
<b>GREECE</b>															
CORFU	BRITANNIA AIRWAYS	C	10	0	0	80	20	0	0	0	0	7	75	8	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	0	0	0	13	0	28	56	36	9
	ISLANDSFLUG	C	8	0	0	38	13	25	25	0	0	36	0	0	0
	THOMAS COOK AIRLINES LTD	C	6	0	0	83	0	0	17	0	0	27	100	1	9
<b>TOTAL CORFU</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>9</b>	<b>6</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>82</b>	<b>12</b>	<b>34</b>
HERAKLION	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	2	100	2	9
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	13	13	25	13	0	66	80	12	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	0	13	25	0	0	33	100	0	10
<b>TOTAL HERAKLION</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>4</b>	<b>8</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>34</b>	<b>86</b>	<b>9</b>	<b>37</b>
KOS	THOMAS COOK AIRLINES LTD	C	9	0	0	89	11	0	0	0	0	4	90	3	10
<b>TOTAL KOS</b>			<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>4</b>	<b>90</b>	<b>3</b>	<b>10</b>
RHODES	BRITANNIA AIRWAYS	C	10	0	0	100	0	0	0	0	0	2	100	1	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	7	80	12	10
	ISLANDSFLUG	C	10	0	0	20	20	40	20	0	0	41	100	7	8



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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
RHODES	MY TRAVEL AIRWAYS UK	C	9	0	0	78	11	0	11	0	0	12	70	33	10
<b>TOTAL RHODES</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>14</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>86</b>	<b>15</b>	<b>36</b>
SKIROS	EUROPEAN AIR CHARTER	C	6	0	0	33	0	50	17	0	48	0	0	0	
<b>TOTAL SKIROS</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>0</b>	<b>48</b>	<b>0</b>	<b>0</b>	<b>0</b>	
ZAKINTHOS	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	3	60	13	10	
	MY TRAVEL AIRWAYS UK	C	10	0	0	50	30	20	0	0	18	80	7	10	
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	38	0	0	0	8	50	20	8	
<b>TOTAL ZAKINTHOS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>23</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>10</b>	<b>35</b>	
<b>TOTAL GREECE</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>12</b>	<b>10</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>83</b>	<b>10</b>	<b>161</b>
<b>HUNGARY</b>															
BUDAPEST	MALEV (HUNGARIAN AIRLINES)	S	106	0	0	76	18	5	1	0	9	0	0	0	
	SKY EUROPE	S	61	1	0	49	31	15	5	0	19	0	0	0	
<b>TOTAL BUDAPEST</b>			<b>167</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>23</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL HUNGARY</b>			<b>167</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>23</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>ICELAND</b>															
KEFLAVIK	ASTRAEUS LTD	S	123	0	0	79	6	4	6	2	45	74	14	62	
<b>TOTAL KEFLAVIK</b>			<b>123</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>6</b>	<b>4</b>	<b>6</b>	<b>2</b>	<b>45</b>	<b>74</b>	<b>14</b>	<b>62</b>	
<b>TOTAL ICELAND</b>			<b>123</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>6</b>	<b>4</b>	<b>6</b>	<b>2</b>	<b>45</b>	<b>74</b>	<b>14</b>	<b>62</b>	
<b>IRISH REPUBLIC</b>															
CONNAUGHT	RYANAIR	S	62	0	0	71	18	11	0	0	11	72	14	61	
<b>TOTAL CONNAUGHT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>14</b>	<b>61</b>	
CORK	RYANAIR	S	184	0	1	67	25	6	1	1	14	77	10	248	
<b>TOTAL CORK</b>			<b>184</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>25</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>14</b>	<b>77</b>	<b>10</b>	<b>248</b>	
DUBLIN	RYANAIR	S	763	0	2	73	16	10	1	0	12	73	13	743	
<b>TOTAL DUBLIN</b>			<b>763</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>16</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>13</b>	<b>743</b>	
KERRY COUNTY	EMERALD AIRWAYS LIMITED	C	2	0	0	50	50	0	0	0	18	0	0	0	
	ISLANDSFLUG	C	2	0	0	50	0	50	0	0	26	0	0	0	
	RYANAIR	S	124	0	0	74	15	10	0	0	10	90	6	124	
<b>TOTAL KERRY COUNTY</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>16</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>90</b>	<b>6</b>	<b>124</b>	
SHANNON	RYANAIR	S	124	0	0	92	2	3	2	0	6	80	9	256	
<b>TOTAL SHANNON</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>9</b>	<b>256</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>1261</b>	<b>0</b>	<b>3</b>	<b>74</b>	<b>16</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>11</b>	<b>1432</b>	
<b>ISRAEL</b>															
TEL AVIV	EL AL	S	13	0	0	69	15	15	0	0	11	78	11	18	
<b>TOTAL TEL AVIV</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>11</b>	<b>18</b>	
<b>TOTAL ISRAEL</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>11</b>	<b>18</b>	
<b>ITALY</b>															
ALGHERO/SASSARI	RYANAIR	S	124	0	0	87	9	3	1	0	7	73	11	124	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2004

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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 ALGHERO/SASSARI			124	0	0	87	9	3	1	0	0	7	73	11	124
ANCONA	RYANAIR	S	62	0	0	65	31	5	0	0	0	12	63	20	62
TOTAL ANCONA			62	0	0	65	31	5	0	0	0	12	63	20	62
BARI (PALESE)	RYANAIR	S	62	0	0	65	21	13	2	0	0	14	0	0	0
TOTAL BARI (PALESE)			62	0	0	65	21	13	2	0	0	14	0	0	0
BERGAMO	RYANAIR	S	214	0	0	76	12	10	2	0	0	12	73	12	178
TOTAL BERGAMO			214	0	0	76	12	10	2	0	0	12	73	12	178
BOLOGNA	EASYJET AIRLINE COMPANY LTD	S	58	0	0	62	10	14	12	0	2	36	81	10	62
TOTAL BOLOGNA			58	0	0	62	10	14	12	0	2	36	81	10	62
BRESCIA/MONTICHIARI	RYANAIR	S	124	0	0	62	23	14	2	0	0	15	75	11	124
TOTAL BRESCIA/MONTICHIARI			124	0	0	62	23	14	2	0	0	15	75	11	124
BRINDISI	RYANAIR	S	62	0	0	76	18	6	0	0	0	10	0	0	0
TOTAL BRINDISI			62	0	0	76	18	6	0	0	0	10	0	0	0
FORLI	RYANAIR	S	124	0	0	66	19	10	5	0	0	16	61	16	132
TOTAL FORLI			124	0	0	66	19	10	5	0	0	16	61	16	132
GENOA	RYANAIR	S	114	0	0	75	19	5	1	0	0	11	84	8	116
TOTAL GENOA			114	0	0	75	19	5	1	0	0	11	84	8	116
MILAN (LINATE)	EASYJET AIRLINE COMPANY LTD	S	62	0	0	81	11	5	3	0	0	11	47	30	62
TOTAL MILAN (LINATE)			62	0	0	81	11	5	3	0	0	11	47	30	62
MILAN (MALPENSA)	EUROFLY SPA	C	3	0	0	0	0	100	0	0	0	45	17	58	6
TOTAL MILAN (MALPENSA)			3	0	0	0	0	100	0	0	0	45	17	58	6
NAPLES	EASYJET AIRLINE COMPANY LTD	S	124	0	0	70	19	10	2	0	0	13	68	20	124
TOTAL NAPLES			124	0	0	70	19	10	2	0	0	13	68	20	126
OLBIA	CHANNEL EXPRESS (AIR SVS)	C	10	0	0	30	10	40	20	0	0	35	0	0	0
TOTAL OLBIA			10	1	0	30	10	40	20	0	0	35	13	73	8
PALERMO	RYANAIR	S	124	0	0	60	20	19	1	0	0	15	84	10	112
TOTAL PALERMO			124	0	0	60	20	19	1	0	0	15	84	10	112
PESCARA	RYANAIR	S	62	0	0	81	16	3	0	0	0	9	87	7	62
TOTAL PESCARA			62	0	0	81	16	3	0	0	0	9	87	7	62
PISA	RYANAIR	S	196	0	0	66	19	12	3	0	0	15	81	11	248
TOTAL PISA			196	0	0	66	19	12	3	0	0	15	81	11	248
RIMINI	EASYJET AIRLINE COMPANY LTD	S	4	0	0	50	0	50	0	0	0	29	0	0	0
TOTAL RIMINI			4	0	0	50	0	50	0	0	0	29	0	0	0
ROME (CIAMPINO)	EASYJET AIRLINE COMPANY LTD	S	124	0	0	69	16	10	4	1	1	20	65	20	124
	RYANAIR	S	346	0	0	85	9	4	2	0	0	9	85	7	375
TOTAL ROME (CIAMPINO)			470	0	0	80	11	6	2	0	0	12	80	10	501
ROME (FIUMICINO)	CHANNEL EXPRESS (AIR SVS)	C	6	0	0	33	17	17	33	0	0	42	0	0	0
	TITAN AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2004

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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 ROME (FIUMICINO)			8	0	0	50	13	13	25	0	0	32	0	88	2
TREVISO	RYANAIR	S	186	0	0	87	8	4	1	1	0	7	86	7	240
TOTAL TREVISO			186	0	0	87	8	4	1	1	0	7	86	7	240
TRIESTE (RONCHI DEI LEGIONARI)	RYANAIR	S	62	0	0	79	16	3	2	0	0	8	89	12	62
TOTAL TRIESTE (RONCHI DEI LEGIONARI)			62	0	0	79	16	3	2	0	0	8	89	12	62
TURIN	RYANAIR	S	62	0	0	89	10	2	0	0	0	6	89	8	62
TOTAL TURIN			62	0	0	89	10	2	0	0	0	6	89	8	62
VENICE	EASYJET AIRLINE COMPANY LTD	S	124	0	0	58	25	9	8	0	0	21	53	27	122
TOTAL VENICE			124	1	0	58	25	9	8	0	0	21	53	30	124
VERONA	EUROPEAN AIR CHARTER	C	8	0	0	63	38	0	0	0	0	10	60	14	10
TOTAL VERONA			8	0	0	63	38	0	0	0	0	10	60	14	10
TOTAL ITALY			2449	2	0	73	15	8	2	0	0	13	76	13	2423
MALTA															
MALTA	AIR MALTA	S	26	1	0	92	8	0	0	0	0	3	77	30	22
TOTAL MALTA			26	1	0	92	8	0	0	0	0	3	77	30	22
TOTAL MALTA			26	1	0	92	8	0	0	0	0	3	77	30	22
NETHERLANDS															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	176	0	0	76	14	6	4	0	0	12	0	0	0
	KLM CITYHOPPER	C	2	0	0	50	50	0	0	0	0	11	0	0	0
TOTAL AMSTERDAM			178	0	0	76	14	6	4	0	0	12	84	13	108
EINDHOVEN	RYANAIR	S	105	0	1	90	5	3	2	0	0	7	84	8	116
TOTAL EINDHOVEN			105	0	1	90	5	3	2	0	0	7	84	8	116
ROTTERDAM	TRANSAVIA	S	124	0	0	92	6	2	0	0	0	4	0	0	0
TOTAL ROTTERDAM			124	0	0	92	6	2	0	0	0	4	0	0	0
TOTAL NETHERLANDS			407	0	1	85	9	4	2	0	0	8	87	8	348
NORWAY															
BERGEN	CHANNEL EXPRESS (AIR SVS)	C	2	0	0	50	50	0	0	0	0	8	0	0	0
TOTAL BERGEN			2	0	0	50	50	0	0	0	0	8	0	0	0
HAUGESUND	RYANAIR	S	62	0	0	92	5	3	0	0	0	4	95	4	62
TOTAL HAUGESUND			62	0	0	92	5	3	0	0	0	4	95	4	62
SANDEFJORD(TORP)	RYANAIR	S	166	0	0	86	10	4	0	0	0	6	77	12	170
TOTAL SANDEFJORD(TORP)			166	0	0	86	10	4	0	0	0	6	77	12	170
STAVANGER	VLM (BELGIUM)	C	2	0	0	50	0	50	0	0	0	23	0	0	0
TOTAL STAVANGER			2	0	0	50	0	50	0	0	0	23	0	0	0
TRONDHEIM (VAERNES)	CHANNEL EXPRESS (AIR SVS)	C	2	0	0	100	0	0	0	0	0	2	80	12	5
TOTAL TRONDHEIM (VAERNES)			2	0	0	100	0	0	0	0	0	2	80	12	5
TOTAL NORWAY			234	0	0	87	9	4	0	0	0	6	82	10	238

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2004

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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>															
GDANSK	AIR POLONIA	S	18	0	0	50	28	22	0	0	0	17	0	0	0
<b>TOTAL GDANSK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>28</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
KATOWICE	AIR POLONIA	S	26	0	0	85	4	12	0	0	0	10	0	0	0
<b>TOTAL KATOWICE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>4</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
POZNAN	AIR POLONIA	S	26	0	0	65	12	23	0	0	0	14	0	0	0
<b>TOTAL POZNAN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>12</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
WARSAW	AIR POLONIA	S	52	0	0	62	13	21	4	0	0	19	0	0	0
	SKY EUROPE	S	62	0	0	66	11	6	16	0	0	26	0	0	0
<b>TOTAL WARSAW</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>12</b>	<b>13</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL POLAND</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>13</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
<b>FARO</b>															
	BRITANNIA AIRWAYS	C	10	0	0	90	10	0	0	0	0	4	100	0	8
	EASYJET AIRLINE COMPANY LTD	S	134	0	0	78	7	7	6	1	0	16	79	19	130
	EUROATLANTIC AIRWAYS	C	4	1	0	75	0	25	0	0	0	18	25	47	8
	FIRST CHOICE AIRWAYS LTD	C	19	0	0	68	26	0	0	0	5	28	88	3	26
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	13	13	0	0	16	63	14	8
	THOMAS COOK AIRLINES LTD	C	20	0	0	80	10	10	0	0	0	8	90	6	10
<b>TOTAL FARO</b>			<b>195</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>9</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>16</b>	<b>79</b>	<b>16</b>	<b>192</b>
<b>LISBON</b>															
	EUROPEAN AIR CHARTER	C	2	0	0	100	0	0	0	0	0	5	0	0	0
	FLIGHTLINE LTD	C	2	0	0	0	50	0	50	0	0	68	0	0	0
<b>TOTAL LISBON</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>202</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>9</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>79</b>	<b>16</b>	<b>192</b>
<b>RUMANIA</b>															
<b>TOTAL RUMANIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SLOVAK REPUBLIC</b>															
BRATISLAVA	SKY EUROPE	S	60	0	0	62	27	7	2	0	3	27	78	8	18
<b>TOTAL BRATISLAVA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>27</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>27</b>	<b>78</b>	<b>8</b>	<b>18</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>27</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>27</b>	<b>78</b>	<b>8</b>	<b>18</b>
<b>SLOVENIA</b>															
LJUBLJANA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	76	19	5	0	0	0	10	0	0	0
<b>TOTAL LJUBLJANA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SLOVENIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SPAIN</b>															
ALICANTE	BRITANNIA AIRWAYS	C	10	0	0	70	20	0	10	0	0	12	100	3	8
	EASYJET AIRLINE COMPANY LTD	S	200	0	0	71	12	9	8	2	0	21	48	31	192
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	0	10	10	0	0	12	75	7	8
<b>TOTAL ALICANTE</b>			<b>220</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>11</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>51</b>	<b>29</b>	<b>208</b>
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	123	0	1	68	12	12	7	0	0	18	53	26	131

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL BARCELONA</b>			<b>124</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>12</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>54</b>	<b>25</b>	132
BILBAO	EASYJET AIRLINE COMPANY LTD	S	124	0	0	73	19	4	4	0	0	12	61	21	124
<b>TOTAL BILBAO</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>19</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>61</b>	<b>21</b>	124
GERONA	BRITANNIA AIRWAYS	C	9	0	0	100	0	0	0	0	0	1	100	0	8
	RYANAIR	S	222	0	0	82	10	5	3	0	0	10	86	6	264
<b>TOTAL GERONA</b>			<b>231</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>6</b>	272
IBIZA	BRITANNIA AIRWAYS	C	28	0	0	89	11	0	0	0	0	5	96	15	26
	EASYJET AIRLINE COMPANY LTD	S	124	1	1	81	6	8	2	2	0	14	58	30	123
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	78	0	0	22	0	0	26	100	0	8
	MY TRAVEL AIRWAYS UK	C	18	0	0	89	0	0	0	0	11	115	88	4	8
<b>TOTAL IBIZA</b>			<b>179</b>	<b>1</b>	<b>1</b>	<b>83</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>24</b>	<b>67</b>	<b>25</b>	165
JEREZ	RYANAIR	S	134	0	0	89	7	4	1	0	0	6	100	1	16
<b>TOTAL JEREZ</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>100</b>	<b>1</b>	16
MADRID	SPANAIR	C	3	0	0	0	0	0	100	0	0	82	0	81	3
<b>TOTAL MADRID</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>20</b>	<b>82</b>	5
MAHON	BRITANNIA AIRWAYS	C	18	0	0	100	0	0	0	0	0	2	88	12	16
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	78	17	6	0	0	0	9	94	4	16
	MY TRAVEL AIRWAYS UK	C	20	0	0	60	15	10	15	0	0	20	94	3	16
	THOMAS COOK AIRLINES LTD	C	18	0	0	94	6	0	0	0	0	1	88	8	16
<b>TOTAL MAHON</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>91</b>	<b>7</b>	64
MALAGA	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	3	100	1	8
	EASYJET AIRLINE COMPANY LTD	S	205	0	0	74	16	4	4	1	0	16	73	15	201
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	8	100	2	16
<b>TOTAL MALAGA</b>			<b>221</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>76</b>	<b>14</b>	225
MURCIA SAN JAVIER	RYANAIR	S	123	0	0	89	7	4	0	0	0	5	89	5	132
<b>TOTAL MURCIA SAN JAVIER</b>			<b>123</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>89</b>	<b>5</b>	132
PALMA DE MALLORCA	AIR BERLIN	S	67	0	1	75	13	7	4	0	0	12	0	0	0
	BRITANNIA AIRWAYS	C	50	0	0	76	12	8	4	0	0	9	89	7	55
	EASYJET AIRLINE COMPANY LTD	S	72	0	0	61	24	7	8	0	0	20	50	26	70
	EUROPEAN AIR CHARTER	C	10	0	0	10	10	70	10	0	0	44	75	42	8
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	78	6	0	11	6	0	30	78	24	18
	HOLA AIRLINES	C	10	0	0	0	20	80	0	0	0	36	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	40	30	10	20	0	0	25	84	6	25
	SPANAIR	C	10	0	0	50	10	20	20	0	0	33	0	0	0
	THOMAS COOK AIRLINES LTD	C	19	0	0	84	0	5	11	0	0	18	94	5	32
<b>TOTAL PALMA DE MALLORCA</b>			<b>266</b>	<b>0</b>	<b>1</b>	<b>65</b>	<b>15</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>75</b>	<b>15</b>	217
REUS	EUROPEAN AIR CHARTER	C	7	0	0	86	14	0	0	0	0	4	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	1	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	25	0	13	0	25	127	88	6	8
	RYANAIR	S	124	0	0	86	8	6	0	0	0	6	0	0	0
<b>TOTAL REUS</b>			<b>149</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>12</b>	<b>94</b>	<b>3</b>	18
<b>TOTAL SALAMANCA</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>	0

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Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)
VALENCIA	SPANAIR	C	3	0	0	0	0	33	33	33	0	131	0	0	0
<b>TOTAL VALENCIA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>131</b>	<b>0</b>	<b>0</b>	<b>0</b>
VALLADOLID	RYANAIR	S	62	0	0	77	13	8	2	0	0	10	0	0	0
<b>TOTAL VALLADOLID</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>35</b>	<b>1</b>
<b>TOTAL SPAIN</b>			<b>1915</b>	<b>1</b>	<b>3</b>	<b>77</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>72</b>	<b>16</b>	<b>1579</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	BRITANNIA AIRWAYS	C	10	0	0	100	0	0	0	0	0	4	100	0	10
	EXCEL AIRWAYS LTD	C	3	0	0	33	0	0	67	0	0	68	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	40	20	20	20	0	0	31	89	9	9
	MY TRAVEL AIRWAYS UK	C	10	0	0	0	0	0	90	10	0	119	67	15	9
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	10	0	0	0	0	5	100	0	10
<b>TOTAL ARRECIFE</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>7</b>	<b>5</b>	<b>30</b>	<b>2</b>	<b>0</b>	<b>42</b>	<b>89</b>	<b>6</b>	<b>38</b>
FUERTEVENTURA	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	4	100	1	9
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	5	80	35	10
<b>TOTAL FUERTEVENTURA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>89</b>	<b>19</b>	<b>19</b>
LAS PALMAS	AIR EUROPA	C	10	0	0	90	0	0	10	0	0	20	100	2	8
	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	1	100	3	10
	MY TRAVEL AIRWAYS UK	C	9	0	0	78	11	11	0	0	0	7	100	0	2
<b>TOTAL LAS PALMAS</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>100</b>	<b>2</b>	<b>20</b>
TENERIFE (SURREINA SOFIA)	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	3	100	3	8
	EXCEL AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	3	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	100	1	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	10	10	10	0	0	16	100	1	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	3	75	5	8
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>94</b>	<b>2</b>	<b>32</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>6</b>	<b>3</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>93</b>	<b>6</b>	<b>109</b>
<b>SWEDEN</b>															
GOTEBORG (SAVE)	RYANAIR	S	114	0	0	76	18	4	1	0	0	10	74	19	116
<b>TOTAL GOTEBORG (SAVE)</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>18</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>19</b>	<b>116</b>
HELSINGBORG-ANGELHOLM	CHANNEL EXPRESS (AIR SVS)	C	2	0	0	100	0	0	0	0	0	5	0	0	0
<b>TOTAL HELSINGBORG-ANGELHOLM</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
MALMO	RYANAIR	S	105	0	0	72	13	10	4	0	0	13	74	10	108
<b>TOTAL MALMO</b>			<b>105</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>10</b>	<b>108</b>
STOCKHOLM (ARLANDA)	CHANNEL EXPRESS (AIR SVS)	C	2	0	0	50	50	0	0	0	0	8	0	0	0
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
STOCKHOLM (SKAVSTA)	RYANAIR	S	174	0	0	89	6	5	0	1	0	7	87	9	185
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>174</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>9</b>	<b>185</b>
VASTERAS	RYANAIR	S	124	0	1	69	19	9	2	1	0	13	71	14	115
<b>TOTAL VASTERAS</b>			<b>124</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>19</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>14</b>	<b>115</b>
<b>TOTAL SWEDEN</b>			<b>521</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>12</b>	<b>524</b>

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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>SWITZERLAND</b>															
BASLE MULHOUSE	EASYJET AIRLINE COMPANY LTD	S	62	0	0	71	21	8	0	0	0	13	0	0	0
TOTAL BASLE MULHOUSE			<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>21</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL SWITZERLAND			<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>21</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TUNISIA</b>															
MONASTIR	MY TRAVEL AIRWAYS UK	C	8	0	0	38	13	25	25	0	0	39	0	0	0
TOTAL MONASTIR			<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>39</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL TUNISIA			<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>39</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TURKEY</b>															
ANTALYA	KIBRIS TURKISH AIRLINES - KTHY	S	96	0	0	34	18	24	21	3	0	44	45	30	86
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	1	100	0	3
TOTAL ANTALYA			<b>104</b>	<b>1</b>	<b>0</b>	<b>39</b>	<b>16</b>	<b>22</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>41</b>	<b>47</b>	<b>29</b>	<b>89</b>
BODRUM (MILAS)	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	7	50	230	8
TOTAL BODRUM (MILAS)			<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>7</b>	<b>50</b>	<b>230</b>	<b>8</b>
DALAMAN	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	6	50	53	8
	KIBRIS TURKISH AIRLINES - KTHY	S	41	0	0	61	12	7	20	0	0	26	50	23	28
	PEGASUS AIRLINES	C	10	0	0	50	30	20	0	0	0	18	100	0	2
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	3	100	1	8
TOTAL DALAMAN			<b>67</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>13</b>	<b>7</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>67</b>	<b>20</b>	<b>54</b>
ISTANBUL	ONUR AIR	C	32	0	0	72	6	13	6	3	0	24	16	52	19
TOTAL ISTANBUL			<b>32</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>6</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>16</b>	<b>52</b>	<b>19</b>
IZMIR (ADNAM MENDERES)	KIBRIS TURKISH AIRLINES - KTHY	S	23	0	1	70	17	9	4	0	0	14	20	35	15
TOTAL IZMIR (ADNAM MENDERES)			<b>23</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>17</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>20</b>	<b>35</b>	<b>15</b>
TOTAL TURKEY			<b>234</b>	<b>1</b>	<b>1</b>	<b>56</b>	<b>15</b>	<b>15</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>48</b>	<b>38</b>	<b>185</b>
<b>UNITED KINGDOM</b>															
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	273	0	0	59	19	13	8	1	0	21	53	26	256
TOTAL BELFAST INTERNATIONAL			<b>273</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>19</b>	<b>13</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>53</b>	<b>26</b>	<b>256</b>
BLACKPOOL	RYANAIR	S	106	0	1	92	2	3	2	1	0	7	87	7	124
TOTAL BLACKPOOL			<b>106</b>	<b>0</b>	<b>1</b>	<b>92</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>7</b>	<b>124</b>
CITY OF DERRY (EGLINTON)	RYANAIR	S	114	0	0	86	11	3	0	0	0	7	80	11	116
TOTAL CITY OF DERRY (EGLINTON)			<b>114</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>11</b>	<b>116</b>
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	333	0	3	60	15	15	11	0	0	22	46	35	338
TOTAL EDINBURGH			<b>333</b>	<b>0</b>	<b>3</b>	<b>60</b>	<b>15</b>	<b>15</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>46</b>	<b>35</b>	<b>338</b>
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	273	0	9	80	13	5	2	0	0	9	59	23	282
TOTAL GLASGOW			<b>273</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>59</b>	<b>23</b>	<b>283</b>
GUERNSEY	AURIGNY AIR SERVICES	S	264	2	2	53	17	18	11	1	0	26	75	12	175
TOTAL GUERNSEY			<b>264</b>	<b>2</b>	<b>2</b>	<b>53</b>	<b>17</b>	<b>18</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>75</b>	<b>12</b>	<b>175</b>
ISLE OF MAN	ROSSAIR EUROPE	S	114	0	0	26	40	25	5	3	0	32	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2004

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)
TOTAL ISLE OF MAN			114	0	0	26	40	25	5	3	0	32	0	0	0
JERSEY	BRITISH AIRWAYS CITIEXPRESS L	C	10	0	0	70	10	10	10	0	0	19	25	56	8
TOTAL JERSEY			10	0	0	70	10	10	10	0	0	19	50	32	16
MANCHESTER	EASTERN AIRWAYS	S	132	0	0	93	2	3	2	0	0	6	87	6	136
TOTAL MANCHESTER			132	0	0	93	2	3	2	0	0	6	87	6	136
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	230	0	1	76	8	8	5	3	0	23	63	20	230
TOTAL NEWCASTLE			230	0	1	76	8	8	5	3	0	23	63	20	230
NEWQUAY	RYANAIR	S	121	0	3	83	16	2	0	0	0	6	89	4	117
TOTAL NEWQUAY			121	0	3	83	16	2	0	0	0	6	89	4	117
PRESTWICK	RYANAIR	S	309	0	1	88	6	3	1	1	0	9	78	11	574
TOTAL PRESTWICK			309	0	1	88	6	3	1	1	0	9	78	11	575
TOTAL UNITED KINGDOM			2279	3	20	71	13	9	5	1	0	16	68	18	2369
TOTAL STANSTED			14686	24	46	76	13	7	3	0	0	13	76	13	14467



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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
AALBORG																		
AARHUS (TIRSTRUP)																		
	STANSTED	RYANAIR		S A	53	0	0	91	0	8	2	0	0	5	91	5	58	
	STANSTED	RYANAIR		S D	53	0	0	72	19	2	8	0	0	15	83	11	58	
<b>TOTAL AARHUS (TIRSTRUP)</b>					<b>106</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>87</b>	<b>8</b>	<b>8</b>	
ABERDEEN																		
	HEATHROW	BMI BRITISH MIDLAND		S A	141	0	0	74	16	7	3	1	0	13	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND		S D	141	0	0	77	9	10	4	0	0	11	0	0	0	
	MANCHESTER	BMI REGIONAL		S A	74	0	0	92	4	1	3	0	0	5	79	14	77	
	MANCHESTER	BMI REGIONAL		S D	74	0	0	89	5	3	3	0	0	6	86	8	77	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S A	79	0	0	92	5	0	3	0	0	5	94	4	81	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S D	79	0	0	82	11	4	3	0	0	11	90	7	81	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	87	0	0	85	7	6	2	0	0	9	86	8	88	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S D	87	0	0	78	13	7	1	1	0	10	93	5	89	
	GATWICK	BRITISH AIRWAYS PLC		S A	116	0	0	73	15	10	2	0	0	12	71	15	116	
	GATWICK	BRITISH AIRWAYS PLC		S D	116	0	0	67	16	14	3	0	0	15	68	13	116	
	HEATHROW	BRITISH AIRWAYS PLC		S A	197	0	0	77	12	8	3	0	0	11	63	19	191	
	HEATHROW	BRITISH AIRWAYS PLC		S D	198	0	0	70	16	11	4	0	0	14	67	19	191	
	NEWCASTLE	EASTERN AIRWAYS		S A	112	0	2	91	4	2	4	0	0	6	88	8	100	
	NEWCASTLE	EASTERN AIRWAYS		S D	112	0	2	94	3	3	1	0	0	5	88	6	100	
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	53	0	0	62	19	15	4	0	0	17	65	22	54	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	53	0	0	51	25	11	13	0	0	23	44	33	54	
<b>TOTAL ABERDEEN</b>					<b>1719</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>13</b>	<b>13</b>	
ABU DHABI INTERNATIONAL																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	18	0	0	100	0	0	0	0	0	0	0	0	0	
	HEATHROW	ETIHAD AIRWAYS		S A	45	3	3	91	7	0	2	0	0	5	0	0	0	
	HEATHROW	ETIHAD AIRWAYS		S D	45	0	2	51	22	16	11	0	0	25	0	0	0	
	HEATHROW	GULF AIR		S A	35	0	1	80	3	9	9	0	0	19	0	0	0	
	HEATHROW	GULF AIR		S D	34	0	2	68	15	6	12	0	0	20	52	22	31	
<b>TOTAL ABU DHABI INTERNATIONAL</b>					<b>177</b>	<b>3</b>	<b>8</b>	<b>75</b>	<b>11</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>52</b>	<b>22</b>	<b>22</b>	
ABUJA																		

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)													
ABUJA																			
	HEATHROW	BRITISH AIRWAYS PLC		S A	22	0	0	55	32	9	5	0	0	21	57	43	23		
	HEATHROW	BRITISH AIRWAYS PLC		S D	22	0	0	45	27	23	5	0	0	21	57	40	23		
<b>TOTAL ABUJA</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>30</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>57</b>	<b>41</b>	<b>41</b>		
ACAPULCO																			
ACCRA																			
	GATWICK	BRITANNIA AIRWAYS		C A	2	0	0	50	0	50	0	0	0	26	0	0	0		
	GATWICK	BRITANNIA AIRWAYS		C D	2	0	0	0	0	100	0	0	0	39	0	0	0		
	HEATHROW	BRITISH AIRWAYS PLC		S A	31	0	0	74	23	3	0	0	9	68	22	31			
	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	0	29	23	29	19	0	0	39	39	46	31		
	HEATHROW	GHANA AIRWAYS		S A	15	0	2	20	13	33	20	13	0	68	76	11	17		
	HEATHROW	GHANA AIRWAYS		S D	15	0	2	7	0	40	40	13	0	88	0	44	17		
	GATWICK	MONARCH AIRLINES		C A	4	0	0	0	0	50	50	0	0	66	0	0	0		
	GATWICK	MONARCH AIRLINES		C D	4	0	0	0	25	75	0	0	0	44	0	0	0		
<b>TOTAL ACCRA</b>					<b>106</b>	<b>0</b>	<b>4</b>	<b>35</b>	<b>16</b>	<b>27</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>43</b>	<b>48</b>	<b>31</b>	<b>31</b>		
ADDIS ABABA																			
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS		S A	17	0	0	94	6	0	0	0	0	3	89	3	18		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS		S D	18	0	0	11	39	22	28	0	0	45	33	49	18		
	HEATHROW	ETHIOPIAN AIRLINES		S A	18	0	0	67	17	6	11	0	0	19	24	53	17		
	HEATHROW	ETHIOPIAN AIRLINES		S D	18	0	0	56	22	11	11	0	0	23	18	56	17		
<b>TOTAL ADDIS ABABA</b>					<b>71</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>21</b>	<b>10</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>41</b>	<b>40</b>	<b>40</b>		
AGADIR																			
	GATWICK	ASTRAEUS LTD		C A	9	0	0	33	33	11	22	0	0	45	0	0	0		
	GATWICK	ASTRAEUS LTD		C D	9	0	0	56	11	11	22	0	0	37	0	0	0		
	MANCHESTER	ASTRAEUS LTD		C A	4	0	0	100	0	0	0	0	0	75	25	4			
	MANCHESTER	ASTRAEUS LTD		C D	4	0	0	100	0	0	0	0	0	3	75	28	4		
<b>TOTAL AGADIR</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>15</b>	<b>8</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>71</b>	<b>24</b>	<b>24</b>		
AJACCIO																			
	HEATHROW	BMI BRITISH MIDLAND		C A	4	0	0	0	25	50	25	0	0	51	0	33	4		
	HEATHROW	BMI BRITISH MIDLAND		C D	4	0	0	50	50	0	0	0	0	14	75	9	4		
<b>TOTAL AJACCIO</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>38</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>38</b>	<b>21</b>	<b>21</b>		
ALEPPO																			

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
ALGHERO/SASSARI	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	C	A	5	0	0	100	0	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	C	D	5	0	0	100	0	0	0	0	0	9	0	0	0	0
	GATWICK	FLYBE.BRITISH EUROPEAN	C	A	5	0	0	80	20	0	0	0	0	6	0	0	0	0
	GATWICK	FLYBE.BRITISH EUROPEAN	C	D	5	0	0	80	20	0	0	0	0	9	0	0	0	0
	STANSTED	RYANAIR	S	A	62	0	0	89	6	5	0	0	0	5	77	10	62	62
	STANSTED	RYANAIR	S	D	62	0	0	85	11	2	2	0	0	8	69	12	62	62
<b>TOTAL ALGHERO/SASSARI</b>					<b>147</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>11</b>	<b>11</b>	<b>11</b>
ALGIERS	HEATHROW	AIR ALGERIE	S	A	22	0	0	36	27	23	14	0	0	30	29	55	21	21
	HEATHROW	AIR ALGERIE	S	D	22	0	0	14	41	36	9	0	0	35	5	84	21	21
	GATWICK	BRITISH AIRWAYS PLC	S	A	22	0	0	41	9	14	32	5	0	47	0	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	1	27	27	32	14	0	0	38	0	0	0	0
<b>TOTAL ALGIERS</b>					<b>88</b>	<b>0</b>	<b>1</b>	<b>30</b>	<b>26</b>	<b>26</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>37</b>	<b>33</b>	<b>53</b>	<b>53</b>	<b>53</b>
ALICANTE	MANCHESTER	AIR CORDIAL LTD	C	D	3	0	0	0	0	33	67	0	0	88	62	23	13	13
	GATWICK	ASTRAEUS LTD	C	A	7	0	0	29	14	0	29	0	29	163	69	25	13	13
	GATWICK	ASTRAEUS LTD	C	D	7	0	0	29	0	14	29	14	14	203	46	36	13	13
	HEATHROW	BMI BRITISH MIDLAND	S	A	31	0	0	52	16	13	19	0	0	30	65	14	31	31
	HEATHROW	BMI BRITISH MIDLAND	S	D	31	0	0	39	23	26	13	0	0	30	52	16	31	31
	MANCHESTER	BMIBABY LTD	S	A	29	1	2	7	21	38	31	3	0	62	0	0	0	0
	MANCHESTER	BMIBABY LTD	S	D	31	0	0	23	23	35	16	3	0	45	0	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	8	0	0	75	25	0	0	0	0	7	88	5	8	8
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	89	11	0	0	0	0	4	100	2	8	8
	GATWICK	BRITANNIA AIRWAYS	C	A	19	0	0	79	5	16	0	0	0	10	62	20	13	13
	GATWICK	BRITANNIA AIRWAYS	C	D	21	0	0	81	0	19	0	0	0	11	86	11	14	14
	GLASGOW	BRITANNIA AIRWAYS	C	A	8	0	0	63	13	0	13	13	0	42	56	160	9	9
	GLASGOW	BRITANNIA AIRWAYS	C	D	9	0	0	89	0	0	0	11	0	26	89	43	9	9
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	78	15	9	9
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	1	89	10	9	9
	MANCHESTER	BRITANNIA AIRWAYS	C	A	14	0	0	64	7	14	14	0	0	23	94	3	17	17
	MANCHESTER	BRITANNIA AIRWAYS	C	D	16	0	0	81	0	19	0	0	0	8	72	9	18	18
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	13	0	0	92	0	0	8	0	0	7	100	2	12	12

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
ALICANTE																		
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	14	0	0	79	7	7	7	0	0	9	93	4	14	
	STANSTED	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	0	20	0	0	20	100	3	4	
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	5	100	3	4	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	5	0	0	0	40	20	40	0	0	59	0	27	3	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	5	0	0	60	20	0	20	0	0	27	67	10	3	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	3	0	0	0	0	67	33	0	0	73	0	75	4	
	GATWICK	BRITISH AIRWAYS PLC	C	A	2	0	0	0	0	0	50	50	0	168	88	7	8	
	GATWICK	BRITISH AIRWAYS PLC	C	D	3	0	0	0	0	0	100	0	0	125	63	18	8	
	EDINBURGH	CHANNEL EXPRESS (AIR SVS)	S	A	8	0	0	88	13	0	0	0	0	5	0	0	0	
	EDINBURGH	CHANNEL EXPRESS (AIR SVS)	S	D	8	0	0	63	25	13	0	0	0	14	0	0	0	
	GLASGOW	CHANNEL EXPRESS (AIR SVS)	S	A	4	0	7	75	0	25	0	0	0	10	0	0	0	
	GLASGOW	CHANNEL EXPRESS (AIR SVS)	S	D	4	0	0	100	0	0	0	0	0	4	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	66	0	1	79	5	6	9	2	0	18	89	10	62	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	66	0	0	62	18	6	12	2	0	24	76	21	62	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	61	0	2	79	3	5	13	0	0	18	62	21	34	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	65	11	10	13	2	0	29	37	27	35	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	39	0	0	69	8	10	5	8	0	34	72	22	39	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	40	0	0	65	13	10	10	3	0	30	59	29	39	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	100	0	0	70	11	9	8	2	0	21	58	24	96	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	100	0	0	71	12	8	7	2	0	21	38	38	96	
	GATWICK	EXCEL AIRWAYS LTD	C	A	19	0	0	89	11	0	0	0	0	5	80	51	20	
	GATWICK	EXCEL AIRWAYS LTD	C	D	19	0	0	89	11	0	0	0	0	4	90	5	20	
	GLASGOW	EXCEL AIRWAYS LTD	C	A	5	0	0	60	20	20	0	0	0	15	75	15	4	
	GLASGOW	EXCEL AIRWAYS LTD	C	D	5	0	0	60	20	20	0	0	0	16	100	2	4	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	9	0	0	78	0	0	11	0	11	92	100	4	3	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	9	0	0	89	0	0	11	0	0	13	100	0	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	78	0	11	11	0	0	15	100	0	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	78	0	11	11	0	0	19	100	4	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	14	0	0	64	7	14	14	0	0	27	79	12	29	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	15	0	0	67	13	7	13	0	0	19	77	14	31	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	20	20	20	20	20	0	65	75	9	4	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	60	20	0	20	0	0	28	75	7	4	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	28	0	0	64	7	7	18	4	0	31	95	2	61
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	28	0	0	71	7	7	14	0	0	21	97	2	62
	GLASGOW	FLYGLOBESPAN	S	A	26	0	1	77	4	4	15	0	0	23	0	0	0
	GLASGOW	FLYGLOBESPAN	S	D	27	0	0	67	11	7	15	0	0	24	0	0	0
	GATWICK	GB AIRWAYS LTD	S	A	61	1	1	64	7	10	15	5	0	37	71	22	55
	GATWICK	GB AIRWAYS LTD	S	D	62	0	0	55	19	8	11	6	0	39	80	25	55
	EDINBURGH	GREECE AIRWAYS	S	A	12	2	2	67	17	0	17	0	0	25	0	0	0
	EDINBURGH	GREECE AIRWAYS	S	D	12	2	2	58	8	25	8	0	0	25	0	0	0
	GLASGOW	GREECE AIRWAYS	S	A	8	2	1	88	0	13	0	0	0	8	0	0	0
	GLASGOW	GREECE AIRWAYS	S	D	10	2	2	60	30	10	0	0	0	15	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	0	0	80	0	20	0	84	69	12	13
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	60	0	0	20	20	0	59	85	9	13
	EDINBURGH	MONARCH AIRLINES	C	A	8	0	0	100	0	0	0	0	0	60	90	5	5
	EDINBURGH	MONARCH AIRLINES	C	D	8	0	0	88	13	0	0	0	0	5	40	29	5
	GATWICK	MONARCH AIRLINES	C	A	14	0	0	36	0	36	29	0	0	44	62	59	13
	GATWICK	MONARCH AIRLINES	S	A	62	0	0	69	11	8	6	5	0	27	94	3	31
	GATWICK	MONARCH AIRLINES	S	D	62	0	0	73	10	6	6	5	0	24	87	6	31
	GATWICK	MONARCH AIRLINES	C	D	14	0	0	57	14	29	0	0	0	18	62	44	13
	LUTON	MONARCH AIRLINES	S	A	31	0	0	87	0	3	10	0	0	13	87	6	31
	LUTON	MONARCH AIRLINES	C	A	5	0	0	40	20	40	0	0	0	22	75	14	4
	LUTON	MONARCH AIRLINES	S	D	31	0	0	90	0	3	6	0	0	10	84	7	31
	LUTON	MONARCH AIRLINES	C	D	5	0	0	60	0	40	0	0	0	21	75	11	4
	MANCHESTER	MONARCH AIRLINES	S	A	62	0	0	85	2	10	2	0	2	15	87	6	62
	MANCHESTER	MONARCH AIRLINES	C	A	14	0	0	79	7	14	0	0	0	12	85	27	13
	MANCHESTER	MONARCH AIRLINES	S	D	62	0	0	84	8	3	3	0	2	14	89	7	62
	MANCHESTER	MONARCH AIRLINES	C	D	14	0	0	71	21	0	7	0	0	13	85	6	13
	NEWCASTLE	MONARCH AIRLINES	C	A	5	0	0	40	20	20	20	0	0	40	0	0	0
	NEWCASTLE	MONARCH AIRLINES	C	D	5	0	0	80	0	20	0	0	0	7	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	54	4	6	63	13	13	7	4	0	28	58	43	62
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	8	1	0	63	13	0	25	0	0	32	56	30	9
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	58	0	0	53	17	17	10	2	0	27	58	32	62
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	9	0	0	78	11	0	11	0	0	15	44	39	9
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	4	89	3	9

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	5	78	8	9
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	14	0	0	50	21	14	14	0	0	28	57	24	14
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	13	0	0	38	38	15	8	0	0	26	50	30	14
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	18	0	0	50	17	11	17	0	6	51	56	101	18
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	18	0	0	72	0	11	11	6	0	37	63	34	16
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	9	0	0	33	44	11	11	0	0	22	38	34	13
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	4	0	100	0	0	0	0	0	3	46	35	13
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	0	20	0	20	0	56	75	14	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	0	20	20	0	0	22	25	16	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	0	0	95	2	22
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	10	0	0	90	10	0	0	0	0	3	86	7	22
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	10	0	0	60	0	10	20	10	0	53	100	1	8
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	10	0	0	50	10	20	20	0	0	33	63	10	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	18	0	0	56	6	11	28	0	0	31	91	2	23
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	18	0	0	67	17	6	6	6	0	28	96	2	23
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	0	11	0	0	14	100	0	9
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	0	11	0	0	0	8	100	2	9
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	20	0	0	0	8	100	0	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	20	0	0	16	50	13	4
<b>TOTAL ALICANTE</b>					<b>2003</b>	<b>21</b>	<b>27</b>	<b>67</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>72</b>	<b>20</b>	<b>20</b>
ALMA ATA	HEATHROW	AIR ASTANA	S	A	9	0	0	89	0	0	11	0	0	12	0	0	0
	HEATHROW	AIR ASTANA	S	D	9	0	0	56	0	11	33	0	0	35	0	0	0
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	13	0	0	69	8	15	0	8	0	23	85	11	13
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	13	0	0	46	31	15	8	0	0	27	23	32	13
<b>TOTAL ALMA ATA</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>54</b>	<b>22</b>	<b>22</b>
ALMERIA	GATWICK	ASTRAEUS LTD	C	A	5	0	0	20	40	20	20	0	0	30	0	0	0
	GATWICK	ASTRAEUS LTD	C	D	5	0	0	40	40	0	20	0	0	28	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	8	100	1	5
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	1	100	0	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	4	80	5	5

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
ALMERIA	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	5	100	0	5
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	A	2	0	0	100	0	0	0	0	0	2	0	0	0
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	D	2	0	0	100	0	0	0	0	0	2	0	0	0
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	2	0	0	0	50	0	50	0	0	74	67	20	3
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	2	0	0	50	0	0	50	0	0	56	100	0	3
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	0	50	260	2
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	0	5
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	1	100	0	5
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	20	0	20	0	0	37	80	11	5
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	60	0	20	20	0	0	42	60	18	5
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	4	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	8	80	10	5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	7	80	14	5
	GATWICK	GB AIRWAYS LTD	S	A	18	0	0	61	22	11	0	0	6	34	64	15	14
	GATWICK	GB AIRWAYS LTD	S	D	18	0	0	89	6	0	0	0	6	26	86	9	14
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	80	20	0	0	0	0	9	80	5	5
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	80	20	0	0	0	0	6	100	2	5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	14	0	0	64	7	0	21	7	0	42	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	14	0	0	71	0	0	21	7	0	43	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	20	20	0	0	0	15	60	19	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	20	0	0	0	0	11	40	24	5
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	20	0	0	25	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	0	20	0	0	28	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	0	20	0	0	20	164	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	20	0	0	0	9	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	3	100	0	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	1	100	1	5
<b>TOTAL ALMERIA</b>					<b>192</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>10</b>	<b>5</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>25</b>	<b>80</b>	<b>16</b>	<b>16</b>
ALTENBURG - WALLBURG	STANSTED	RYANAIR	S	A	31	0	0	90	0	6	3	0	0	6	90	8	31
	STANSTED	RYANAIR	S	D	31	0	0	87	6	0	6	0	0	9	97	11	31

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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)											
<b>ALTENBURG - WALLBURG</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>3</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>94</b>	<b>10</b>	<b>10</b>
<b>ALTENRHEIN</b>																	
<b>AMMAN</b>																	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	17	0	0	94	0	0	6	0	0	6	81	17	21
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	16	0	0	56	38	6	0	0	16	19	70	21	
	HEATHROW	ROYAL JORDANIAN	S	A	31	0	0	87	13	0	0	0	5	90	6	31	
	HEATHROW	ROYAL JORDANIAN	S	D	31	0	0	6	10	52	32	0	51	32	32	31	
<b>TOTAL AMMAN</b>					<b>95</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>14</b>	<b>18</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>56</b>	<b>29</b>	<b>29</b>
<b>AMSTERDAM</b>																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	228	0	0	67	16	10	8	0	18	79	10	232	
	HEATHROW	BMI BRITISH MIDLAND	S	D	228	0	0	71	11	10	8	0	16	79	9	232	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	84	0	0	85	11	4	1	0	6	81	9	80	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	84	0	0	93	2	4	1	0	4	95	3	81	
	GATWICK	BRITISH AIRWAYS PLC	S	A	162	0	0	73	17	7	2	0	12	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	162	0	0	76	11	10	2	0	11	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	238	0	0	71	11	11	6	0	15	72	15	230	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	238	0	0	63	18	12	8	0	19	74	13	230	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	35	21	26	18	0	35	79	11	62	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	73	11	16	0	0	14	63	18	62	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	110	0	0	70	18	10	2	0	13	70	17	124	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	110	0	0	65	16	18	1	0	15	78	12	124	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	81	10	10	0	0	8	61	27	31	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	77	13	10	0	0	9	71	21	31	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	160	0	0	69	11	12	7	1	19	75	13	151	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	160	1	0	66	17	11	6	1	18	70	15	151	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	88	0	0	81	13	2	5	0	9	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	88	0	0	72	15	10	3	0	15	0	0	0	
	HEATHROW	KLM	S	A	274	0	0	80	9	8	3	0	10	91	4	274	
	HEATHROW	KLM	S	D	272	0	0	68	15	11	6	0	17	73	11	274	
	MANCHESTER	KLM	S	A	64	0	3	78	13	6	3	0	10	0	0	0	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 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)													
AMSTERDAM																			
	MANCHESTER	KLM	S	D	64	0	3	73	9	16	2	0	0	14	0	0	0		
	BIRMINGHAM	KLM CITYHOPPER	S	A	177	0	0	77	9	6	7	1	0	14	79	11	177		
	BIRMINGHAM	KLM CITYHOPPER	S	D	172	4	0	73	15	8	3	1	0	16	74	17	177		
	EDINBURGH	KLM CITYHOPPER	S	A	154	0	0	77	10	9	4	0	0	12	78	12	154		
	EDINBURGH	KLM CITYHOPPER	S	D	152	1	0	70	13	11	5	1	1	21	60	22	156		
	GLASGOW	KLM CITYHOPPER	S	A	123	0	0	77	12	7	3	0	0	11	87	10	125		
	GLASGOW	KLM CITYHOPPER	S	D	123	0	0	61	24	14	2	0	0	16	74	16	124		
	LONDON CITY	KLM CITYHOPPER	S	A	109	0	0	91	6	4	0	0	0	4	86	8	148		
	LONDON CITY	KLM CITYHOPPER	S	D	108	1	0	87	8	4	1	0	0	10	75	14	147		
	MANCHESTER	KLM CITYHOPPER	S	A	145	0	0	69	10	10	10	0	0	18	87	8	212		
	MANCHESTER	KLM CITYHOPPER	S	D	145	0	0	60	13	15	11	1	0	22	89	7	212		
	NEWCASTLE	KLM CITYHOPPER	S	A	148	0	0	73	10	13	4	0	0	13	80	10	150		
	NEWCASTLE	KLM CITYHOPPER	S	D	148	0	0	77	8	14	1	0	1	13	76	14	150		
<b>TOTAL AMSTERDAM</b>					<b>4708</b>	<b>9</b>	<b>6</b>	<b>72</b>	<b>13</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>79</b>	<b>11</b>	<b>11</b>		
ANCONA																			
	STANSTED	RYANAIR	S	A	31	0	0	77	19	3	0	0	0	7	61	20	31		
	STANSTED	RYANAIR	S	D	31	0	0	52	42	6	0	0	0	17	65	21	31		
<b>TOTAL ANCONA</b>					<b>63</b>	<b>2</b>	<b>0</b>	<b>63</b>	<b>30</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>63</b>	<b>20</b>	<b>20</b>		
ANTALYA																			
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	50	25	0	25	0	0	28	0	0	0		
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	60	20	20	0	0	0	13	0	0	0		
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	8	0	0	0		
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	5	0	0	60	20	0	0	0	20	97	0	0	0		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	22	22	33	22	0	0	42	100	1	4		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	78	0	22	0	0	0	16	100	2	4		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	31	0	27	2		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	25	100	4	2		
	GATWICK	KIBRIS TURKISH AIRLINES - KTHY	S	A	5	0	0	80	0	20	0	0	0	9	100	3	5		
	GATWICK	KIBRIS TURKISH AIRLINES - KTHY	S	D	5	0	0	60	20	20	0	0	0	15	40	24	5		
	GLASGOW	KIBRIS TURKISH AIRLINES - KTHY	S	A	4	0	0	100	0	0	0	0	0	4	75	7	4		
	GLASGOW	KIBRIS TURKISH AIRLINES - KTHY	S	D	4	0	0	75	25	0	0	0	0	12	50	28	4		
	HEATHROW	KIBRIS TURKISH AIRLINES - KTHY	S	A	5	0	0	20	0	40	20	20	0	96	0	40	4		
	HEATHROW	KIBRIS TURKISH AIRLINES - KTHY	S	D	5	0	0	0	0	40	40	20	0	108	50	24	4		

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 2003					
					Actual (7)	MATCHED UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
						Plan (8)													
ANTALYA																			
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	47	0	0	49	17	15	17	2	0	37	56	23	41		
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	49	0	0	20	18	33	24	4	0	51	36	36	45		
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	50	0	0	50	0	0	46	0	0	0		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	15	25	50	4		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	14	25	44	4		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	100	5	4		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	3	100	2	4		
	LUTON	PEGASUS AIRLINES	C	A	4	0	0	75	0	25	0	0	0	14	0	0	0		
	LUTON	PEGASUS AIRLINES	C	D	4	0	0	25	25	50	0	0	0	33	0	0	0		
	NEWCASTLE	SUNEXPRESS	C	A	4	0	0	100	0	0	0	0	0	2	0	0	0		
	NEWCASTLE	SUNEXPRESS	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	1	50	13	4		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	0	25	0	56	100	0	4		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	12	0	0	50	0	0	42	0	8	84	100	1	9		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	17	0	0	53	6	6	29	0	6	66	100	0	11		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	0	25	0	0	41	0	0	0		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	25	25	0	0	47	0	0	0		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	12	0	0	67	8	0	8	17	0	51	70	27	10		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	12	0	0	75	0	8	8	8	0	30	82	22	11		
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	3	100	0	1		
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	1	2		
<b>TOTAL ANTALYA</b>					<b>280</b>	<b>1</b>	<b>0</b>	<b>54</b>	<b>10</b>	<b>15</b>	<b>16</b>	<b>3</b>	<b>1</b>	<b>40</b>	<b>63</b>	<b>21</b>	<b>21</b>		
ANTIGUA																			
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	40	0	40	0	0	20	288	0	0	0		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	40	0	20	0	20	20	345	100	6	4		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	14	0	0	100	0	0	0	0	0	1	100	1	13		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	14	0	0	14	29	43	14	0	0	38	54	16	13		
<b>TOTAL ANTIGUA</b>					<b>38</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>11</b>	<b>24</b>	<b>5</b>	<b>3</b>	<b>5</b>	<b>97</b>	<b>80</b>	<b>8</b>	<b>8</b>		
ANTWERP																			
	STANSTED	FLIGHTLINE LTD	C	D	2	0	0	50	50	0	0	0	0	11	0	0	0		
	LONDON CITY	VLM (BELGIUM)	S	A	122	1	1	98	1	0	2	0	0	3	98	2	127		
	LONDON CITY	VLM (BELGIUM)	S	D	123	0	0	97	1	1	2	0	0	4	94	4	127		
<b>TOTAL ANTWERP</b>					<b>248</b>	<b>1</b>	<b>1</b>	<b>97</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>96</b>	<b>3</b>	<b>3</b>		

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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																		
	MANCHESTER	AIR CORDIAL LTD	C	A	4	0	0	0	0	50	50	0	0	84	46	22	13	
	MANCHESTER	AIR CORDIAL LTD	C	D	5	0	0	20	40	40	0	0	0	32	69	12	13	
	EDINBURGH	AIR EUROPA	C	A	5	0	0	40	60	0	0	0	0	22	100	2	5	
	EDINBURGH	AIR EUROPA	C	D	5	0	0	0	0	0	100	0	0	99	80	15	5	
	BIRMINGHAM	AIR MALTA	C	A	2	0	0	100	0	0	0	0	0	5	0	0	0	
	BIRMINGHAM	AIR MALTA	C	D	2	0	0	0	50	50	0	0	0	32	0	0	0	
	MANCHESTER	AIR MALTA	C	A	3	0	0	33	0	33	33	0	0	41	0	0	0	
	MANCHESTER	AIR MALTA	C	D	3	0	0	0	67	33	0	0	0	33	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	1	100	0	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	1	100	3	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	13	0	0	92	0	0	8	0	0	7	100	1	14	
	GATWICK	BRITANNIA AIRWAYS	C	D	13	0	0	77	15	0	8	0	0	17	79	6	14	
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	60	0	0	40	0	0	53	100	0	4	
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	20	20	20	40	0	0	67	100	3	5	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	8	100	3	4	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	10	75	7	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	1	0	100	0	0	0	0	0	0	89	3	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	100	0	0	0	0	0	1	89	6	9	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	45	100	0	5	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	31	100	0	5	
	STANSTED	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	2	100	0	5	
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	6	100	0	5	
	GATWICK	EXCEL AIRWAYS LTD	C	A	6	0	0	83	17	0	0	0	0	6	100	1	7	
	GATWICK	EXCEL AIRWAYS LTD	C	D	7	0	0	71	14	0	14	0	0	22	86	6	7	
	GLASGOW	EXCEL AIRWAYS LTD	C	A	5	0	0	20	20	40	0	0	20	187	50	22	4	
	GLASGOW	EXCEL AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	8	60	24	5	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	8	0	0	25	25	38	13	0	0	33	100	1	7	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	9	0	0	56	22	22	0	0	0	16	100	1	7	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	5	0	0	0	60	20	20	0	0	40	0	0	0	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	5	0	0	20	0	40	40	0	0	46	0	0	0	
	STANSTED	EXCEL AIRWAYS LTD	C	D	2	0	0	0	0	0	100	0	0	103	0	0	0	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	40	0	60	0	0	0	25	78	39	9	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	20	80	0	0	0	0	21	78	43	9	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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	FIRST CHOICE AIRWAYS LTD	C	A	19	0	0	32	21	32	16	0	0	35	88	46	24	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	19	0	0	42	32	21	5	0	0	22	79	11	28	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	0	40	40	20	0	0	45	80	184	5	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	20	20	40	20	0	0	40	80	5	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	15	0	0	27	27	33	13	0	0	42	64	26	14	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	15	0	0	33	27	27	13	0	0	36	57	34	14	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	0	20	20	0	0	25	100	0	4	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	20	40	20	20	0	0	36	80	15	5	
	MANCHESTER	FLYJET LTD	C	A	5	0	0	40	20	40	0	0	0	24	0	0	0	
	MANCHESTER	FLYJET LTD	C	D	5	0	0	20	40	20	20	0	0	34	0	0	0	
	EDINBURGH	FUTURA AIRLINES	C	A	5	0	0	60	20	20	0	0	0	16	80	6	5	
	EDINBURGH	FUTURA AIRLINES	C	D	4	0	0	25	25	0	25	25	0	92	75	13	4	
	GATWICK	FUTURA AIRLINES	C	D	2	0	0	0	0	0	100	0	0	114	0	0	0	
	GLASGOW	FUTURA AIRLINES	C	A	4	0	0	100	0	0	0	0	0	0	50	15	2	
	GLASGOW	FUTURA AIRLINES	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	A	9	0	0	22	0	22	44	11	0	71	89	5	9	
	GATWICK	GB AIRWAYS LTD	S	D	9	0	0	22	0	11	56	11	0	77	60	18	10	
	EDINBURGH	IBERWORLD	C	A	5	0	0	40	40	20	0	0	0	19	80	12	5	
	EDINBURGH	IBERWORLD	C	D	4	0	0	0	0	100	0	0	0	46	25	14	4	
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	40	0	40	20	0	0	38	100	0	5	
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	40	20	40	0	0	0	23	100	1	5	
	GATWICK	MONARCH AIRLINES	C	A	11	0	0	0	18	45	27	9	0	68	64	30	14	
	GATWICK	MONARCH AIRLINES	C	D	12	0	0	50	0	25	17	8	0	45	79	22	14	
	LUTON	MONARCH AIRLINES	C	A	5	0	0	40	0	20	40	0	0	36	50	156	8	
	LUTON	MONARCH AIRLINES	C	D	5	0	0	0	0	40	60	0	0	71	30	50	10	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	20	20	60	0	0	0	29	100	4	5	
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	60	20	20	0	0	0	21	60	17	5	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	9	0	0	33	0	11	56	0	0	50	75	16	8	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	9	0	0	22	22	0	56	0	0	61	67	17	9	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	0	40	60	0	0	78	80	7	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	0	0	20	80	0	0	94	80	19	5	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	40	20	20	0	0	33	75	30	8	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	40	40	0	0	0	30	75	31	8	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	11	11	11	56	0	11	111	63	177	8
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	22	0	22	44	0	11	105	56	171	9
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	50	0	0	27	80	17	5	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	50	0	0	36	75	12	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	0	0	100	0	114	75	8	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	0	0	0	80	20	124	60	20	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	5	100	0	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	7	100	0	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	0	11	11	0	16	85	5	13	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	11	0	0	91	0	0	9	0	14	100	4	16	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	9	0	0	44	33	22	0	0	19	100	0	5	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	8	0	0	50	38	0	13	0	19	100	5	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	16	0	0	50	19	13	13	0	6	58	71	34	21
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	17	0	0	59	6	0	29	0	6	61	70	37	20
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	10	0	0	90	10	0	0	0	6	100	0	3	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	10	0	0	80	10	10	0	0	9	80	7	5	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	4	100	0	5	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	5	100	0	5	
	GLASGOW	VOLAR AIRLINES	C	A	5	0	0	100	0	0	0	0	3	0	0	0	
	GLASGOW	VOLAR AIRLINES	C	D	5	0	0	0	0	40	60	0	0	80	0	0	0
	MANCHESTER	VOLAR AIRLINES	C	A	2	0	0	100	0	0	0	0	9	0	0	0	
	MANCHESTER	VOLAR AIRLINES	C	D	2	0	0	0	0	50	50	0	0	72	0	0	0
<b>TOTAL ARRECIFE</b>					<b>572</b>	<b>1</b>	<b>0</b>	<b>47</b>	<b>15</b>	<b>18</b>	<b>19</b>	<b>1</b>	<b>1</b>	<b>39</b>	<b>79</b>	<b>24</b>	<b>24</b>
ARUBA	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	0	50	50	0	0	0	33	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	5	33	19	3	
<b>TOTAL ARUBA</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>60</b>	<b>13</b>	<b>13</b>
ASHKHABAD	BIRMINGHAM	TURKMENISTAN AIRLINES	S	A	18	0	0	94	6	0	0	0	3	100	4	17	
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	D	18	0	0	44	22	17	17	0	0	29	76	8	17
	HEATHROW	TURKMENISTAN AIRLINES	S	A	9	0	0	44	33	22	0	0	19	67	14	9	
	HEATHROW	TURKMENISTAN AIRLINES	S	D	9	0	0	11	33	33	22	0	0	41	22	27	9
<b>TOTAL ASHKHABAD</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>20</b>	<b>15</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>73</b>	<b>11</b>	<b>11</b>

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)											
ASTURIAS	GATWICK	AIR NOSTRUM	S	A	13	0	0	92	8	0	0	0	0	3	79	6	14
	GATWICK	AIR NOSTRUM	S	D	13	0	0	77	15	8	0	0	0	10	71	11	14
<b>TOTAL ASTURIAS</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>9</b>	<b>9</b>
ATHENS	MANCHESTER	AEGEAN AIRLINES	C	A	5	0	0	0	0	80	20	0	0	56	0	0	0
	MANCHESTER	AEGEAN AIRLINES	C	D	5	0	0	0	20	60	20	0	0	47	0	0	0
	NEWCASTLE	AEGEAN AIRLINES	C	A	5	0	0	20	0	20	60	0	0	56	25	157	4
	NEWCASTLE	AEGEAN AIRLINES	C	D	5	0	0	0	20	40	40	0	0	57	25	146	4
	MANCHESTER	ASTRAEUS LTD	C	A	2	0	0	100	0	0	0	0	0	67	31	3	3
	MANCHESTER	ASTRAEUS LTD	C	D	2	0	0	50	50	0	0	0	0	8	67	19	3
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	100	0	0	0	0	0	1	85	10	26
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	87	13	0	0	0	0	5	81	14	26
	HEATHROW	BRITISH AIRWAYS PLC	S	A	81	0	0	88	11	1	0	0	0	4	84	14	90
	HEATHROW	BRITISH AIRWAYS PLC	S	D	81	0	0	62	22	14	2	0	0	16	61	28	90
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	71	19	10	0	0	0	11	97	1	31
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	87	10	0	3	0	0	8	81	7	31
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	87	8	3	2	0	0	5	92	13	62
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	85	8	5	2	0	0	7	82	23	62
	GATWICK	EXCEL AIRWAYS LTD	C	A	16	0	0	63	13	13	13	0	0	17	86	10	14
	GATWICK	EXCEL AIRWAYS LTD	C	D	16	0	0	81	0	13	6	0	0	13	87	4	15
	GLASGOW	GREECE AIRWAYS	S	A	9	0	0	56	22	11	11	0	0	21	0	0	0
	GLASGOW	GREECE AIRWAYS	S	D	8	0	0	63	25	0	13	0	0	21	0	0	0
	GATWICK	HELLAS JET	S	A	26	0	0	100	0	0	0	0	0	1	0	0	0
	GATWICK	HELLAS JET	S	D	26	0	0	85	12	4	0	0	0	10	0	0	0
	HEATHROW	HELLAS JET	S	A	35	0	0	86	14	0	0	0	0	6	87	9	31
	HEATHROW	HELLAS JET	S	D	35	0	0	74	14	9	3	0	0	11	81	9	31
	MANCHESTER	HELLAS JET	S	A	7	0	0	43	29	29	0	0	0	19	0	0	0
	MANCHESTER	HELLAS JET	S	D	7	0	0	43	29	29	0	0	0	18	0	0	0
	HEATHROW	OLYMPIC AIRWAYS	S	A	93	0	0	72	10	5	12	1	0	22	70	11	93
	HEATHROW	OLYMPIC AIRWAYS	S	D	93	0	0	61	16	10	13	0	0	27	56	18	93
	MANCHESTER	OLYMPIC AIRWAYS	S	A	13	0	0	54	31	8	8	0	0	26	56	14	9
	MANCHESTER	OLYMPIC AIRWAYS	S	D	13	0	0	46	15	31	8	0	0	30	67	19	9
<b>TOTAL ATHENS</b>					<b>831</b>	<b>3</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>16</b>	<b>16</b>

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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)										
ATLANTA	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	61	13	16	10	0	0	22	71	22	31	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	71	13	6	6	3	0	22	58	24	31	
	GATWICK	DELTA AIRLINES	S	A	124	0	0	73	9	9	8	1	0	18	84	10	93	
	GATWICK	DELTA AIRLINES	S	D	124	1	0	81	15	2	2	0	0	10	86	8	93	
	MANCHESTER	DELTA AIRLINES	S	A	31	0	0	81	13	6	0	0	0	8	77	8	31	
	MANCHESTER	DELTA AIRLINES	S	D	31	0	0	94	3	0	0	3	0	15	90	3	31	
<b>TOTAL ATLANTA</b>					<b>372</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>81</b>	<b>11</b>	<b>11</b>	
AUCKLAND INTERNATIONAL	HEATHROW	AIR NEW ZEALAND LTD	S	A	31	0	0	81	3	6	10	0	0	14	74	15	31	
	HEATHROW	AIR NEW ZEALAND LTD	S	D	31	0	0	61	16	23	0	0	0	18	61	18	31	
<b>TOTAL AUCKLAND INTERNATIONAL</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>10</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>68</b>	<b>17</b>	<b>17</b>	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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	62	0	0	53	16	15	15	2	0	29	55	21	62	
	HEATHROW	GULF AIR	S	D	62	0	0	53	18	13	13	3	0	30	52	15	31	
<b>TOTAL BAHRAIN</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>17</b>	<b>14</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>30</b>	<b>54</b>	<b>19</b>	<b>19</b>	
BAKU																		
	GATWICK	AZERBAIJAN AIRLINES ( AZAL )	S	A	13	0	0	77	23	0	0	0	0	9	88	8	8	
	GATWICK	AZERBAIJAN AIRLINES ( AZAL )	S	D	13	0	0	54	31	15	0	0	0	15	63	18	8	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	17	0	0	94	6	0	0	0	0	2	100	0	3	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	16	0	0	44	31	13	13	0	0	30	0	170	3	
<b>TOTAL BAKU</b>					<b>59</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>22</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>63</b>	<b>32</b>	<b>32</b>	
BALTIMORE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	94	3	3	0	0	0	2	90	6	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	52	32	13	3	0	0	18	71	33	31	
<b>TOTAL BALTIMORE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>19</b>	<b>19</b>	
BANDAR SERI BEGAWAN																		
	HEATHROW	ROYAL BRUNEI AIRLINES	S	A	31	0	0	58	32	6	3	0	0	17	71	14	31	
	HEATHROW	ROYAL BRUNEI AIRLINES	S	D	31	0	0	68	13	10	10	0	0	22	61	15	31	
<b>TOTAL BANDAR SERI BEGAWAN</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>23</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>66</b>	<b>14</b>	<b>14</b>	
BANGKOK																		
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	A	56	1	1	95	5	0	0	0	0	2	81	7	48	
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	D	57	0	0	47	19	26	7	0	0	24	67	23	48	
<b>TOTAL BANGKOK</b>					<b>113</b>	<b>1</b>	<b>1</b>	<b>71</b>	<b>12</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>15</b>	<b>15</b>	
BANJUL																		
	GATWICK	GAMBIA INTERNATIONAL AIRWAYS	S	A	5	0	0	0	20	20	40	20	0	89	0	0	0	
	GATWICK	GAMBIA INTERNATIONAL AIRWAYS	S	D	5	0	0	20	0	60	20	0	0	51	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	56	33	0	11	0	0	29	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	67	22	0	11	0	0	27	0	0	0	
<b>TOTAL BANJUL</b>					<b>28</b>	<b>0</b>	<b>7</b>	<b>43</b>	<b>21</b>	<b>14</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>43</b>	<b>13</b>	<b>130</b>	<b>130</b>	
BARCELONA																		
	EDINBURGH	AIR EUROPA	C	A	4	0	0	100	0	0	0	0	0	6	75	13	4	



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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
BARCELONA																		
	EDINBURGH	AIR EUROPA	C	D	4	0	0	75	0	0	25	0	0	20	75	17	4	
	MANCHESTER	BMIBABY LTD	S	A	30	0	1	40	23	23	10	3	0	41	0	0	0	
	MANCHESTER	BMIBABY LTD	S	D	31	0	0	68	13	10	6	3	0	24	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	31	0	0	87	3	10	0	0	0	6	25	47	24	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	31	0	0	90	6	3	0	0	0	6	48	22	25	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	21	0	0	95	5	0	0	0	0	5	91	7	23	
	GATWICK	BRITISH AIRWAYS PLC	S	A	93	0	0	68	14	11	8	0	0	16	83	10	93	
	GATWICK	BRITISH AIRWAYS PLC	S	D	93	0	0	65	17	12	6	0	0	18	77	11	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	133	0	0	60	15	14	11	1	0	23	72	14	126	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	133	0	0	47	26	20	8	0	0	25	69	20	127	
	EDINBURGH	CHANNEL EXPRESS (AIR SVS)	S	A	9	0	0	56	33	11	0	0	0	14	0	0	0	
	EDINBURGH	CHANNEL EXPRESS (AIR SVS)	S	D	9	0	0	78	11	11	0	0	0	13	0	0	0	
	GLASGOW	CHANNEL EXPRESS (AIR SVS)	S	A	19	0	0	74	21	5	0	0	0	8	0	0	0	
	GLASGOW	CHANNEL EXPRESS (AIR SVS)	S	D	15	4	5	60	27	13	0	0	0	14	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	118	0	1	60	19	14	5	2	0	20	76	12	119	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	119	0	0	58	23	13	6	1	0	21	62	17	119	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	102	0	0	57	25	13	3	2	0	20	68	15	122	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	102	1	0	50	25	20	5	1	0	23	56	21	124	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	77	6	10	6	0	0	13	42	33	31	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	48	26	23	3	0	0	24	65	19	31	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	61	0	1	75	5	16	3	0	0	12	65	20	65	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	61	19	8	11	0	0	24	42	32	66	
	GLASGOW	FLYGLOBESPAN	S	A	4	1	0	0	75	0	25	0	0	51	0	0	0	
	GLASGOW	FLYGLOBESPAN	S	D	4	0	0	0	25	50	25	0	0	70	0	0	0	
	HEATHROW	IBERIA	S	A	124	0	0	68	17	9	6	0	0	16	65	19	124	
	HEATHROW	IBERIA	S	D	124	0	0	72	12	7	9	0	0	17	77	16	124	
	MANCHESTER	IBERIA	S	A	5	0	0	80	0	20	0	0	0	10	87	15	31	
	MANCHESTER	IBERIA	S	D	5	0	0	80	0	20	0	0	0	8	77	17	31	
	MANCHESTER	MONARCH AIRLINES	S	A	31	0	0	77	16	3	3	0	0	13	0	0	0	
	MANCHESTER	MONARCH AIRLINES	S	D	31	0	0	77	13	6	3	0	0	9	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	31	0	0	42	16	23	19	0	0	34	45	29	31	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	31	0	0	52	29	6	10	3	0	28	81	18	31	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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																		
	HEATHROW	QANTAS	C	A	2	0	0	50	0	50	0	0	0	26	100	14	1	
	HEATHROW	QANTAS	C	D	2	0	0	100	0	0	0	0	0	5	0	22	1	
<b>TOTAL BARCELONA</b>					<b>1687</b>	<b>6</b>	<b>8</b>	<b>62</b>	<b>18</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>66</b>	<b>19</b>	<b>19</b>	
BARI (PALESE)																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	0	43	14	29	14	0	0	32	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	0	57	7	21	14	0	0	31	0	0	0	
	STANSTED	RYANAIR	S	A	31	0	0	71	16	10	3	0	0	12	0	0	0	
	STANSTED	RYANAIR	S	D	31	0	0	58	26	16	0	0	0	16	0	0	0	
<b>TOTAL BARI (PALESE)</b>					<b>90</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>18</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	
BARRA																		
	GLASGOW	LOGANAIR	S	A	32	3	0	72	25	3	0	0	0	9	74	35	19	
	GLASGOW	LOGANAIR	S	D	32	3	0	66	34	0	0	0	0	10	68	46	19	
<b>TOTAL BARRA</b>					<b>64</b>	<b>6</b>	<b>0</b>	<b>69</b>	<b>30</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>41</b>	<b>41</b>	
BASLE MULHOUSE																		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	71	19	10	0	0	0	13	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	71	23	6	0	0	0	13	0	0	0	
	BIRMINGHAM	SWISS AIRLINES	S	A	48	0	0	100	0	0	0	0	0	1	86	6	50	
	BIRMINGHAM	SWISS AIRLINES	S	D	48	0	0	96	2	2	0	0	0	4	90	5	49	
	HEATHROW	SWISS AIRLINES	S	A	93	0	0	87	8	4	1	0	0	7	97	2	93	
	HEATHROW	SWISS AIRLINES	S	D	93	0	0	92	4	2	1	0	0	5	87	5	93	
	MANCHESTER	SWISS AIRLINES	S	A	53	0	0	87	8	6	0	0	0	6	89	5	54	
	MANCHESTER	SWISS AIRLINES	S	D	53	0	0	89	6	6	0	0	0	4	87	5	54	
<b>TOTAL BASLE MULHOUSE</b>					<b>450</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>4</b>	<b>4</b>	
BASTIA																		
	EDINBURGH	BMI REGIONAL	C	A	4	0	0	75	25	0	0	0	0	9	0	0	0	
	EDINBURGH	BMI REGIONAL	C	D	4	0	0	75	25	0	0	0	0	7	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	9	0	0	89	11	0	0	0	0	4	100	2	5	
	GATWICK	EXCEL AIRWAYS LTD	C	D	9	0	0	89	11	0	0	0	0	5	80	12	5	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	C	A	4	0	0	100	0	0	0	0	0	0	75	16	4	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	C	D	4	0	0	75	25	0	0	0	0	6	75	23	4	
	GATWICK	GB AIRWAYS LTD	S	A	4	0	0	50	50	0	0	0	0	17	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	D	4	0	0	75	25	0	0	0	0	12	0	0	0	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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)											
BASTIA																	
<b>TOTAL BASTIA</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>12</b>	<b>12</b>
BEIJING																	
	HEATHROW	AIR CHINA	S	A	31	0	0	52	23	10	16	0	0	25	89	62	18
	HEATHROW	AIR CHINA	S	D	31	0	0	55	23	13	6	3	0	23	50	72	18
	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	82	0	14	0	0	5	69	33	45	12
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	41	27	9	18	0	5	88	31	36	13
<b>TOTAL BEIJING</b>					<b>106</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>19</b>	<b>11</b>	<b>10</b>	<b>1</b>	<b>2</b>	<b>47</b>	<b>54</b>	<b>56</b>	<b>56</b>
BEIRUT																	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	9	0	0	89	0	11	0	0	0	4	89	15	9
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	9	0	0	22	22	44	11	0	0	35	13	73	8
	HEATHROW	MEA	S	A	31	0	0	84	10	3	0	3	0	18	84	4	31
	HEATHROW	MEA	S	D	31	0	0	39	32	19	6	0	3	36	47	20	32
<b>TOTAL BEIRUT</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>19</b>	<b>15</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>25</b>	<b>63</b>	<b>19</b>	<b>19</b>
BELFAST CITY																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	239	0	0	74	10	10	5	0	0	13	66	16	240
	HEATHROW	BMI BRITISH MIDLAND	S	D	239	0	0	58	19	16	7	0	0	20	57	21	240
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	167	0	0	75	14	8	3	0	0	14	83	10	143
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	167	1	0	86	3	8	3	0	0	9	74	15	144
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	184	0	1	89	4	4	1	2	0	10	67	28	137
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	185	0	0	77	11	8	2	1	0	15	41	39	138
	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	A	110	0	0	88	5	5	2	0	0	6	0	0	0
	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	D	110	0	0	79	15	4	2	0	0	11	0	0	0
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	110	0	0	76	16	5	1	1	0	11	66	24	112
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	110	0	0	73	17	5	3	2	0	18	59	27	112
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	A	115	0	0	89	7	3	2	0	0	5	0	0	0
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	D	115	0	0	86	8	4	2	0	0	8	0	0	0
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	A	53	0	0	96	4	0	0	0	0	2	80	12	54
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	D	53	0	0	87	9	2	2	0	0	8	81	11	53
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	S	A	84	0	0	87	4	6	4	0	0	8	87	10	115
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	S	D	84	0	0	86	6	5	4	0	0	10	95	6	115

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)											
BELFAST CITY																	
<b>TOTAL BELFAST CITY</b>					<b>2125</b>	<b>1</b>	<b>1</b>	<b>79</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>72</b>	<b>17</b>	<b>17</b>
BELFAST INTERNATIONAL																	
	MANCHESTER	BMIBABY LTD	S	A	74	0	1	45	24	20	11	0	0	25	0	0	0
	MANCHESTER	BMIBABY LTD	S	D	74	0	1	69	18	8	5	0	0	15	0	0	0
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	115	0	0	73	13	10	4	0	0	14	66	25	93
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	114	0	1	64	20	10	6	0	0	18	58	34	92
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	119	0	0	66	15	13	3	3	0	21	58	16	85
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	119	0	0	73	16	7	3	2	0	16	69	13	85
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	115	0	0	83	10	3	3	0	0	7	73	16	119
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	115	0	0	82	11	4	3	0	0	9	61	23	119
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	141	0	0	79	9	8	4	1	0	11	86	8	139
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	140	0	1	62	16	14	9	0	0	22	67	19	139
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	61	0	1	72	13	10	3	2	0	17	79	19	62
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	79	6	10	2	3	0	18	71	22	62
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	137	0	0	66	15	10	8	0	0	17	58	25	128
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	136	0	0	51	24	15	7	2	0	25	48	26	128
<b>TOTAL BELFAST INTERNATIONAL</b>					<b>1524</b>	<b>1</b>	<b>5</b>	<b>69</b>	<b>15</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>68</b>	<b>19</b>	<b>19</b>
BELGRADE																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	20	3	2	75	15	5	0	5	0	20	82	7	17
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	55	18	23	0	5	0	31	72	14	18
	HEATHROW	JATAIRWAYS	S	A	31	0	0	52	32	13	3	0	0	20	71	10	31
	HEATHROW	JATAIRWAYS	S	D	31	0	0	32	26	23	16	3	0	38	32	25	31
<b>TOTAL BELGRADE</b>					<b>104</b>	<b>3</b>	<b>2</b>	<b>51</b>	<b>24</b>	<b>16</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>28</b>	<b>61</b>	<b>15</b>	<b>15</b>
BENBECULA																	
	GLASGOW	LOGANAIR	S	A	44	0	0	80	11	9	0	0	0	7	0	0	0
	GLASGOW	LOGANAIR	S	D	44	0	0	64	25	11	0	0	0	13	0	0	0
<b>TOTAL BENBECULA</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>18</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>93</b>	<b>4</b>	<b>4</b>
BENGHAZI																	
	HEATHROW	LIBYAN ARAB AIRLINES	S	A	4	0	0	25	50	25	0	0	0	23	0	0	0
	HEATHROW	LIBYAN ARAB AIRLINES	S	D	4	0	0	50	0	50	0	0	0	22	0	65	4
<b>TOTAL BENGHAZI</b>					<b>8</b>	<b>1</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>65</b>	<b>65</b>
BERGAMO																	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
BERGAMO																		
	GATWICK	ASTRAEUS LTD	C	A	9	0	0	44	22	0	33	0	0	62	0	0	0	
	GATWICK	ASTRAEUS LTD	C	D	8	0	0	50	0	13	13	25	0	79	0	0	0	
	MANCHESTER	ASTRAEUS LTD	C	A	6	0	0	83	17	0	0	0	0	4	0	0	0	
	MANCHESTER	ASTRAEUS LTD	C	D	5	0	0	100	0	0	0	0	0	4	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	4	1	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	5	0	0	80	20	0	0	0	0	11	0	0	0	
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	A	5	0	0	80	20	0	0	0	0	7	0	0	0	
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	D	5	0	0	80	0	20	0	0	0	7	0	0	0	
	LUTON	RYANAIR	S	A	62	0	0	95	2	3	0	0	0	3	94	3	62	
	LUTON	RYANAIR	S	D	62	0	0	81	15	2	3	0	0	11	66	15	62	
	STANSTED	RYANAIR	S	A	107	0	0	82	7	7	2	1	0	10	85	8	89	
	STANSTED	RYANAIR	S	D	107	0	0	69	16	13	2	0	0	15	61	17	89	
<b>TOTAL BERGAMO</b>					<b>385</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>69</b>	<b>15</b>	<b>15</b>	
BERGEN																		
	GATWICK	ASTRAEUS LTD	C	A	5	0	0	20	20	20	40	0	0	43	0	0	0	
	GATWICK	ASTRAEUS LTD	C	D	5	0	0	40	20	20	20	0	0	37	0	0	0	
	GATWICK	BRAATHENS ASA	S	A	31	0	0	77	13	10	0	0	0	12	90	5	31	
	GATWICK	BRAATHENS ASA	S	D	31	0	0	84	6	6	3	0	0	11	94	4	31	
	MANCHESTER	WIDEROE FLYVESELSKAP A/S	S	A	32	0	0	47	28	13	13	0	0	24	0	0	0	
	MANCHESTER	WIDEROE FLYVESELSKAP A/S	S	D	32	0	0	53	22	13	13	0	0	23	0	0	0	
<b>TOTAL BERGEN</b>					<b>139</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>18</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>22</b>	<b>92</b>	<b>4</b>	<b>4</b>	
BERGERAC																		
	STANSTED	RYANAIR	S	A	36	0	0	78	19	3	0	0	0	6	91	4	35	
	STANSTED	RYANAIR	S	D	36	0	0	69	22	8	0	0	0	12	83	8	35	
<b>TOTAL BERGERAC</b>					<b>72</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>21</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>87</b>	<b>6</b>	<b>6</b>	
BERLIN (SCHONEFELD)																		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	84	0	0	85	10	4	2	0	0	7	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	84	0	0	71	14	11	4	0	0	16	0	0	0	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	84	3	6	3	0	3	20	0	0	0	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	74	6	16	3	0	0	13	0	0	0	
	STANSTED	RYANAIR	S	A	62	0	0	92	2	6	0	0	0	4	93	5	85	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
BERLIN (SCHONEFELD)	STANSTED	RYANAIR		S D	62	0	0	90	5	3	2	0	0	7	75	13	85
<b>TOTAL BERLIN (SCHONEFELD)</b>					<b>354</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>9</b>	<b>9</b>
BERLIN (TEGEL)	STANSTED	AIR BERLIN		S A	62	0	0	73	15	6	2	5	0	20	84	8	62
	STANSTED	AIR BERLIN		S D	61	0	1	62	23	10	3	2	0	18	63	15	62
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	30	0	0	87	7	0	7	0	0	10	77	11	31
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S D	31	0	0	97	3	0	0	0	0	3	94	6	31
	HEATHROW	BRITISH AIRWAYS PLC		S A	155	0	0	68	15	12	5	0	0	14	91	6	148
	HEATHROW	BRITISH AIRWAYS PLC		S D	155	0	0	62	18	14	6	0	0	19	78	11	148
<b>TOTAL BERLIN (TEGEL)</b>					<b>494</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>16</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>83</b>	<b>9</b>	<b>9</b>
BERMUDA	GATWICK	BRITISH AIRWAYS PLC		S A	21	0	0	90	10	0	0	0	0	3	88	7	17
	GATWICK	BRITISH AIRWAYS PLC		S D	22	0	0	82	18	0	0	0	0	7	78	10	18
<b>TOTAL BERMUDA</b>					<b>43</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>9</b>	<b>9</b>
BIARRITZ	STANSTED	RYANAIR		S A	41	0	0	80	12	5	2	0	0	8	95	4	38
	STANSTED	RYANAIR		S D	41	0	0	66	24	7	2	0	0	17	82	11	38
<b>TOTAL BIARRITZ</b>					<b>82</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>88</b>	<b>7</b>	<b>7</b>
BIGGIN HILL																	
BILBAO	HEATHROW	BRITISH AIRWAYS PLC		S A	31	0	0	65	13	16	6	0	0	17	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	0	55	26	13	6	0	0	19	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	31	0	0	97	0	3	0	0	0	4	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	31	0	0	68	26	3	3	0	0	13	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	62	0	0	84	10	3	3	0	0	7	71	18	62
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	62	0	0	63	27	5	5	0	0	17	52	25	62
	HEATHROW	IBERIA		S A	31	0	0	87	3	10	0	0	0	6	87	5	31
	HEATHROW	IBERIA		S D	31	0	0	77	10	13	0	0	0	10	90	5	31
<b>TOTAL BILBAO</b>					<b>310</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>15</b>	<b>15</b>
BILLUND	GATWICK	MAERSK AIR		S A	79	0	0	82	15	1	1	0	0	9	85	8	85

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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		
BILLUND																		
	GATWICK	MAERSK AIR		S D	79	0	0	78	16	4	1	0	0	9	89	6	85	
	EDINBURGH	SUN AIR OF SCANDINAVIA		S A	9	0	0	100	0	0	0	0	0	1	100	2	9	
	EDINBURGH	SUN AIR OF SCANDINAVIA		S D	9	0	0	78	11	11	0	0	0	9	89	6	9	
	MANCHESTER	SUN AIR OF SCANDINAVIA		S A	33	0	0	67	21	9	3	0	0	15	66	14	35	
	MANCHESTER	SUN AIR OF SCANDINAVIA		S D	33	0	0	91	3	3	3	0	0	7	86	9	35	
<b>TOTAL BILLUND</b>					<b>242</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>14</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>8</b>	<b>8</b>	
BIRMINGHAM																		
	GLASGOW	BRITANNIA AIRWAYS		C A	3	0	0	67	33	0	0	0	0	8	0	0	0	
	GLASGOW	BRITANNIA AIRWAYS		C D	4	0	0	100	0	0	0	0	0	3	0	0	0	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD		S A	112	0	0	93	4	3	0	0	0	3	65	20	84	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD		S D	112	0	0	87	9	3	2	0	0	6	61	23	54	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD		S A	133	0	0	87	4	6	3	0	0	7	88	6	24	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD		S D	97	0	0	91	3	4	2	0	0	6	39	30	51	
	NEWCASTLE	EASTERN AIRWAYS		S A	87	0	1	97	0	1	2	0	0	4	96	2	95	
	NEWCASTLE	EASTERN AIRWAYS		S D	88	0	0	97	1	1	1	0	0	3	97	3	96	
	EDINBURGH	FLYBE.BRITISH EUROPEAN		S A	161	0	2	89	6	4	2	0	0	7	66	20	151	
	EDINBURGH	FLYBE.BRITISH EUROPEAN		S D	161	0	2	87	8	4	1	0	0	7	62	23	149	
	GLASGOW	FLYBE.BRITISH EUROPEAN		S A	163	0	0	79	8	7	6	0	0	12	54	33	149	
	GLASGOW	FLYBE.BRITISH EUROPEAN		S D	163	0	0	79	9	7	6	0	0	12	60	32	148	
	MANCHESTER	MY TRAVEL AIRWAYS UK		C A	2	1	0	100	0	0	0	0	0	2	50	18	2	
<b>TOTAL BIRMINGHAM</b>					<b>1286</b>	<b>13</b>	<b>5</b>	<b>87</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>67</b>	<b>21</b>	<b>21</b>	
BISHKEK (FRUNZE)																		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS		S A	12	0	0	83	8	0	8	0	0	11	75	57	12	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS		S D	13	0	0	15	15	31	38	0	0	53	23	51	13	
<b>TOTAL BISHKEK (FRUNZE)</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>12</b>	<b>16</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>48</b>	<b>54</b>	<b>54</b>	
BLACKPOOL																		
	STANSTED	RYANAIR		S A	53	0	0	94	2	0	2	2	0	7	89	6	62	
	STANSTED	RYANAIR		S D	53	0	1	91	2	6	2	0	0	8	85	9	62	
<b>TOTAL BLACKPOOL</b>					<b>106</b>	<b>0</b>	<b>1</b>	<b>92</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>7</b>	<b>7</b>	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
BODRUM (MILAS)																		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	3	0	0	100	0	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	7	0	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	75	14	4	4
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	5	75	23	4	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	75	21	4	4
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	75	24	4	4
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	1	1
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	7	50	28	2	2
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	0	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	9	0	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	13	4	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	75	16	4	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	15	0	0	93	0	7	0	0	0	5	50	25	12	12
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	17	0	0	76	0	24	0	0	0	10	54	23	13	13
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4	4
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	100	0	4	4
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	50	37	4	4
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	13	25	39	4	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	13	0	0	100	0	0	0	0	0	1	100	2	12	12
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	13	0	0	92	8	0	0	0	0	4	100	1	12	12
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	50	226	4	4
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	13	50	235	4	4
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	50	50	0	0	0	0	14	50	78	2	2
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	21	0	106	2	2
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	88	13	0	0	0	0	7	75	4	4	4
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	100	0	0	0	0	0	1	100	1	5	5
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	50	25	25	0	0	0	19	75	7	4	4
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	13	100	2	4	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	8	25	28	4	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	50	0	0	0	0	12	75	20	4	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	16	20	74	5	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	22	75	18	4	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	20	0	0	0	0



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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)											
BODRUM (MILAS)		GLASGOW	MY TRAVEL AIRWAYS UK	C D	4	0	0	50	25	0	25	0	0	34	0	0	0
		MANCHESTER	MY TRAVEL AIRWAYS UK	C A	8	0	0	88	13	0	0	0	0	3	60	16	10
		MANCHESTER	MY TRAVEL AIRWAYS UK	C D	8	0	0	100	0	0	0	0	0	6	63	11	8
		NEWCASTLE	MY TRAVEL AIRWAYS UK	C A	7	0	0	100	0	0	0	0	0	0	80	15	5
		NEWCASTLE	MY TRAVEL AIRWAYS UK	C D	7	0	0	100	0	0	0	0	0	0	75	12	4
		EDINBURGH	ONUR AIR	C A	4	0	0	100	0	0	0	0	0	7	0	0	0
		EDINBURGH	ONUR AIR	C D	4	0	0	50	25	25	0	0	0	19	0	0	0
		MANCHESTER	ONUR AIR	C A	5	0	0	40	0	20	40	0	0	45	100	1	2
		MANCHESTER	ONUR AIR	C D	5	0	0	0	20	20	60	0	0	71	100	1	3
		BIRMINGHAM	THOMAS COOK AIRLINES LTD	C A	4	0	0	100	0	0	0	0	0	0	60	27	5
		BIRMINGHAM	THOMAS COOK AIRLINES LTD	C D	4	0	0	100	0	0	0	0	0	1	75	33	4
		GATWICK	THOMAS COOK AIRLINES LTD	C A	10	0	0	90	10	0	0	0	0	3	100	0	11
		GATWICK	THOMAS COOK AIRLINES LTD	C D	11	0	0	64	18	9	9	0	0	18	90	4	10
		MANCHESTER	THOMAS COOK AIRLINES LTD	C A	8	1	0	63	0	0	38	0	0	34	100	1	11
		MANCHESTER	THOMAS COOK AIRLINES LTD	C D	11	0	0	55	0	9	36	0	0	46	100	1	10
		NEWCASTLE	THOMAS COOK AIRLINES LTD	C A	4	0	0	100	0	0	0	0	0	0	0	0	0
		NEWCASTLE	THOMAS COOK AIRLINES LTD	C D	4	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL BODRUM (MILAS)</b>					<b>291</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>6</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>23</b>	<b>23</b>
BOGOTA		HEATHROW	BRITISH AIRWAYS PLC	S A	13	0	0	77	0	23	0	0	0	13	69	145	13
		HEATHROW	BRITISH AIRWAYS PLC	S D	13	0	0	31	46	8	15	0	0	34	29	44	14
<b>TOTAL BOGOTA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>23</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>48</b>	<b>92</b>	<b>92</b>
BOLOGNA		EDINBURGH	BMI REGIONAL	C A	2	0	0	50	50	0	0	0	0	13	0	0	0
		GATWICK	BRITISH AIRWAYS PLC	S A	82	0	0	62	20	13	5	0	0	17	72	12	89
		GATWICK	BRITISH AIRWAYS PLC	S D	82	0	0	54	24	16	5	1	0	24	82	9	89
		STANSTED	EASYJET AIRLINE COMPANY LTD	S A	29	0	0	55	14	17	10	0	3	55	81	11	31
		STANSTED	EASYJET AIRLINE COMPANY LTD	S D	29	0	0	69	7	10	14	0	0	18	81	10	31
		EDINBURGH	EUROFLY SPA	C A	4	0	0	0	25	25	50	0	0	80	67	9	3
		EDINBURGH	EUROFLY SPA	C D	4	0	0	0	25	25	25	25	0	92	0	36	4
<b>TOTAL BOLOGNA</b>					<b>234</b>	<b>1</b>	<b>0</b>	<b>57</b>	<b>19</b>	<b>15</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>75</b>	<b>12</b>	<b>12</b>
BORDEAUX		MANCHESTER	BMIBABY LTD	S A	31	0	0	61	10	16	10	3	0	29	0	0	0

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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)												
BORDEAUX																		
	MANCHESTER	BMIBABY LTD	S	D	31	0	0	74	13	6	3	3	0	17	0	0	0	
	GATWICK	BRIT AIR	S	A	26	0	0	88	8	4	0	0	0	6	88	13	59	
	GATWICK	BRIT AIR	S	D	26	0	0	58	31	12	0	0	0	15	86	11	57	
	GATWICK	BRITISH AIRWAYS PLC	S	A	71	0	0	44	31	21	4	0	0	22	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	71	0	0	56	31	11	1	0	0	16	0	0	0	
<b>TOTAL BORDEAUX</b>					<b>256</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>24</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>83</b>	<b>13</b>	<b>13</b>	
BOSTON																		
	HEATHROW	AMERICAN AIRLINES	S	A	57	0	0	77	14	7	2	0	0	10	90	4	58	
	HEATHROW	AMERICAN AIRLINES	S	D	57	0	0	65	25	11	0	0	0	12	76	10	58	
	MANCHESTER	AMERICAN AIRLINES	S	A	31	0	0	87	6	6	0	0	0	8	0	0	0	
	MANCHESTER	AMERICAN AIRLINES	S	D	31	0	0	77	19	3	0	0	0	6	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	87	5	3	4	0	0	9	90	9	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	51	20	20	9	0	0	25	37	42	93	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	44	0	1	64	5	14	11	7	0	34	87	12	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	45	0	0	49	16	20	13	2	0	35	42	40	31	
<b>TOTAL BOSTON</b>					<b>451</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>14</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>70</b>	<b>20</b>	<b>20</b>	
BOURNEMOUTH																		
BRATISLAVA																		
	BIRMINGHAM	AIR SLOVAKIA BWJ	S	A	12	1	5	58	0	0	33	0	8	65	0	0	0	
	BIRMINGHAM	AIR SLOVAKIA BWJ	S	D	13	0	4	31	23	31	8	8	0	56	0	0	0	
	GATWICK	AUSTRIAN AIRLINES	S	A	31	0	0	23	45	26	6	0	0	29	0	0	0	
	GATWICK	AUSTRIAN AIRLINES	S	D	31	0	0	77	6	13	3	0	0	11	0	0	0	
	STANSTED	SKY EUROPE	S	A	30	0	0	83	10	3	0	0	3	19	100	2	9	
	STANSTED	SKY EUROPE	S	D	30	0	0	40	43	10	3	0	3	36	56	13	9	
<b>TOTAL BRATISLAVA</b>					<b>147</b>	<b>1</b>	<b>9</b>	<b>54</b>	<b>24</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>30</b>	<b>78</b>	<b>8</b>	<b>8</b>	
BREMEN																		
	LONDON CITY	OLTOSTFRIESISCHE LUFFTRANSPORT	S	A	49	0	0	98	2	0	0	0	0	2	0	0	0	
	LONDON CITY	OLTOSTFRIESISCHE LUFFTRANSPORT	S	D	49	0	0	92	4	2	0	2	0	9	0	0	0	
<b>TOTAL BREMEN</b>					<b>98</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>15</b>	<b>15</b>	
BRESCIA/MONTICHIARI																		
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	4	0	0	0	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)											
BRESCIA/MONTICHIARI	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	4	0	0	0
	STANSTED	RYANAIR	S	A	62	0	0	74	15	11	0	0	0	11	79	9	62
	STANSTED	RYANAIR	S	D	62	0	0	50	31	16	3	0	0	18	71	13	62
<b>TOTAL BRESCIA/MONTICHIARI</b>					<b>136</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>21</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>11</b>	<b>11</b>
BREST																	
BRIDGETOWN	GLASGOW	BRITANNIA AIRWAYS	C	A	2	0	0	0	0	0	50	0	50	632	0	0	0
	GLASGOW	BRITANNIA AIRWAYS	C	D	2	0	0	50	0	0	50	0	0	39	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	0	50	0	25	352	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	0	0	25	0	64	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	87	10	3	0	0	0	7	87	8	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	71	16	10	3	0	0	14	68	18	31
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	50	0	0	0	0	13	0	51	3
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	50	25	0	0	0	23	50	40	2
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	18	0	0	83	11	0	6	0	0	11	83	13	18
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	18	0	0	56	39	6	0	0	0	15	50	26	18
<b>TOTAL BRIDGETOWN</b>					<b>118</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>36</b>	<b>69</b>	<b>18</b>	<b>18</b>
BRINDISI	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	3	4
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	80	0	0	20	0	0	18	100	4	4
	STANSTED	RYANAIR	S	A	31	0	0	65	26	10	0	0	0	13	0	0	0
	STANSTED	RYANAIR	S	D	31	0	0	87	10	3	0	0	0	6	0	0	0
<b>TOTAL BRINDISI</b>					<b>72</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>15</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>100</b>	<b>3</b>	<b>3</b>
BRISTOL	MANCHESTER	AIR SOUTHWEST	S	A	21	0	1	81	0	14	5	0	0	11	0	0	0
	MANCHESTER	AIR SOUTHWEST	S	D	43	0	1	77	5	7	12	0	0	15	0	0	0
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	108	0	0	87	10	1	2	0	0	6	88	5	112
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	109	0	0	83	8	6	3	0	0	9	92	5	111
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	78	1	0	85	8	5	3	0	0	8	84	5	80
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	110	0	0	85	9	4	2	0	0	8	82	6	85

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

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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	
BRISTOL																			
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	78	0	1	82	13	0	4	1	0	11	58	17	81		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	78	0	1	54	29	12	5	0	0	17	31	30	81		
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	78	0	1	79	15	3	3	0	0	10	64	15	81		
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	78	0	1	68	19	9	4	0	0	15	44	25	81		
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	84	0	0	80	11	5	5	0	0	10	0	0	0		
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	84	0	0	71	15	7	6	0	0	15	0	0	0		
<b>TOTAL BRISTOL</b>					<b>949</b>	<b>3</b>	<b>6</b>	<b>78</b>	<b>13</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>12</b>	<b>12</b>		
BRIZE NORTON																			
BRUSSELS																			
	HEATHROW	BMI BRITISH MIDLAND	S	A	178	0	0	69	12	8	9	2	0	21	70	15	183		
	HEATHROW	BMI BRITISH MIDLAND	S	D	177	0	0	59	14	13	13	1	0	24	60	20	183		
	EDINBURGH	BMI REGIONAL	S	A	77	0	0	94	4	1	1	0	0	4	96	3	80		
	EDINBURGH	BMI REGIONAL	S	D	77	0	0	82	16	3	0	0	0	6	98	3	80		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	68	0	0	87	7	3	3	0	0	7	84	9	44		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	68	0	0	90	4	1	4	0	0	7	82	11	44		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	226	0	0	69	15	9	7	0	0	16	86	6	226		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	226	0	0	59	19	14	8	0	0	21	79	11	225		
	BIRMINGHAM	SN BRUSSELS AIRLINES	S	A	91	0	0	87	4	8	1	0	0	6	91	6	94		
	BIRMINGHAM	SN BRUSSELS AIRLINES	S	D	92	0	0	79	13	5	2	0	0	8	93	4	96		
	GATWICK	SN BRUSSELS AIRLINES	S	A	43	0	0	74	16	9	0	0	0	11	0	0	0		
	GATWICK	SN BRUSSELS AIRLINES	S	D	43	0	0	67	23	9	0	0	0	13	0	0	0		
	HEATHROW	SN BRUSSELS AIRLINES	S	A	5	0	0	60	40	0	0	0	0	12	100	4	4		
	HEATHROW	SN BRUSSELS AIRLINES	S	D	4	0	0	100	0	0	0	0	0	3	25	29	4		
	MANCHESTER	SN BRUSSELS AIRLINES	S	A	78	0	0	88	12	0	0	0	0	5	92	5	72		
	MANCHESTER	SN BRUSSELS AIRLINES	S	D	78	0	0	97	3	0	0	0	0	1	100	1	72		
	NEWCASTLE	SN BRUSSELS AIRLINES	S	A	50	0	0	86	8	4	2	0	0	9	96	3	71		
	NEWCASTLE	SN BRUSSELS AIRLINES	S	D	53	0	1	79	15	4	2	0	0	10	94	4	71		
	LONDON CITY	VLM (BELGIUM)	S	A	113	0	1	87	8	2	4	0	0	9	87	6	119		
	LONDON CITY	VLM (BELGIUM)	S	D	112	0	2	88	9	3	0	0	0	6	88	5	120		
<b>TOTAL BRUSSELS</b>					<b>1859</b>	<b>2</b>	<b>4</b>	<b>76</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>84</b>	<b>8</b>	<b>8</b>		

BUCHAREST (BANEASA)

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

Origin / Destinations: 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	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BUCHAREST (OTOPENI)																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	31	0	0	74	13	6	6	0	0	12	87	6	30	
	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	0	61	23	16	0	0	0	14	71	14	31	
	HEATHROW	TAROM		S A	31	0	0	97	3	0	0	0	2	84	7	31		
	HEATHROW	TAROM		S D	31	0	0	58	29	13	0	0	0	14	87	8	31	
<b>TOTAL BUCHAREST (OTOPENI)</b>					<b>125</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>9</b>	<b>9</b>	
BUDAPEST																		
	GATWICK	BRITISH AIRWAYS PLC		S A	22	0	0	27	32	32	9	0	0	32	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC		S D	22	0	0	64	14	18	5	0	0	21	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC		S A	62	0	0	68	15	11	6	0	0	15	58	20	60	
	HEATHROW	BRITISH AIRWAYS PLC		S D	62	0	0	50	19	18	13	0	0	24	63	18	59	
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	31	0	0	77	10	3	10	0	0	12	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	31	0	0	65	19	6	10	0	0	21	0	0	0	
	HEATHROW	MALEV (HUNGARIAN AIRLINES)		S A	62	0	0	69	8	18	3	2	0	17	81	8	62	
	HEATHROW	MALEV (HUNGARIAN AIRLINES)		S D	62	0	0	77	8	8	3	3	0	20	53	18	62	
	STANSTED	MALEV (HUNGARIAN AIRLINES)		S A	53	0	0	85	9	4	2	0	0	7	0	0	0	
	STANSTED	MALEV (HUNGARIAN AIRLINES)		S D	53	0	0	68	26	6	0	0	0	11	0	0	0	
	STANSTED	SKY EUROPE		S A	31	0	0	68	19	10	3	0	0	12	0	0	0	
	STANSTED	SKY EUROPE		S D	30	1	0	30	43	20	7	0	0	25	0	0	0	
	LUTON	WIZZ AIR		S A	40	0	0	65	23	8	3	3	0	18	0	0	0	
	LUTON	WIZZ AIR		S D	40	0	0	38	30	23	8	3	0	30	0	0	0	
<b>TOTAL BUDAPEST</b>					<b>601</b>	<b>3</b>	<b>0</b>	<b>63</b>	<b>18</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>69</b>	<b>13</b>	<b>13</b>	
BUENOS AIRES																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	18	0	0	100	0	0	0	0	0	1	77	7	13	
	HEATHROW	BRITISH AIRWAYS PLC		S D	18	0	0	72	22	6	0	0	0	10	38	60	13	
<b>TOTAL BUENOS AIRES</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>58</b>	<b>34</b>	<b>34</b>	
BURGAS																		
	BIRMINGHAM	BH AIR		C A	5	0	0	20	40	40	0	0	0	26	0	29	4	
	BIRMINGHAM	BH AIR		C D	5	0	0	20	40	40	0	0	0	32	0	43	4	
	EDINBURGH	BH AIR		C A	17	0	0	41	24	6	29	0	0	41	63	13	8	
	EDINBURGH	BH AIR		C D	17	0	0	41	6	24	24	6	0	47	50	23	8	
	GATWICK	BH AIR		C A	4	0	0	100	0	0	0	0	0	7	75	14	4	
	GATWICK	BH AIR		C D	4	0	0	100	0	0	0	0	0	5	75	6	4	
	GLASGOW	BH AIR		C A	17	0	0	41	47	12	0	0	0	19	82	7	11	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JULY 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)											
BURGAS	GLASGOW	BH AIR	C	D	17	0	0	41	12	35	12	0	0	37	67	11	12
	MANCHESTER	BH AIR	C	A	19	0	0	32	37	21	11	0	0	28	81	9	16
	MANCHESTER	BH AIR	C	D	20	0	0	35	30	25	10	0	0	27	81	5	16
	NEWCASTLE	BH AIR	C	A	8	0	0	50	38	0	13	0	0	21	75	15	4
	NEWCASTLE	BH AIR	C	D	8	0	0	75	13	0	13	0	0	14	75	16	4
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	2	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	10	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	8	0	0	63	0	38	0	0	0	17	75	11	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	63	0	25	13	0	0	29	75	17	4
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	6	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	78	11	11	0	0	0	9	25	13	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	78	22	0	0	0	0	6	50	11	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	0	25	0	25	211	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	0	25	0	25	213	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	10	100	7	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	7	75	11	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	1	0	0	0
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	12	100	0	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	6	100	0	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL BURGAS</b>					<b>239</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>18</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>27</b>	<b>69</b>	<b>12</b>	<b>12</b>

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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)												
CAGLIARI (ELMAS)																		
	HEATHROW	BMI BRITISH MIDLAND	C	A	5	0	0	0	20	40	40	0	0	63	0	49	4	
	HEATHROW	BMI BRITISH MIDLAND	C	D	5	0	0	20	20	60	0	0	0	29	50	18	4	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	4	1	0	25	25	50	0	0	0	28	100	5	2	
	GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	0	21	36	14	29	0	0	44	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	0	64	7	21	7	0	0	21	0	0	0	
	GATWICK	MERIDIANA AIR	S	A	29	0	2	28	28	21	21	3	0	44	0	0	0	
	GATWICK	MERIDIANA AIR	S	D	31	0	0	68	23	6	3	0	0	16	0	0	0	
	LUTON	VOLARE AIRLINES	S	A	14	0	0	57	21	7	14	0	0	21	0	0	0	
	LUTON	VOLARE AIRLINES	S	D	14	0	0	21	7	57	7	7	0	50	0	0	0	
<b>TOTAL CAGLIARI (ELMAS)</b>					<b>131</b>	<b>5</b>	<b>2</b>	<b>42</b>	<b>21</b>	<b>22</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>65</b>	<b>17</b>	<b>17</b>	
CAIRO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	100	0	0	0	0	0	0	87	55	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	35	32	13	19	0	0	35	29	52	31	
	HEATHROW	EGYPT AIR	S	A	32	0	0	50	31	6	9	3	0	27	76	11	33	
	HEATHROW	EGYPT AIR	S	D	32	0	0	9	22	44	22	3	0	47	36	25	33	
<b>TOTAL CAIRO</b>					<b>126</b>	<b>2</b>	<b>0</b>	<b>48</b>	<b>21</b>	<b>16</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>60</b>	<b>33</b>	<b>33</b>	
CALCUTTA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	85	15	0	0	0	0	3	100	2	7	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	14	0	0	29	29	29	14	0	0	33	0	47	8	
<b>TOTAL CALCUTTA</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>47</b>	<b>26</b>	<b>26</b>	
CALGARY																		
	HEATHROW	AIR CANADA	S	A	62	0	0	61	13	16	10	0	0	22	69	33	62	
	HEATHROW	AIR CANADA	S	D	62	0	0	13	31	45	11	0	0	40	52	24	62	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	0	25	0	0	23	0	0	0	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	25	0	0	0	17	0	0	0	
<b>TOTAL CALGARY</b>					<b>132</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>22</b>	<b>30</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>60</b>	<b>29</b>	<b>29</b>	
CALVI																		
	MANCHESTER	ASTRAEUS LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	30	4	
	MANCHESTER	ASTRAEUS LTD	C	D	4	0	0	100	0	0	0	0	0	0	75	28	4	
	STANSTED	CHANNEL EXPRESS (AIR SVS)	C	A	4	0	0	100	0	0	0	0	0	3	0	0	0	
	STANSTED	CHANNEL EXPRESS (AIR SVS)	C	D	4	0	0	100	0	0	0	0	0	1	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	9	100	0	4	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)											
CALVI	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	75	0	25	0	0	0	15	100	0	4
<b>TOTAL CALVI</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>89</b>	<b>10</b>	<b>10</b>
CAMPBELTOWN	GLASGOW	LOGANAIR		S A	44	0	0	93	2	2	2	0	0	3	93	3	45
	GLASGOW	LOGANAIR		S D	44	0	0	86	7	5	2	0	0	8	84	7	45
<b>TOTAL CAMPBELTOWN</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>5</b>	<b>5</b>
CANCUN	GATWICK	BRITANNIA AIRWAYS		C A	9	0	0	44	33	11	11	0	0	22	100	3	5
	GATWICK	BRITANNIA AIRWAYS		C D	9	0	0	67	22	0	11	0	0	18	75	22	4
	MANCHESTER	BRITANNIA AIRWAYS		C A	9	0	0	89	0	11	0	0	0	4	100	1	3
	MANCHESTER	BRITANNIA AIRWAYS		C D	9	0	0	78	11	0	11	0	0	14	80	9	5
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	75	0	0	0	25	0	82	80	6	5
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	75	0	0	0	25	0	87	80	8	5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	25	0	25	0	25	25	163	100	2	5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	50	25	0	0	0	25	107	100	0	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		C A	2	0	0	50	50	0	0	0	0	15	100	0	2
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		C D	2	0	0	100	0	0	0	0	0	5	100	5	1
	GATWICK	MY TRAVEL AIRWAYS UK		C A	9	0	0	44	22	11	11	0	11	89	44	39	9
	GATWICK	MY TRAVEL AIRWAYS UK		C D	9	0	0	33	11	44	11	0	0	44	67	35	9
	GLASGOW	MY TRAVEL AIRWAYS UK		C A	4	0	0	50	25	0	0	25	0	72	20	73	5
	GLASGOW	MY TRAVEL AIRWAYS UK		C D	4	0	0	25	50	0	0	25	0	92	40	79	5
	MANCHESTER	MY TRAVEL AIRWAYS UK		C A	9	0	0	56	11	0	33	0	0	56	60	30	5
	MANCHESTER	MY TRAVEL AIRWAYS UK		C D	11	0	0	73	9	9	9	0	0	19	71	23	7
	GATWICK	THOMAS COOK AIRLINES LTD		C A	4	0	0	100	0	0	0	0	0	0	67	22	3
	GATWICK	THOMAS COOK AIRLINES LTD		C D	4	0	0	100	0	0	0	0	0	3	75	41	4
	MANCHESTER	THOMAS COOK AIRLINES LTD		C A	4	0	0	25	25	50	0	0	0	27	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD		C D	4	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL CANCUN</b>					<b>118</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>14</b>	<b>9</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>42</b>	<b>69</b>	<b>28</b>	<b>28</b>
CANNES																	
CAPE TOWN	HEATHROW	BRITISH AIRWAYS PLC		S A	31	0	0	87	3	0	0	3	6	48	94	2	31
	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	1	42	13	29	13	0	3	65	32	41	31



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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)													
CAPE TOWN																			
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	40	0	0	80	15	3	3	0	0	11	87	7	31		
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	40	0	0	55	20	25	0	0	0	16	74	9	31		
<b>TOTAL CAPE TOWN</b>					<b>142</b>	<b>0</b>	<b>1</b>	<b>66</b>	<b>13</b>	<b>14</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>32</b>	<b>72</b>	<b>15</b>	<b>15</b>		
CARCASSONNE																			
	STANSTED	RYANAIR	S	A	62	0	0	89	11	0	0	0	0	3	73	15	62		
	STANSTED	RYANAIR	S	D	62	0	0	89	3	8	0	0	0	9	42	19	62		
<b>TOTAL CARCASSONNE</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>57</b>	<b>17</b>	<b>17</b>		
CARDIFF WALES																			
	EDINBURGH	BMIBABY LTD	S	A	78	0	1	58	19	12	9	3	0	26	0	0	0		
	EDINBURGH	BMIBABY LTD	S	D	78	0	1	49	17	22	10	3	0	33	0	0	0		
<b>TOTAL CARDIFF WALES</b>					<b>158</b>	<b>0</b>	<b>2</b>	<b>53</b>	<b>18</b>	<b>16</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>63</b>	<b>22</b>	<b>22</b>		
CASABLANCA MOHAMED V																			
	HEATHROW	GB AIRWAYS LTD	S	A	9	0	0	67	22	0	11	0	0	19	0	0	0		
	HEATHROW	GB AIRWAYS LTD	S	D	9	0	0	44	22	22	11	0	0	23	0	0	0		
	HEATHROW	ROYAL AIR MAROC	S	A	31	0	0	74	10	10	3	3	0	23	77	12	31		
	HEATHROW	ROYAL AIR MAROC	S	D	31	0	0	55	19	16	6	3	0	31	61	24	31		
<b>TOTAL CASABLANCA MOHAMED V</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>16</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>69</b>	<b>18</b>	<b>18</b>		
CATANIA (FONTANAROSSA)																			
	GATWICK	ASTRAEUS LTD	C	A	5	0	0	100	0	0	0	0	0	8	0	0	0		
	GATWICK	ASTRAEUS LTD	C	D	5	0	0	80	20	0	0	0	0	3	0	0	0		
	HEATHROW	BMI BRITISH MIDLAND	C	A	5	0	0	20	60	20	0	0	0	24	25	36	4		
	HEATHROW	BMI BRITISH MIDLAND	C	D	5	0	0	80	20	0	0	0	0	9	50	23	4		
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	20	0	0	0	16	75	10	4		
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	20	20	60	0	0	0	30	100	3	4		
	GATWICK	BRITISH AIRWAYS PLC	S	A	18	0	0	6	33	50	11	0	0	35	0	0	0		
	GATWICK	BRITISH AIRWAYS PLC	S	D	18	0	0	56	33	11	0	0	0	15	0	0	0		
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	5	0	0	0		
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	0	0	0	0		
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	40	20	40	0	0	0	23	0	0	0		
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	3	0	0	0		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	20	20	0	60	0	0	76	0	32	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	0	0	40	0	0	48	100	2	4		

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
<b>CATANIA (FONTANAROSSA)</b>					<b>97</b>	<b>1</b>	<b>0</b>	<b>52</b>	<b>22</b>	<b>19</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>77</b>	<b>13</b>	<b>13</b>
<b>TOTAL CATANIA (FONTANAROSSA)</b>																	
<b>CHANIA</b>																	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	10	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	4	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	6	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	3	5
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	18	80	9	5
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	3	0	0	67	0	0	33	0	0	42	100	0	5
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	50	0	25	25	0	0	54	100	7	5
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	100	0	0	0	0	0	3	90	4	10
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	100	0	0	0	0	0	5	90	3	10
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	80	138	5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	3	5
	BIRMINGHAM	ISLANDSFLUG	C	A	4	0	0	0	75	0	25	0	0	40	0	0	0
	BIRMINGHAM	ISLANDSFLUG	C	D	4	0	0	0	25	50	25	0	0	45	0	0	0
	NEWCASTLE	ISLANDSFLUG	C	A	4	0	0	25	50	0	25	0	0	34	0	0	0
	NEWCASTLE	ISLANDSFLUG	C	D	4	0	0	25	50	0	25	0	0	32	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	100	0	0	0	0	0	2	90	5	10
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	75	0	13	13	0	0	15	80	8	10
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	5	100	2	5
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	9	100	2	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	3	100	2	10
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	2	10
<b>TOTAL CHANIA</b>					<b>103</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>82</b>	<b>14</b>	<b>14</b>
<b>CHARLEROI</b>																	
<b>CHARLOTTE</b>																	
	GATWICK	US AIRWAYS	S	A	31	0	0	84	6	10	0	0	0	8	77	22	31
	GATWICK	US AIRWAYS	S	D	31	0	0	39	29	26	6	0	0	24	33	29	30
<b>TOTAL CHARLOTTE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>18</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>56</b>	<b>26</b>	<b>26</b>
<b>CHICAGO (O'HARE)</b>																	
	HEATHROW	AIR INDIA	S	A	13	0	0	54	15	8	23	0	0	26	77	13	13

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
CHICAGO (O'HARE)																		
	HEATHROW	AIR INDIA	S	D	13	0	0	8	46	31	8	8	0	49	23	30	13	
	GLASGOW	AMERICAN AIRLINES	S	A	31	0	0	65	6	16	10	3	0	26	77	29	31	
	GLASGOW	AMERICAN AIRLINES	S	D	31	0	0	74	13	0	10	3	0	20	77	26	31	
	HEATHROW	AMERICAN AIRLINES	S	A	155	0	0	74	10	7	8	1	0	17	79	15	155	
	HEATHROW	AMERICAN AIRLINES	S	D	155	0	0	72	21	7	0	0	0	11	83	9	155	
	MANCHESTER	AMERICAN AIRLINES	S	A	31	0	0	52	10	19	13	0	6	82	77	20	31	
	MANCHESTER	AMERICAN AIRLINES	S	D	30	1	1	80	7	3	3	3	3	41	90	5	31	
	MANCHESTER	BMI BRITISH MIDLAND	S	A	31	0	0	58	6	23	13	0	0	24	74	12	31	
	MANCHESTER	BMI BRITISH MIDLAND	S	D	31	0	1	74	19	6	0	0	0	10	94	9	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	71	8	8	11	2	0	20	82	33	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	29	32	26	11	2	0	33	50	29	62	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	9	0	0	67	0	22	11	0	0	21	0	0	0	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	9	0	0	100	0	0	0	0	0	1	0	0	0	
	HEATHROW	UNITED AIRLINES	S	A	122	0	0	71	11	13	4	1	0	15	81	15	112	
	HEATHROW	UNITED AIRLINES	S	D	93	0	0	65	17	15	3	0	0	17	76	10	94	
<b>TOTAL CHICAGO (O'HARE)</b>					<b>878</b>	<b>1</b>	<b>2</b>	<b>66</b>	<b>15</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>77</b>	<b>16</b>	<b>16</b>	
CIEGO DE AVILA																		
CINCINNATI																		
	GATWICK	DELTA AIRLINES	S	A	31	0	0	74	13	10	3	0	0	10	87	5	31	
	GATWICK	DELTA AIRLINES	S	D	31	0	0	94	6	0	0	0	0	6	94	4	31	
<b>TOTAL CINCINNATI</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>5</b>	<b>5</b>	
CITY OF DERRY (EGLINTON)																		
	BIRMINGHAM	AER ARRAN	S	A	26	0	0	88	4	4	4	0	0	8	0	0	0	
	BIRMINGHAM	AER ARRAN	S	D	26	0	0	85	4	8	4	0	0	10	0	0	0	
	MANCHESTER	AER ARRAN	S	A	31	0	0	87	6	3	0	3	0	13	0	0	0	
	MANCHESTER	AER ARRAN	S	D	31	0	0	87	6	3	0	3	0	13	0	0	0	
	GLASGOW	LOGANAIR	S	A	31	0	0	94	3	0	0	3	0	11	78	11	27	
	GLASGOW	LOGANAIR	S	D	31	0	0	74	16	10	0	0	0	8	15	25	27	
	STANSTED	RYANAIR	S	A	57	0	0	95	4	2	0	0	0	3	93	6	58	
	STANSTED	RYANAIR	S	D	57	0	0	77	19	4	0	0	0	11	67	16	58	
<b>TOTAL CITY OF DERRY (EGLINTON)</b>					<b>290</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>11</b>	<b>11</b>	
CLERMONT FERRAND																		

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
CLERMONT FERRAND																		
<b>TOTAL CLERMONT FERRAND</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>3</b>	<b>66</b>	<b>13</b>	<b>13</b>	
CLEVELAND																		
	GATWICK	CONTINENTAL AIRLINES	S	A	31	0	0	65	16	6	10	0	3	32	81	9	31	
	GATWICK	CONTINENTAL AIRLINES	S	D	31	0	0	58	23	6	10	3	0	22	74	8	31	
<b>TOTAL CLEVELAND</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>19</b>	<b>6</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>27</b>	<b>77</b>	<b>9</b>	<b>9</b>	
COLOGNE (BONN)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	92	0	0	84	9	7	1	0	0	8	84	13	91	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	92	0	0	62	16	17	4	0	0	17	81	12	91	
	EDINBURGH	EUROWINGS LUFTVERKEHRS	S	A	31	0	0	61	29	10	0	0	0	14	100	0	31	
	EDINBURGH	EUROWINGS LUFTVERKEHRS	S	D	31	0	0	42	32	23	3	0	0	20	94	3	31	
	GATWICK	EUROWINGS LUFTVERKEHRS	S	A	62	0	0	73	23	5	0	0	0	10	0	0	0	
	GATWICK	EUROWINGS LUFTVERKEHRS	S	D	62	0	0	84	10	6	0	0	0	8	0	0	0	
	STANSTED	EUROWINGS LUFTVERKEHRS	S	A	62	0	0	90	5	5	0	0	0	4	97	2	62	
	STANSTED	EUROWINGS LUFTVERKEHRS	S	D	62	0	0	81	15	5	0	0	0	8	90	5	62	
	MANCHESTER	HAPAG LLOYD EXPRESS	S	A	36	0	0	69	17	3	8	3	0	23	95	2	62	
	MANCHESTER	HAPAG LLOYD EXPRESS	S	D	36	0	0	61	22	8	6	3	0	22	89	4	62	
	HEATHROW	LUFTHANSA CITY LINE	S	A	87	0	0	82	11	3	3	0	0	11	81	9	93	
	HEATHROW	LUFTHANSA CITY LINE	S	D	88	0	0	78	10	7	5	0	0	12	87	7	93	
<b>TOTAL COLOGNE (BONN)</b>					<b>742</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>88</b>	<b>7</b>	<b>7</b>	
COLOMBO																		
	HEATHROW	SRILANKAN AIRLINES	S	A	53	0	1	89	0	6	6	0	0	9	98	2	40	
	HEATHROW	SRILANKAN AIRLINES	S	D	53	0	1	51	21	15	11	2	0	27	60	23	40	
<b>TOTAL COLOMBO</b>					<b>106</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>10</b>	<b>10</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>79</b>	<b>12</b>	<b>12</b>	
CONNAUGHT																		
	MANCHESTER	BMIBABY LTD	S	A	31	0	0	65	29	6	0	0	0	14	0	0	0	
	MANCHESTER	BMIBABY LTD	S	D	31	0	0	97	3	0	0	0	0	4	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	23	0	0	83	13	4	0	0	0	5	90	9	30	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	23	0	0	87	9	4	0	0	0	5	90	6	30	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	31	0	0	26	23	26	26	0	0	45	30	30	30	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	31	0	0	23	19	26	32	0	0	48	53	21	30	
	STANSTED	RYANAIR	S	A	31	0	0	68	19	13	0	0	0	12	70	15	30	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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	STANSTED	RYANAIR		S D	31	0	0	74	16	10	0	0	0	11	74	13	31
<b>TOTAL CONNAUGHT</b>					<b>232</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>17</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>68</b>	<b>16</b>	<b>16</b>
COPENHAGEN	EDINBURGH	BMI REGIONAL		S A	52	0	0	96	2	0	0	2	0	7	0	0	0
	EDINBURGH	BMI REGIONAL		S D	52	0	0	96	2	0	0	2	0	9	0	0	0
	GLASGOW	BMI REGIONAL		S A	31	0	0	94	0	3	3	0	0	8	0	0	0
	GLASGOW	BMI REGIONAL		S D	31	0	0	94	3	0	3	0	0	9	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	72	0	0	72	18	7	3	0	0	12	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S D	72	0	0	89	4	7	0	0	0	5	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC		S A	176	0	0	72	14	9	6	0	0	13	85	6	171
	HEATHROW	BRITISH AIRWAYS PLC		S D	176	0	0	63	15	13	8	1	0	19	80	11	173
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S A	31	0	0	87	3	3	6	0	0	9	0	0	0
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S D	31	0	0	81	3	6	10	0	0	15	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	88	1	0	78	14	6	2	0	0	9	71	18	89
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	88	0	0	70	15	10	3	1	0	18	45	31	89
	GATWICK	MAERSK AIR		S A	79	0	0	92	4	4	0	0	0	6	94	5	89
	GATWICK	MAERSK AIR		S D	79	0	0	90	8	3	0	0	0	6	84	8	89
	BIRMINGHAM	SAS		S A	53	0	5	91	4	4	2	0	0	6	97	2	58
	BIRMINGHAM	SAS		S D	53	0	5	58	26	9	6	0	0	16	83	12	58
	HEATHROW	SAS		S A	177	0	0	69	16	11	2	1	0	15	85	7	213
	HEATHROW	SAS		S D	177	0	0	57	23	16	5	0	0	19	86	8	213
	MANCHESTER	SAS		S A	83	0	0	89	8	1	1	0	0	8	96	4	83
	MANCHESTER	SAS		S D	82	0	1	93	6	0	1	0	0	4	98	1	83
	HEATHROW	VARIG		S A	12	0	0	58	8	17	17	0	0	28	77	11	13
	HEATHROW	VARIG		S D	13	0	0	0	15	15	54	15	0	97	0	71	13
<b>TOTAL COPENHAGEN</b>					<b>1708</b>	<b>4</b>	<b>13</b>	<b>76</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>85</b>	<b>8</b>	<b>8</b>
CORFU	BIRMINGHAM	AIR MALTA		C A	4	0	0	25	0	25	25	25	0	104	0	0	0
	BIRMINGHAM	AIR MALTA		C D	4	0	0	25	0	25	0	25	25	199	0	0	0
	MANCHESTER	AIR MALTA		C A	3	0	0	0	33	33	33	0	0	47	0	0	0
	MANCHESTER	AIR MALTA		C D	3	0	0	67	0	33	0	0	0	16	0	0	0
	MANCHESTER	ASTRAEUS LTD		C A	2	1	0	100	0	0	0	0	0	0	0	30	1

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

Origin / Destinations: C

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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
CORFU																		
	MANCHESTER	ASTRAEUS LTD		C D	3	0	0	100	0	0	0	0	0	4	0	28	1	
	BIRMINGHAM	BRITANNIA AIRWAYS		C A	9	0	0	89	0	0	0	11	0	21	75	8	8	
	BIRMINGHAM	BRITANNIA AIRWAYS		C D	9	0	0	78	11	0	11	0	0	23	100	3	8	
	GATWICK	BRITANNIA AIRWAYS		C A	23	0	0	74	17	9	0	0	0	9	100	2	21	
	GATWICK	BRITANNIA AIRWAYS		C D	23	0	0	91	0	9	0	0	0	5	95	2	22	
	GLASGOW	BRITANNIA AIRWAYS		C A	9	0	0	100	0	0	0	0	0	2	25	22	4	
	GLASGOW	BRITANNIA AIRWAYS		C D	9	0	0	89	0	11	0	0	0	4	25	22	4	
	LUTON	BRITANNIA AIRWAYS		C A	6	0	0	83	17	0	0	0	0	4	100	2	5	
	LUTON	BRITANNIA AIRWAYS		C D	6	1	0	100	0	0	0	0	0	3	80	3	5	
	MANCHESTER	BRITANNIA AIRWAYS		C A	18	0	0	72	6	11	11	0	0	27	85	16	20	
	MANCHESTER	BRITANNIA AIRWAYS		C D	18	0	0	67	11	11	11	0	0	23	90	15	20	
	NEWCASTLE	BRITANNIA AIRWAYS		C A	5	0	0	100	0	0	0	0	0	0	75	7	4	
	NEWCASTLE	BRITANNIA AIRWAYS		C D	5	0	0	100	0	0	0	0	0	2	75	14	4	
	STANSTED	BRITANNIA AIRWAYS		C A	5	0	0	80	20	0	0	0	0	3	100	2	4	
	STANSTED	BRITANNIA AIRWAYS		C D	5	0	0	80	20	0	0	0	0	10	50	14	4	
	GATWICK	EXCEL AIRWAYS LTD		C A	23	0	0	78	4	13	0	0	4	34	86	4	22	
	GATWICK	EXCEL AIRWAYS LTD		C D	23	0	0	83	9	4	4	0	0	10	75	8	24	
	GLASGOW	EXCEL AIRWAYS LTD		C A	4	0	0	100	0	0	0	0	0	0	50	13	4	
	GLASGOW	EXCEL AIRWAYS LTD		C D	4	0	0	75	0	25	0	0	0	11	25	27	4	
	MANCHESTER	EXCEL AIRWAYS LTD		C A	16	0	0	63	13	13	6	6	0	30	88	11	16	
	MANCHESTER	EXCEL AIRWAYS LTD		C D	16	0	0	81	6	0	6	0	6	48	100	0	16	
	NEWCASTLE	EXCEL AIRWAYS LTD		C A	4	0	0	75	25	0	0	0	0	10	0	0	0	
	NEWCASTLE	EXCEL AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	75	0	0	25	0	0	20	80	8	5	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	2	75	10	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	25	0	0	80	8	12	0	0	0	9	80	12	44	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	26	0	0	85	8	8	0	0	0	7	74	15	42	
	GLASGOW	FIRST CHOICE AIRWAYS LTD		C A	5	0	0	100	0	0	0	0	0	1	100	3	4	
	GLASGOW	FIRST CHOICE AIRWAYS LTD		C D	5	0	0	100	0	0	0	0	0	6	100	11	4	
	LUTON	FIRST CHOICE AIRWAYS LTD		C A	5	0	0	60	20	20	0	0	0	12	75	44	4	
	LUTON	FIRST CHOICE AIRWAYS LTD		C D	5	0	0	60	20	20	0	0	0	17	75	47	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	17	0	0	71	24	0	6	0	0	11	89	5	27	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	17	0	0	88	6	6	0	0	0	6	93	3	27	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
CORFU																		
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	0	0	25	0	54	60	27	5	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	50	48	4	
	GATWICK	FLYJET LTD	C	A	4	0	0	75	0	25	0	0	0	9	25	45	4	
	GATWICK	FLYJET LTD	C	D	4	0	0	75	0	25	0	0	0	13	25	30	4	
	MANCHESTER	FLYJET LTD	C	A	4	0	0	0	0	75	25	0	0	58	0	83	1	
	MANCHESTER	FLYJET LTD	C	D	4	0	0	0	0	100	0	0	0	39	0	51	1	
	NEWCASTLE	ISLANDSFLUG	C	A	4	0	0	75	0	0	25	0	0	38	0	0	0	
	NEWCASTLE	ISLANDSFLUG	C	D	5	0	0	60	20	0	20	0	0	37	0	0	0	
	STANSTED	ISLANDSFLUG	C	A	4	0	0	50	0	25	25	0	0	34	0	0	0	
	STANSTED	ISLANDSFLUG	C	D	4	0	0	25	25	25	25	0	0	38	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	A	7	0	0	100	0	0	0	0	0	3	86	28	7	
	BIRMINGHAM	MONARCH AIRLINES	C	D	7	0	0	100	0	0	0	0	0	0	86	29	7	
	GATWICK	MONARCH AIRLINES	C	A	16	0	0	63	25	13	0	0	0	14	46	18	13	
	GATWICK	MONARCH AIRLINES	C	D	16	0	0	81	0	19	0	0	0	8	71	13	14	
	LUTON	MONARCH AIRLINES	C	A	3	0	0	100	0	0	0	0	0	1	100	3	2	
	LUTON	MONARCH AIRLINES	C	D	3	0	0	100	0	0	0	0	0	3	100	0	2	
	MANCHESTER	MONARCH AIRLINES	C	A	16	0	0	56	13	25	6	0	0	19	78	12	18	
	MANCHESTER	MONARCH AIRLINES	C	D	16	0	0	88	6	6	0	0	0	7	94	2	16	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	0	0	25	25	347	60	13	5	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	25	25	0	25	25	353	100	0	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	56	33	11	0	0	0	18	63	32	8	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	22	44	33	0	0	0	29	50	35	8	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	75	0	0	0	37	0	0	0	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	50	0	0	0	36	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	12	0	0	50	25	17	8	0	0	27	50	33	8	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	13	0	0	69	8	8	8	8	0	33	88	22	8	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	25	25	0	0	31	25	28	4	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	25	25	0	0	34	75	10	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	2	100	2	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	50	0	0	0	0	10	100	4	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	21	0	0	71	10	14	5	0	0	12	78	10	18	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	22	0	0	86	5	5	5	0	0	7	76	14	17	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	0	11	0	0	10	100	2	8	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)											
CORFU	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	0	0	11	0	0	18	100	1	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	0	69	15	15	0	0	0	13	63	16	16
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	13	0	0	92	0	8	0	0	0	4	88	6	16
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	11	0	0	0	6	100	0	5
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	0	0	11	0	0	11	100	0	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	3	0	0	67	0	0	33	0	0	53	100	1	5
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	0	100	0	4
<b>TOTAL CORFU</b>					<b>687</b>	<b>2</b>	<b>0</b>	<b>75</b>	<b>9</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>21</b>	<b>78</b>	<b>13</b>	<b>13</b>
CORK	BIRMINGHAM	AER ARRAN	S	A	57	0	0	63	16	9	11	2	0	24	87	7	54
	BIRMINGHAM	AER ARRAN	S	D	57	0	0	51	23	12	12	2	0	28	83	11	54
	EDINBURGH	AER ARRAN	S	A	26	0	0	54	15	15	15	0	0	30	68	14	22
	EDINBURGH	AER ARRAN	S	D	26	0	0	35	31	12	19	4	0	41	59	18	22
	HEATHROW	AER LINGUS	S	A	124	0	0	66	16	10	4	3	0	22	73	12	147
	HEATHROW	AER LINGUS	S	D	124	0	0	49	23	16	9	3	0	28	70	15	147
	GATWICK	BMIBABY LTD	S	A	31	0	1	13	45	23	19	0	0	45	0	0	0
	GATWICK	BMIBABY LTD	S	D	32	0	0	28	28	19	25	0	0	43	0	0	0
	MANCHESTER	BMIBABY LTD	S	A	31	0	0	55	16	16	6	3	3	43	0	0	0
	MANCHESTER	BMIBABY LTD	S	D	31	0	0	65	19	6	6	3	0	20	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	31	0	0	74	6	0	16	0	3	27	76	15	84
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	31	0	0	74	3	3	16	0	3	28	84	10	85
	GLASGOW	LOGANAIR	S	A	26	5	0	88	0	12	0	0	0	5	81	7	27
	GLASGOW	LOGANAIR	S	D	31	0	0	71	10	13	3	3	0	22	74	12	27
	STANSTED	RYANAIR	S	A	91	0	1	68	21	9	1	1	0	15	81	9	124
	STANSTED	RYANAIR	S	D	93	0	0	67	29	3	0	1	0	14	73	10	124
<b>TOTAL CORK</b>					<b>843</b>	<b>6</b>	<b>2</b>	<b>59</b>	<b>20</b>	<b>11</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>76</b>	<b>12</b>	<b>12</b>
COVENTRY																	
CUNAGUA	GLASGOW	MONARCH AIRLINES	C	A	2	0	0	100	0	0	0	0	0	2	0	0	0
	GLASGOW	MONARCH AIRLINES	C	D	3	0	0	0	33	33	33	0	0	67	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	2	0	0	0



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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JULY 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)												
CUNAGUA	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	9	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	1	0	100	0	0	0	0	0	2	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	12	0	0	0	
<b>TOTAL CUNAGUA</b>					<b>22</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>9</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>6</b>	<b>6</b>	

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
DACCA																		
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	A	26	0	0	42	8	23	23	0	4	64	48	115	27	
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	D	26	0	0	15	15	31	35	4	0	64	7	74	27	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	14	0	0	93	7	0	0	0	0	1	92	7	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	15	23	54	8	0	0	37	0	61	13	
<b>TOTAL DACCA</b>					<b>79</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>27</b>	<b>20</b>	<b>1</b>	<b>1</b>	<b>48</b>	<b>34</b>	<b>75</b>	<b>75</b>	
DAKAR																		
DALAMAN																		
	MANCHESTER	AIR CORDIAL LTD	C	A	8	0	0	13	38	0	50	0	0	56	33	27	3	
	MANCHESTER	AIR CORDIAL LTD	C	D	8	0	0	50	13	25	13	0	0	34	67	34	3	
	MANCHESTER	ASTRAEUS LTD	C	A	2	0	0	100	0	0	0	0	0	0	25	105	4	
	MANCHESTER	ASTRAEUS LTD	C	D	2	0	0	100	0	0	0	0	0	0	75	100	4	
	HEATHROW	BMI BRITISH MIDLAND	C	A	5	0	0	0	20	40	40	0	0	70	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	C	D	5	0	0	20	0	40	40	0	0	53	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	1	0	75	0	0	25	0	0	30	100	2	5	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	0	25	0	0	35	100	0	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	89	0	0	11	0	0	14	75	6	8	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	89	0	0	11	0	0	22	67	27	9	
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	4	100	0	5	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	6	100	0	4	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	7	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	78	22	0	0	0	0	5	100	2	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	100	0	0	0	0	0	2	100	2	9	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	5	80	25	5	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	5	75	38	4	
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	7	100	0	4	
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	D	5	0	0	40	40	0	20	0	0	27	100	3	4	
	GATWICK	EXCEL AIRWAYS LTD	C	A	23	0	0	74	4	4	17	0	0	21	71	10	17	
	GATWICK	EXCEL AIRWAYS LTD	C	D	29	0	0	69	10	7	10	0	3	32	70	9	20	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	15	0	0	73	7	0	13	0	7	56	100	1	9	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	15	0	0	73	7	0	13	0	7	56	91	3	11	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	1	75	14	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	89	11	0	0	0	0	6	80	8	5	

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
DALAMAN																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	24	0	0	83	13	0	4	0	0	7	83	8	18	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	24	1	0	71	17	8	4	0	0	16	71	18	21	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	100	0	4	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	8	100	2	4	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	2	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	3	3	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	20	0	0	100	0	0	0	0	0	1	90	9	20	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	21	0	0	95	5	0	0	0	0	3	91	9	22	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	50	48	4	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	11	50	57	4	
	GATWICK	KIBRIS TURKISH AIRLINES - KTHY	S	A	5	0	0	100	0	0	0	0	0	0	100	3	5	
	GATWICK	KIBRIS TURKISH AIRLINES - KTHY	S	D	5	0	0	100	0	0	0	0	0	2	60	18	5	
	MANCHESTER	KIBRIS TURKISH AIRLINES - KTHY	S	A	12	0	0	58	8	0	33	0	0	36	64	27	11	
	MANCHESTER	KIBRIS TURKISH AIRLINES - KTHY	S	D	12	0	0	50	17	8	17	8	0	51	55	46	11	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	19	0	0	68	5	11	16	0	0	20	85	9	13	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	22	0	0	55	18	5	23	0	0	30	20	35	15	
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	6	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	13	0	0	0	
	EDINBURGH	MONARCH AIRLINES	C	A	5	0	0	80	20	0	0	0	0	5	100	1	4	
	EDINBURGH	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	3	100	3	4	
	GATWICK	MONARCH AIRLINES	C	A	14	0	0	71	21	0	7	0	0	12	75	32	12	
	GATWICK	MONARCH AIRLINES	C	D	15	0	0	80	13	7	0	0	0	8	64	48	14	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	14	0	0	93	0	0	7	0	0	9	63	20	8	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	14	0	0	93	0	0	7	0	0	15	50	20	8	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	13	0	0	77	8	8	0	8	0	27	46	39	13	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	13	0	0	69	0	23	0	8	0	35	23	35	13	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	20	20	0	0	0	13	50	13	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	0	20	20	0	0	27	50	26	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	23	0	0	74	4	4	9	9	0	30	88	7	17	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	23	0	0	65	13	4	9	9	0	37	88	11	17	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	9	0	0	100	0	0	0	0	0	0	88	5	8	

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					JULY 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
DALAMAN	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	9	0	0	89	11	0	0	0	0	7	89	7	9
	EDINBURGH	ONUR AIR	C	A	4	0	0	50	25	25	0	0	0	15	0	0	0
	EDINBURGH	ONUR AIR	C	D	4	0	0	50	25	25	0	0	0	20	0	0	0
	GATWICK	ONUR AIR	C	A	5	0	0	40	20	0	20	0	20	152	75	104	4
	GATWICK	ONUR AIR	C	D	5	0	0	0	40	20	20	0	20	168	50	124	4
	MANCHESTER	ONUR AIR	C	A	9	0	0	56	22	0	0	11	11	91	100	4	4
	MANCHESTER	ONUR AIR	C	D	9	0	0	44	11	0	22	11	11	127	50	148	4
	NEWCASTLE	ONUR AIR	C	A	4	0	0	50	25	0	25	0	0	24	60	34	5
	NEWCASTLE	ONUR AIR	C	D	4	0	0	50	25	25	0	0	0	21	60	49	5
	GATWICK	PEGASUS AIRLINES	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0
	GLASGOW	PEGASUS AIRLINES	C	A	10	0	0	70	20	10	0	0	0	13	75	15	12
	GLASGOW	PEGASUS AIRLINES	C	D	8	0	0	50	38	13	0	0	0	18	70	8	10
	LUTON	PEGASUS AIRLINES	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	LUTON	PEGASUS AIRLINES	C	D	4	0	0	75	0	25	0	0	0	14	50	13	2
	NEWCASTLE	PEGASUS AIRLINES	C	A	4	0	0	100	0	0	0	0	0	4	75	5	4
	NEWCASTLE	PEGASUS AIRLINES	C	D	4	0	0	100	0	0	0	0	0	2	80	31	5
	STANSTED	PEGASUS AIRLINES	C	A	5	0	0	80	20	0	0	0	0	6	100	0	1
	STANSTED	PEGASUS AIRLINES	C	D	5	0	0	20	40	40	0	0	0	31	100	0	1
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	75	8	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	40	0	0	0	0	9	50	22	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	24	0	0	92	4	0	4	0	0	5	82	8	17
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	26	0	0	73	12	8	4	4	0	19	76	9	17
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	11	0	0	0	5	93	1	14
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	0	11	11	0	0	15	75	10	12
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	18	0	0	94	0	6	0	0	0	3	87	12	15
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	19	0	0	95	0	5	0	0	0	3	75	27	16
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	0	11	11	0	0	15	100	0	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	0	0	11	0	0	20	100	1	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	6	100	3	4
	GATWICK	THY TURK HAVA YOLLARI TURKISH	C	D	2	0	0	100	0	0	0	0	0	5	0	0	0
<b>TOTAL DALAMAN</b>					<b>818</b>	<b>2</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>5</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>21</b>	<b>75</b>	<b>18</b>	<b>18</b>

DALLAS/FORT WORTH

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
DALLAS/FORT WORTH																		
	GATWICK	AMERICAN AIRLINES	S	A	93	0	0	73	9	9	9	1	0	18	61	20	62	
	GATWICK	AMERICAN AIRLINES	S	D	93	0	0	71	23	4	2	0	0	14	82	8	62	
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	81	10	6	3	0	0	7	97	5	31	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	77	16	3	3	0	0	12	74	15	31	
<b>TOTAL DALLAS/FORT WORTH</b>					<b>248</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>76</b>	<b>13</b>	<b>13</b>	
DAMASCUS																		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	31	0	0	90	6	0	0	0	3	26	88	14	16	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	30	1	0	40	37	17	7	0	0	25	0	73	15	
	HEATHROW	SYRIANAIR	S	A	13	0	0	31	23	8	38	0	0	49	69	13	13	
	HEATHROW	SYRIANAIR	S	D	13	0	0	46	23	23	8	0	0	25	57	19	14	
	MANCHESTER	SYRIANAIR	S	A	8	0	0	0	25	25	50	0	0	63	0	0	0	
	MANCHESTER	SYRIANAIR	S	D	8	0	0	50	38	13	0	0	0	13	0	0	0	
<b>TOTAL DAMASCUS</b>					<b>103</b>	<b>1</b>	<b>0</b>	<b>52</b>	<b>23</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>30</b>	<b>53</b>	<b>30</b>	<b>30</b>	
DAR-ES-SALAAM																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	100	0	0	0	0	0	1	69	17	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	14	0	0	50	21	29	0	0	0	17	54	38	13	
<b>TOTAL DAR-ES-SALAAM</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>62</b>	<b>27</b>	<b>27</b>	
DEAUVILLE																		
DELHI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	97	3	0	0	0	0	1	90	3	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	42	42	6	10	0	0	23	16	34	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	14	0	0	29	50	14	7	0	0	33	44	25	9	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	13	0	0	62	23	15	0	0	0	15	89	13	9	
<b>TOTAL DELHI</b>					<b>89</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>27</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>55</b>	<b>19</b>	<b>19</b>	
DENVER INTERNATIONAL																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	1	97	0	0	0	0	3	41	76	66	29	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	35	39	16	10	0	0	28	48	31	29	
<b>TOTAL DENVER INTERNATIONAL</b>					<b>61</b>	<b>0</b>	<b>1</b>	<b>66</b>	<b>20</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>34</b>	<b>62</b>	<b>49</b>	<b>49</b>	
DETROIT																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	90	6	3	0	0	0	4	94	3	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	71	23	3	3	0	0	13	71	17	31	

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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)												
DETROIT																		
	GATWICK	NORTHWEST AIRLINES	S	A	31	0	0	84	3	13	0	0	0	7	90	13	31	
	GATWICK	NORTHWEST AIRLINES	S	D	31	0	0	84	13	0	3	0	0	7	65	18	31	
<b>TOTAL DETROIT</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>13</b>	<b>13</b>	
DINARD																		
	STANSTED	RYANAIR	S	A	40	0	0	73	18	8	0	0	3	21	80	9	35	
	STANSTED	RYANAIR	S	D	40	0	0	75	15	10	0	0	0	12	91	5	35	
<b>TOTAL DINARD</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>16</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>86</b>	<b>7</b>	<b>7</b>	
DJIBOUTI																		
	GATWICK	DAALLO AIRLINES	S	A	9	0	0	33	22	22	22	0	0	56	57	35	7	
	GATWICK	DAALLO AIRLINES	S	D	8	0	0	25	25	38	13	0	0	45	11	201	9	
<b>TOTAL DJIBOUTI</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>24</b>	<b>29</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>31</b>	<b>129</b>	<b>129</b>	
DOHA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	100	0	0	0	0	0	0	90	3	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	58	29	10	3	0	0	17	74	18	31	
	HEATHROW	QATAR AIRWAYS	S	A	62	0	0	92	6	2	0	0	0	4	91	4	57	
	HEATHROW	QATAR AIRWAYS	S	D	62	0	0	58	32	10	0	0	0	14	89	10	57	
	MANCHESTER	QATAR AIRWAYS	S	A	16	1	1	100	0	0	0	0	0	0	89	9	18	
	MANCHESTER	QATAR AIRWAYS	S	D	17	0	0	71	18	12	0	0	0	11	72	10	18	
<b>TOTAL DOHA</b>					<b>219</b>	<b>1</b>	<b>1</b>	<b>78</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>9</b>	<b>9</b>	
DORTMUND																		
DOUALA																		
DUBAI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	76	0	0	88	5	4	3	0	0	8	95	7	61	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	75	0	0	75	8	8	8	1	0	18	69	47	61	
	BIRMINGHAM	EMIRATES	S	A	31	0	0	90	0	6	3	0	0	8	74	14	31	
	BIRMINGHAM	EMIRATES	S	D	31	0	0	52	23	13	13	0	0	23	61	17	31	
	GATWICK	EMIRATES	S	A	93	0	1	73	13	12	2	0	0	11	78	13	63	
	GATWICK	EMIRATES	S	D	94	0	0	67	21	10	2	0	0	13	46	25	63	
	GLASGOW	EMIRATES	S	A	31	0	0	77	16	0	6	0	0	10	0	0	0	
	GLASGOW	EMIRATES	S	D	31	0	0	58	23	16	3	0	0	19	0	0	0	
	HEATHROW	EMIRATES	S	A	124	0	0	62	22	14	2	0	0	15	75	12	93	
	HEATHROW	EMIRATES	S	D	124	0	1	43	25	23	9	1	0	27	53	20	93	

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
DUBAI																		
	MANCHESTER	EMIRATES		S A	62	0	0	79	10	8	2	2	0	13	89	7	62	
	MANCHESTER	EMIRATES		S D	62	0	0	77	11	6	2	2	2	33	76	11	62	
<b>TOTAL DUBAI</b>					<b>834</b>	<b>0</b>	<b>2</b>	<b>68</b>	<b>16</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>71</b>	<b>17</b>	<b>17</b>	
DUBLIN																		
	BIRMINGHAM	AER LINGUS		S A	106	0	0	85	8	4	3	0	0	8	89	6	155	
	BIRMINGHAM	AER LINGUS		S D	106	0	0	75	14	6	5	1	0	14	84	10	152	
	EDINBURGH	AER LINGUS		S A	44	0	0	45	20	27	7	0	0	24	76	14	62	
	EDINBURGH	AER LINGUS		S D	44	0	0	27	30	27	16	0	0	34	45	24	62	
	GLASGOW	AER LINGUS		S A	66	0	0	58	12	23	8	0	0	20	87	11	93	
	GLASGOW	AER LINGUS		S D	66	0	0	36	21	27	15	0	0	31	70	17	93	
	HEATHROW	AER LINGUS		S A	397	0	1	60	23	12	6	0	0	17	70	13	403	
	HEATHROW	AER LINGUS		S D	398	0	1	64	16	13	6	1	0	19	75	12	403	
	MANCHESTER	AER LINGUS		S A	136	0	0	78	13	9	0	0	0	9	89	7	174	
	MANCHESTER	AER LINGUS		S D	136	0	0	77	10	12	1	0	0	10	84	11	174	
	HEATHROW	BMI BRITISH MIDLAND		S A	197	0	0	62	17	12	9	1	0	20	66	15	225	
	HEATHROW	BMI BRITISH MIDLAND		S D	197	0	0	56	20	12	11	1	0	24	61	17	225	
	GATWICK	BRITISH AIRWAYS PLC		S A	115	0	0	64	20	11	4	0	0	15	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC		S D	115	0	0	63	19	15	3	0	0	17	0	0	0	
	LONDON CITY	CITY JET		S A	113	0	0	89	8	3	0	0	0	5	0	0	0	
	LONDON CITY	CITY JET		S D	113	0	0	68	19	12	0	1	0	16	0	0	0	
	MANCHESTER	LUXAIR		S A	29	0	0	83	7	7	3	0	0	10	97	3	31	
	MANCHESTER	LUXAIR		S D	29	0	0	90	3	7	0	0	0	8	100	1	31	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		S A	64	0	3	67	17	11	5	0	0	15	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		S D	65	0	0	66	18	11	5	0	0	16	0	0	0	
	BIRMINGHAM	RYANAIR		S A	80	0	39	83	9	6	3	0	0	10	88	5	93	
	BIRMINGHAM	RYANAIR		S D	80	0	39	61	24	10	5	0	0	17	86	7	93	
	EDINBURGH	RYANAIR		S A	89	0	0	82	13	3	1	0	0	8	87	7	120	
	EDINBURGH	RYANAIR		S D	89	0	0	74	18	6	2	0	0	10	84	12	119	
	GATWICK	RYANAIR		S A	186	0	0	73	19	7	1	1	0	13	81	9	124	
	GATWICK	RYANAIR		S D	186	0	0	71	19	9	1	1	0	13	69	13	124	
	LUTON	RYANAIR		S A	150	0	0	89	6	1	3	0	1	10	95	5	149	
	LUTON	RYANAIR		S D	149	0	1	88	9	1	2	0	0	8	89	6	150	
	MANCHESTER	RYANAIR		S A	128	0	0	84	13	4	0	0	0	7	79	10	89	

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

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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	
DUBLIN	MANCHESTER	RYANAIR	S	D	128	0	0	82	13	5	0	0	0	8	91	6	89
	NEWCASTLE	RYANAIR	S	A	58	0	0	93	5	2	0	0	0	3	92	4	62
	NEWCASTLE	RYANAIR	S	D	58	0	0	90	5	3	2	0	0	6	92	4	61
	STANSTED	RYANAIR	S	A	382	0	2	68	19	12	1	0	0	14	75	12	370
	STANSTED	RYANAIR	S	D	381	0	0	77	14	8	1	0	0	11	71	14	373
<b>TOTAL DUBLIN</b>					<b>4684</b>	<b>6</b>	<b>86</b>	<b>71</b>	<b>16</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>11</b>	<b>11</b>
DUBROVNIK	STANSTED	AIR ADRIATIC	C	A	5	1	0	100	0	0	0	0	0	2	60	8	5
	STANSTED	AIR ADRIATIC	C	D	5	0	0	80	20	0	0	0	0	8	80	12	5
	GATWICK	ASTRAEUS LTD	C	A	4	0	0	75	25	0	0	0	0	8	0	0	0
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	100	0	0	0	0	0	5	0	0	0
	MANCHESTER	ASTRAEUS LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	MANCHESTER	ASTRAEUS LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	17	0	0	59	29	6	6	0	0	16	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	17	0	0	71	6	18	6	0	0	16	0	0	0
	GATWICK	CROATIA AIRLINES	S	A	13	0	0	38	38	23	0	0	0	20	56	18	16
	GATWICK	CROATIA AIRLINES	S	D	13	0	0	38	46	15	0	0	0	18	63	21	16
	GLASGOW	CROATIA AIRLINES	C	A	4	0	0	50	50	0	0	0	0	14	0	0	0
	GLASGOW	CROATIA AIRLINES	C	D	4	0	0	75	0	25	0	0	0	14	0	0	0
	MANCHESTER	CROATIA AIRLINES	S	A	9	0	0	56	11	11	22	0	0	30	22	29	9
	MANCHESTER	CROATIA AIRLINES	S	D	9	0	0	56	11	11	22	0	0	31	56	21	9
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	8	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	C	A	4	0	0	75	0	25	0	0	0	9	25	32	4
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	C	D	4	0	0	100	0	0	0	0	0	7	100	6	4
<b>TOTAL DUBROVNIK</b>					<b>135</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>57</b>	<b>19</b>	<b>19</b>
DUNDEE	LONDON CITY	SCOT AIRWAYS	S	A	101	0	4	89	6	5	0	0	0	7	79	10	106
	LONDON CITY	SCOT AIRWAYS	S	D	101	0	4	82	11	6	1	0	0	9	79	10	104
<b>TOTAL DUNDEE</b>					<b>202</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>10</b>	<b>10</b>
DUSSELDORF	STANSTED	AIR BERLIN	S	A	77	0	1	94	4	1	0	1	0	7	0	0	0



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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JULY 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
DUSSELDORF	STANSTED	AIR BERLIN	S	D	77	0	1	86	9	4	0	1	0	11	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	106	0	0	82	9	8	1	0	0	9	76	12	66
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	105	0	0	88	7	3	3	0	0	7	82	11	66
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	7	0	0	100	0	0	0	0	0	3	92	6	53
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	15	0	0	93	0	7	0	0	0	4	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	102	0	0	92	6	2	0	0	0	4	82	9	73
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	101	0	0	94	4	1	1	0	0	3	82	8	73
	HEATHROW	BRITISH AIRWAYS PLC	S	A	171	0	0	78	11	7	4	0	0	12	82	9	146
	HEATHROW	BRITISH AIRWAYS PLC	S	D	171	0	0	66	18	11	5	0	0	16	79	9	146
	LONDON CITY	EAE EUROPEAN AIR EXPRESS	S	A	44	0	0	91	7	2	0	0	0	3	0	0	0
	LONDON CITY	EAE EUROPEAN AIR EXPRESS	S	D	44	0	0	93	5	2	0	0	0	5	0	0	0
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	75	0	0	81	12	5	1	0	0	8	87	5	53
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	75	0	0	75	15	8	3	0	0	12	74	10	54
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	A	26	0	0	92	4	4	0	0	0	4	85	5	27
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	D	26	0	0	77	15	8	0	0	0	7	85	7	27
	HEATHROW	LUFTHANSA	S	A	150	0	0	73	16	9	1	0	0	13	84	8	104
	HEATHROW	LUFTHANSA	S	D	147	0	2	77	11	10	3	0	0	10	86	7	104
	MANCHESTER	LUFTHANSA CITY LINE	S	A	79	0	0	84	13	3	1	0	0	9	93	4	81
	MANCHESTER	LUFTHANSA CITY LINE	S	D	79	0	0	86	8	3	4	0	0	6	96	2	81
<b>TOTAL DUSSELDORF</b>					<b>1677</b>	<b>1</b>	<b>4</b>	<b>82</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>9</b>	<b>9</b>

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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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	236	0	0	69	16	10	5	0	0	14	68	15	239
	HEATHROW	BMI BRITISH MIDLAND	S	D	239	0	0	65	16	11	8	0	0	19	65	18	240
	MANCHESTER	BMI REGIONAL	S	A	121	0	0	91	7	2	1	0	0	5	92	5	127
	MANCHESTER	BMI REGIONAL	S	D	122	0	0	95	2	1	2	0	0	4	99	1	126
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	166	0	0	90	5	2	3	0	0	5	79	14	188
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	165	0	0	88	8	3	1	0	0	5	74	16	187
	LONDON CITY	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	70	0	0	84	10	4	1	0	0	7	0	0	0
	LONDON CITY	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	69	0	0	81	10	9	0	0	0	10	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	155	0	0	80	10	9	1	0	0	9	74	12	157
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	155	0	0	83	9	6	2	0	0	8	88	7	158
	GATWICK	BRITISH AIRWAYS PLC	S	A	181	0	0	68	18	11	3	0	0	15	60	18	166
	GATWICK	BRITISH AIRWAYS PLC	S	D	181	0	0	71	16	9	3	0	0	13	57	17	166
	HEATHROW	BRITISH AIRWAYS PLC	S	A	334	0	1	57	21	15	6	0	0	20	60	23	325
	HEATHROW	BRITISH AIRWAYS PLC	S	D	334	0	0	66	16	12	5	0	0	17	66	16	327
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	119	0	0	58	24	10	8	1	0	23	76	16	122
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	119	0	0	55	26	13	5	0	0	21	61	19	123
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	168	0	0	73	10	11	6	1	0	17	64	20	169
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	167	1	0	64	17	10	8	1	0	20	48	30	168
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	166	0	3	64	12	13	10	0	0	20	50	36	169
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	167	0	0	56	17	16	11	0	0	24	43	33	169
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	161	0	2	91	6	3	1	0	0	5	70	20	149
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	161	0	2	81	11	6	2	0	0	11	54	27	151
	LONDON CITY	SCOT AIRWAYS	S	A	196	0	22	78	18	4	1	0	0	9	72	13	220
	LONDON CITY	SCOT AIRWAYS	S	D	197	1	21	88	9	3	0	0	0	6	80	11	223
<b>TOTAL EDINBURGH</b>					<b>4149</b>	<b>5</b>	<b>51</b>	<b>73</b>	<b>14</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>18</b>	<b>18</b>
EDMONTON																	
EINDHOVEN	HEATHROW	HOLLANDEXEL	S	A	43	0	0	77	12	7	5	0	0	16	76	19	46
	HEATHROW	HOLLANDEXEL	S	D	43	0	0	60	16	9	12	2	0	21	57	26	46

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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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	52	0	1	90	4	4	2	0	0	5	86	7	58
	STANSTED	RYANAIR	S	D	53	0	0	91	6	2	2	0	0	9	83	9	58
<b>TOTAL EINDHOVEN</b>					<b>191</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>9</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>14</b>	<b>14</b>
ENTEBBE	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	77	23	0	0	0	0	6	58	370	12
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	54	15	15	15	0	0	26	38	39	13
<b>TOTAL ENTEBBE</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>19</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>48</b>	<b>198</b>	<b>198</b>
ERFURT	STANSTED	RYANAIR	S	A	31	0	0	100	0	0	0	0	0	0	0	0	0
	STANSTED	RYANAIR	S	D	31	0	0	90	10	0	0	0	0	6	0	0	0
<b>TOTAL ERFURT</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
ESBJERG	STANSTED	RYANAIR	S	A	31	0	0	90	3	6	0	0	0	4	90	7	31
	STANSTED	RYANAIR	S	D	31	0	0	71	19	6	3	0	0	12	81	9	31
<b>TOTAL ESBJERG</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>8</b>	<b>8</b>
EXETER	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	A	31	0	0	61	23	16	0	0	0	14	0	0	0
	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	D	31	0	0	77	19	3	0	0	0	8	0	0	0
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	A	31	0	0	58	23	13	6	0	0	18	0	0	0
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	D	31	0	0	84	10	3	3	0	0	8	0	0	0
<b>TOTAL EXETER</b>					<b>125</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>18</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>50</b>	<b>8</b>	<b>8</b>

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
FAIRFORD																		
	HEATHROW	BRITISH AIRWAYS PLC	C	A	2	0	0	50	50	0	0	0	0	16	0	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	C	D	2	0	0	0	0	50	50	0	0	59	0	0	0	0
<b>TOTAL FAIRFORD</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>37</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
FARNBOROUGH																		
FARO																		
	GATWICK	AIR CORDIAL LTD	C	A	2	0	0	0	0	0	100	0	0	94	0	0	0	0
	MANCHESTER	AIR CORDIAL LTD	C	A	5	0	0	20	60	0	20	0	0	38	67	21	6	6
	MANCHESTER	AIR CORDIAL LTD	C	D	7	0	0	57	0	0	43	0	0	47	67	10	6	6
	GLASGOW	AIR LUXOR	C	A	5	0	0	60	0	20	20	0	0	30	75	13	4	4
	GLASGOW	AIR LUXOR	C	D	5	0	0	20	0	40	40	0	0	76	50	38	4	4
	BIRMINGHAM	AIR MALTA	C	A	10	0	0	80	20	0	0	0	0	4	0	0	0	0
	BIRMINGHAM	AIR MALTA	C	D	10	0	0	80	20	0	0	0	0	10	0	0	0	0
	MANCHESTER	AIR MALTA	C	A	5	0	0	100	0	0	0	0	0	0	0	0	0	0
	MANCHESTER	AIR MALTA	C	D	5	0	0	80	0	20	0	0	0	16	0	0	0	0
	HEATHROW	AIR PORTUGAL	S	A	31	0	0	32	29	29	10	0	0	27	68	13	31	31
	HEATHROW	AIR PORTUGAL	S	D	31	0	0	97	3	0	0	0	0	1	100	1	31	31
	GATWICK	ASTRAEUS LTD	C	A	9	0	0	67	11	22	0	0	0	19	83	9	6	6
	GATWICK	ASTRAEUS LTD	C	D	9	0	0	78	11	11	0	0	0	10	83	13	6	6
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	100	0	0	0	0	0	1	100	3	9	9
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	89	11	0	0	0	0	4	100	3	9	9
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	78	22	0	0	0	0	8	77	13	13	13
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	78	22	0	0	0	0	8	86	11	14	14
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	3	100	3	5	5
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	2	100	0	5	5
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	1	100	2	4	4
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	4	100	5	4	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	12	0	0	92	0	8	0	0	0	4	78	35	9	9
	MANCHESTER	BRITANNIA AIRWAYS	C	D	13	0	0	92	0	8	0	0	0	3	89	36	9	9
	STANSTED	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	1	100	0	4	4
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	7	100	1	4	4
	GATWICK	BRITISH AIRWAYS PLC	C	A	6	0	0	50	33	0	17	0	0	35	86	8	7	7
	GATWICK	BRITISH AIRWAYS PLC	C	D	7	0	0	57	14	14	14	0	0	39	38	19	8	8
	EDINBURGH	CHANNEL EXPRESS (AIR SVS)	S	A	5	0	0	60	0	0	0	20	20	201	0	0	0	0

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
FARO																		
	EDINBURGH	CHANNEL EXPRESS (AIR SVS)	S	D	5	0	0	60	0	0	0	20	20	225	0	0	0	0
	GLASGOW	CHANNEL EXPRESS (AIR SVS)	S	A	9	0	0	100	0	0	0	0	0	3	0	0	0	0
	GLASGOW	CHANNEL EXPRESS (AIR SVS)	S	D	9	0	0	67	33	0	0	0	0	10	0	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	36	0	0	69	14	11	6	0	0	14	0	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	36	0	0	75	11	6	8	0	0	13	0	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	85	10	5	0	0	0	5	80	14	49	49
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	81	13	6	0	0	0	10	67	21	54	54
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	67	0	0	81	6	9	3	1	0	13	86	18	65	65
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	67	0	0	76	7	6	9	1	0	19	72	20	65	65
	BIRMINGHAM	EUROATLANTIC AIRWAYS	C	A	4	1	0	50	25	0	25	0	0	20	0	0	0	0
	BIRMINGHAM	EUROATLANTIC AIRWAYS	C	D	4	1	0	50	0	25	25	0	0	34	0	0	0	0
	STANSTED	EUROATLANTIC AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	0	25	43	4	4
	STANSTED	EUROATLANTIC AIRWAYS	C	D	2	1	0	50	0	50	0	0	0	36	25	50	4	4
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	A	4	0	0	50	25	25	0	0	0	20	0	0	0	0
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	D	4	0	0	75	0	25	0	0	0	14	0	0	0	0
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	11	0	0	82	0	9	9	0	0	13	92	4	13	13
	GATWICK	EXCEL AIRWAYS LTD	C	D	14	0	0	79	7	7	7	0	0	14	85	6	13	13
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	15	0	0	67	13	13	7	0	0	20	90	6	10	10
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	13	0	0	46	15	23	15	0	0	27	64	12	11	11
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	10	0	0	70	20	0	10	0	0	14	100	3	9	9
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	10	0	0	70	10	10	10	0	0	17	78	9	9	9
	EDINBURGH	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	11	100	2	5	5
	EDINBURGH	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	12	100	9	5	5
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	30	1	0	73	13	13	0	0	0	11	69	13	42	42
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	31	0	0	61	23	10	3	3	0	24	77	12	44	44
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	10	0	0	100	0	0	0	0	0	4	100	1	9	9
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	10	0	0	50	50	0	0	0	0	12	89	3	9	9
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	6	100	0	5	5
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	0	100	1	5	5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	29	0	0	83	7	7	3	0	0	11	85	15	39	39
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	29	0	0	86	7	3	3	0	0	10	84	7	38	38
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	4	100	0	13	13

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)											
FARO	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	10	0	0	40	50	0	0	0	10	50	77	6	13
	GATWICK	FLYJET LTD	C	A	5	0	0	60	0	20	20	0	0	37	0	0	0
	GATWICK	FLYJET LTD	C	D	5	0	0	60	20	0	20	0	0	33	0	0	0
	GATWICK	GB AIRWAYS LTD	S	A	98	0	0	82	12	3	3	0	0	9	83	13	71
	GATWICK	GB AIRWAYS LTD	S	D	98	0	0	66	18	10	5	0	0	18	83	16	71
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	80	20	0	0	0	0	5	100	1	13
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	60	20	20	0	0	0	20	92	4	13
	EDINBURGH	MONARCH AIRLINES	C	A	10	0	0	100	0	0	0	0	0	3	100	0	5
	EDINBURGH	MONARCH AIRLINES	C	D	10	0	0	100	0	0	0	0	0	0	80	5	5
	GATWICK	MONARCH AIRLINES	S	A	31	0	0	71	10	6	13	0	0	21	89	6	27
	GATWICK	MONARCH AIRLINES	C	A	14	0	0	71	14	0	0	14	0	46	65	56	20
	GATWICK	MONARCH AIRLINES	S	D	31	0	0	68	13	6	10	3	0	23	89	8	27
	GATWICK	MONARCH AIRLINES	C	D	14	0	0	71	14	0	0	14	0	45	75	55	20
	LUTON	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	4	60	43	5
	LUTON	MONARCH AIRLINES	S	A	14	0	0	79	7	7	7	0	0	18	92	3	13
	LUTON	MONARCH AIRLINES	S	D	14	0	0	86	7	0	7	0	0	15	92	5	13
	LUTON	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	1	60	42	5
	MANCHESTER	MONARCH AIRLINES	C	A	9	0	0	33	44	22	0	0	0	22	78	10	9
	MANCHESTER	MONARCH AIRLINES	S	A	31	0	0	87	6	3	3	0	0	9	65	32	31
	MANCHESTER	MONARCH AIRLINES	S	D	31	0	0	84	3	6	6	0	0	11	77	13	31
	MANCHESTER	MONARCH AIRLINES	C	D	9	0	0	56	22	11	11	0	0	19	70	16	10
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	21	0	0	62	19	5	5	10	0	35	90	12	31
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	0	100	5	5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	1	80	10	5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	23	0	0	57	17	9	9	9	0	39	83	7	30
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	10	0	0	80	10	10	0	0	0	8	50	14	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	10	0	0	100	0	0	0	0	0	4	75	7	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	0	40	0	0	0	17	100	4	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	40	20	20	0	0	32	33	39	3
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	19	0	0	47	5	11	26	5	5	111	72	26	18
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	19	0	0	47	11	11	26	5	0	51	84	19	19
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	19	50	20	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	13	75	7	4

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
FARO	GLASGOW	SPANAIR	C	A	5	0	0	40	40	0	20	0	0	24	75	12	4
	GLASGOW	SPANAIR	C	D	5	0	0	80	20	0	0	0	0	12	25	41	4
	NEWCASTLE	SPANAIR	C	A	4	0	0	75	25	0	0	0	0	9	0	0	0
	NEWCASTLE	SPANAIR	C	D	3	0	0	33	33	33	0	0	0	20	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	13	0	0	54	23	15	8	0	0	24	92	6	13
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	12	0	0	50	17	17	17	0	0	35	85	7	13
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	24	0	0	83	4	4	8	0	0	11	91	6	22
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	24	0	0	75	17	4	4	0	0	12	74	11	23
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	11	11	0	0	0	12	100	0	8
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	9	0	0	44	22	33	0	0	0	20	100	3	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	19	0	0	63	5	11	21	0	0	27	86	8	21
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	19	0	0	74	0	11	16	0	0	22	76	12	21
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	14	0	0	93	0	7	0	0	0	4	89	3	9
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	14	0	0	93	0	7	0	0	0	5	89	6	9
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	10	0	0	90	10	0	0	0	0	6	100	0	5
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	10	0	0	70	10	20	0	0	0	10	80	12	5
<b>TOTAL FARO</b>					<b>1636</b>	<b>5</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>80</b>	<b>15</b>	<b>15</b>
FIGARI	STANSTED	CHANNEL EXPRESS (AIR SVS)	C	A	4	0	0	75	25	0	0	0	0	6	0	0	0
	STANSTED	CHANNEL EXPRESS (AIR SVS)	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	50	0	0	0	0	17	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL FIGARI</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>58</b>	<b>29</b>	<b>29</b>
FLORENCE	GATWICK	MERIDIANA AIR	S	A	60	0	2	48	20	18	10	3	0	32	67	19	61
	GATWICK	MERIDIANA AIR	S	D	58	0	4	34	19	17	22	7	0	50	77	13	61
<b>TOTAL FLORENCE</b>					<b>118</b>	<b>0</b>	<b>6</b>	<b>42</b>	<b>19</b>	<b>18</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>40</b>	<b>72</b>	<b>16</b>	<b>16</b>
FORLI	STANSTED	RYANAIR	S	A	62	0	0	60	21	13	6	0	0	18	64	14	66
	STANSTED	RYANAIR	S	D	62	0	0	73	16	8	3	0	0	15	58	18	66
<b>TOTAL FORLI</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>19</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>61</b>	<b>16</b>	<b>16</b>
FRANKFURT MAIN																	

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
FRANKFURT MAIN																		
	LONDON CITY	AUGSBURG AIRWAYS GMBH	S	A	22	0	0	91	5	5	0	0	0	6	91	4	23	
	LONDON CITY	AUGSBURG AIRWAYS GMBH	S	D	21	0	0	81	10	5	5	0	0	12	57	17	23	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	125	0	0	89	4	6	2	0	0	6	78	11	23	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	124	0	0	85	6	2	7	0	0	10	87	5	23	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	26	0	0	88	8	0	4	0	0	8	88	7	80	
	LONDON CITY	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	68	0	0	91	4	1	3	0	0	7	84	10	73	
	LONDON CITY	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	68	0	0	69	16	9	6	0	0	18	52	18	73	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	141	0	0	88	9	1	2	0	0	6	91	4	118	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	139	0	0	91	4	1	3	0	0	5	88	5	118	
	GATWICK	BRITISH AIRWAYS PLC	S	A	44	0	0	84	9	2	2	2	0	14	91	5	54	
	GATWICK	BRITISH AIRWAYS PLC	S	D	44	0	0	77	16	5	2	0	0	11	81	11	54	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	220	0	0	64	18	11	6	0	0	20	83	8	229	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	220	0	0	65	14	13	9	0	0	20	76	12	230	
	BIRMINGHAM	LUFTHANSA	S	A	93	0	0	89	6	2	2	0	0	6	84	7	93	
	BIRMINGHAM	LUFTHANSA	S	D	93	0	0	87	8	2	3	0	0	9	70	13	92	
	HEATHROW	LUFTHANSA	S	A	310	0	0	78	12	6	4	0	0	10	82	8	279	
	HEATHROW	LUFTHANSA	S	D	310	0	0	75	13	9	2	0	0	12	71	13	279	
	MANCHESTER	LUFTHANSA	S	A	124	0	0	84	14	2	1	0	0	7	89	7	93	
	MANCHESTER	LUFTHANSA	S	D	124	0	0	94	4	2	0	0	0	4	84	9	93	
	EDINBURGH	LUFTHANSA CITY LINE	S	A	93	0	0	91	4	3	1	0	0	4	0	0	0	
	EDINBURGH	LUFTHANSA CITY LINE	S	D	93	0	0	76	17	4	2	0	0	11	0	0	0	
	LONDON CITY	LUFTHANSA CITY LINE	S	A	48	0	0	92	6	0	2	0	0	3	82	7	49	
	LONDON CITY	LUFTHANSA CITY LINE	S	D	48	0	0	77	13	8	2	0	0	10	55	18	49	
<b>TOTAL FRANKFURT MAIN</b>					<b>2598</b>	<b>3</b>	<b>6</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>9</b>	<b>9</b>	
FREETOWN																		
	GATWICK	ASTRAEUS LTD	C	A	9	0	0	33	33	11	22	0	0	37	0	0	0	
	GATWICK	ASTRAEUS LTD	C	D	9	0	0	67	11	22	0	0	0	16	0	0	0	
<b>TOTAL FREETOWN</b>					<b>20</b>	<b>0</b>	<b>13</b>	<b>45</b>	<b>25</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>11</b>	<b>82</b>	<b>82</b>	



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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JULY 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	
FRIEDRICHSHAFEN	STANSTED	RYANAIR	S	A	31	0	0	90	6	3	0	0	0	4	97	6	31
	STANSTED	RYANAIR	S	D	31	0	0	77	16	3	3	0	0	10	77	11	31
<b>TOTAL FRIEDRICHSHAFEN</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>9</b>	<b>9</b>
FUERTEVENTURA	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	35	100	0	5
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	42	100	2	5
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	80	20	5
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	80	15	5
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	100	0	5
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	3	100	5	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	80	48	5
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	80	57	5
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	9	100	2	5
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	5
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	3	5
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	7	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	80	8	5
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	2	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	78	0	11	11	0	0	22	90	8	10
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	10	0	0	50	20	20	10	0	0	29	70	25	10
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	5
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	2	5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	11	0	0	82	9	9	0	0	0	6	90	19	10
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	11	0	0	91	9	0	0	0	0	2	90	20	10
	GATWICK	GB AIRWAYS LTD	S	A	4	1	0	100	0	0	0	0	0	1	0	0	0
	GATWICK	GB AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	0	7	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	0	80	15	5
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	4	80	22	5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	0	60	48	10
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	70	53	10
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	44	33	0	11	0	11	66	44	26	9

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)											
FUERTEVENTURA	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	1	0	50	38	13	0	0	0	14	67	22	9
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	5	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	56	11	11	22	0	0	21	64	19	14
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	56	0	22	22	0	0	31	50	32	14
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	20	0	0	0	0	7	100	1	5
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	100	2	5
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	1	80	33	5
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	10	80	37	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	1	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	10	0	0	70	10	0	10	0	10	47	92	4	12
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	10	0	0	70	10	0	20	0	0	22	83	7	12
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	7	0	0	86	0	0	14	0	0	24	0	0	0
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	6	0	0	67	17	0	0	17	0	35	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	0	13	0	0	13	57	91	70	11
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	12	0	0	67	8	17	0	0	8	43	92	3	12
<b>TOTAL FUERTEVENTURA</b>					<b>259</b>	<b>2</b>	<b>0</b>	<b>81</b>	<b>7</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>17</b>	<b>81</b>	<b>19</b>	<b>19</b>
FUNCHAL	GATWICK	AIR PORTUGAL	S	A	14	0	0	71	21	0	7	0	0	9	20	17	5
	GATWICK	AIR PORTUGAL	S	D	14	0	0	64	14	14	7	0	0	16	0	27	5
	HEATHROW	AIR PORTUGAL	S	A	9	0	0	67	22	11	0	0	0	11	89	4	9
	HEATHROW	AIR PORTUGAL	S	D	9	0	0	44	11	44	0	0	0	24	44	24	9
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	4	100	0	4
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	20	75	26	4
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	50	37	4
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	4	100	2	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	25	75	0	0	0	0	16	100	0	4
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	4	100	0	4
	GLASGOW	EUROATLANTIC AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	100	0	3
	GLASGOW	EUROATLANTIC AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	100	0	4
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	15	88	4	8
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	6	88	9	8

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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)													
FUNCHAL																			
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4		
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	15	100	3	4		
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0		
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	100	3	4		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	6	100	2	4		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	100	1	4		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	7	0	23	4		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	12	4		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	4	4		
	GATWICK	GB AIRWAYS LTD	S	A	13	0	0	77	8	8	0	0	8	44	82	7	17		
	GATWICK	GB AIRWAYS LTD	S	D	13	0	0	31	38	23	0	0	8	60	88	9	17		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	31	75	26	4		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	25	0	0	38	50	23	4		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	10	100	0	4		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	14	75	6	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	2	75	9	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	8	75	9	4		
<b>TOTAL FUNCHAL</b>					<b>176</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>79</b>	<b>9</b>	<b>9</b>		

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
GALWAY																		
	BIRMINGHAM	AER ARRAN	S	A	26	0	0	81	15	4	0	0	0	9	0	0	0	
	BIRMINGHAM	AER ARRAN	S	D	26	0	0	50	38	12	0	0	0	17	0	0	0	
	EDINBURGH	AER ARRAN	S	A	26	0	0	46	15	15	23	0	0	42	0	0	0	
	EDINBURGH	AER ARRAN	S	D	26	0	0	35	19	27	19	0	0	46	0	0	0	
	LUTON	AER ARRAN	S	A	62	0	0	73	15	13	0	0	0	10	90	8	31	
	LUTON	AER ARRAN	S	D	62	0	0	65	19	13	3	0	0	16	39	23	31	
	MANCHESTER	AER ARRAN	S	A	31	0	0	94	6	0	0	0	0	4	63	13	27	
	MANCHESTER	AER ARRAN	S	D	31	0	0	90	6	0	0	3	0	11	70	11	27	
	GLASGOW	LOGANAIR	S	A	21	4	0	43	38	14	5	0	0	20	0	0	0	
	GLASGOW	LOGANAIR	S	D	22	4	0	45	36	18	0	0	0	20	0	0	0	
<b>TOTAL GALWAY</b>					<b>333</b>	<b>8</b>	<b>0</b>	<b>65</b>	<b>19</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>66</b>	<b>14</b>	<b>14</b>	
GANDER																		
<b>TOTAL GANDER</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>53</b>	<b>0</b>	<b>0</b>	<b>0</b>	
GATWICK																		
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	181	0	0	80	10	8	2	0	0	10	69	13	166	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	181	0	0	64	22	11	3	0	0	16	56	21	166	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	177	0	0	82	10	6	2	0	0	9	78	9	170	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	177	0	0	68	19	10	3	0	0	14	68	14	170	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	191	0	1	75	16	6	4	0	0	12	88	7	195	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	191	0	2	83	8	6	3	0	0	9	91	5	195	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	A	119	0	0	82	10	6	2	0	0	8	0	0	0	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	D	119	0	0	76	15	6	3	0	0	13	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	119	0	0	70	18	8	5	0	0	15	78	17	124	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	119	0	0	47	27	17	8	1	0	29	66	27	123	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	25	50	0	0	58	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	2	1	0	100	0	0	0	0	0	10	0	35	1	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	0	7	0	470	1	
<b>TOTAL GATWICK</b>					<b>1587</b>	<b>17</b>	<b>3</b>	<b>73</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>14</b>	<b>14</b>	
GDANSK																		
	STANSTED	AIR POLONIA	S	A	9	0	0	67	33	0	0	0	0	8	0	0	0	
	STANSTED	AIR POLONIA	S	D	9	0	0	33	22	44	0	0	0	27	0	0	0	
<b>TOTAL GDANSK</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>28</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>100</b>	<b>5</b>	<b>5</b>	

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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	LONDON CITY	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	68	0	0	91	7	1	0	0	0	3	0	0	0
	LONDON CITY	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	68	0	0	62	28	9	1	0	0	16	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	58	0	0	88	3	5	3	0	0	7	81	13	52
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	57	0	0	89	7	2	2	0	0	6	87	5	53
	GATWICK	BRITISH AIRWAYS PLC	S	A	80	0	0	80	11	9	0	0	0	8	89	6	89
	GATWICK	BRITISH AIRWAYS PLC	S	D	79	0	0	77	18	5	0	0	0	9	88	5	89
	HEATHROW	BRITISH AIRWAYS PLC	S	A	177	0	0	76	18	5	2	0	0	10	82	10	173
	HEATHROW	BRITISH AIRWAYS PLC	S	D	177	0	0	68	18	9	5	0	0	16	79	11	173
	GATWICK	EASYJET SWITZERLAND	S	A	93	0	0	78	8	4	10	0	0	14	90	4	93
	GATWICK	EASYJET SWITZERLAND	S	D	93	0	0	61	23	10	6	0	0	19	88	7	93
	LUTON	EASYJET SWITZERLAND	S	A	124	0	0	84	11	5	0	0	0	6	83	17	120
	LUTON	EASYJET SWITZERLAND	S	D	123	2	1	61	22	15	2	1	0	18	62	21	120
	HEATHROW	SWISS AIRLINES	S	A	124	0	0	87	8	4	1	0	0	5	93	3	120
	HEATHROW	SWISS AIRLINES	S	D	124	0	0	88	6	4	2	0	0	7	93	4	120
<b>TOTAL GENEVA</b>					<b>1445</b>	<b>12</b>	<b>1</b>	<b>77</b>	<b>14</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>9</b>	<b>9</b>
GENOA	GATWICK	BRITISH AIRWAYS PLC	S	A	36	0	0	89	8	0	3	0	0	6	92	5	60
	GATWICK	BRITISH AIRWAYS PLC	S	D	36	0	0	42	56	0	3	0	0	19	80	9	60
	STANSTED	RYANAIR	S	A	57	0	0	75	18	5	2	0	0	9	86	6	58
	STANSTED	RYANAIR	S	D	57	0	0	74	21	5	0	0	0	13	81	9	58
<b>TOTAL GENOA</b>					<b>186</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>24</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>85</b>	<b>7</b>	<b>7</b>
GERONA	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	80	9	5
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	80	14	5
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	89	11	0	0	0	0	4	78	17	9
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	100	0	0	0	0	0	6	78	21	9
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	80	8	5
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	1	100	3	5
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	3	100	0	3
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	3	100	4	4

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
GERONA	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	67	11	11	11	0	0	27	100	0	9
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	44	22	11	22	0	0	34	100	1	9
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	4	100	0	4
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	1	100	0	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	100	0	9
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	4	9
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	100	0	2
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	67	33	0	0	0	0	7	100	0	2
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	0	5
	EDINBURGH	GREECE AIRWAYS	S	A	4	0	1	75	25	0	0	0	0	8	0	0	0
	EDINBURGH	GREECE AIRWAYS	S	D	4	0	0	50	0	50	0	0	0	28	0	0	0
	GLASGOW	GREECE AIRWAYS	S	A	9	3	1	78	0	11	11	0	0	19	0	0	0
	GLASGOW	GREECE AIRWAYS	S	D	11	0	0	55	0	27	18	0	0	37	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	16	100	0	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	20	20	40	0	0	42	100	3	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	20	0	0	30	80	17	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	0	20	0	39	80	19	5
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	8	1	0	63	0	13	25	0	0	30	100	0	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	9	0	0	56	11	0	33	0	0	37	100	0	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	10	0	0	80	20	0	0	0	0	6	100	0	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	10	0	0	80	10	10	0	0	0	7	100	0	5
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	12	100	0	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	16	100	3	4
	STANSTED	RYANAIR	S	A	111	0	0	87	6	4	3	0	0	7	90	4	132
	STANSTED	RYANAIR	S	D	111	0	0	76	14	7	4	0	0	13	82	9	132
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	0	8
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	1	100	3	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	0	20	0	42	75	72	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	0	20	0	46	75	81	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	0	4

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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)												
GERONA																		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	3	100	0	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	10	0	0	100	0	0	0	0	2	63	27	8		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	10	0	0	100	0	0	0	0	0	63	27	8		
<b>TOTAL GERONA</b>					<b>465</b>	<b>4</b>	<b>2</b>	<b>82</b>	<b>7</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>87</b>	<b>8</b>	<b>8</b>	
GIBRALTAR																		
	GATWICK	GB AIRWAYS LTD	S	A	59	0	3	56	19	14	8	3	0	31	85	25	59	
	GATWICK	GB AIRWAYS LTD	S	D	61	0	1	57	20	8	11	3	0	32	73	27	60	
	LUTON	MONARCH AIRLINES	S	A	31	0	0	90	6	3	0	0	0	3	93	3	30	
	LUTON	MONARCH AIRLINES	S	D	31	0	0	87	13	0	0	0	0	7	84	7	31	
	MANCHESTER	MONARCH AIRLINES	S	A	17	0	0	94	0	6	0	0	0	3	0	0	0	
	MANCHESTER	MONARCH AIRLINES	S	D	17	0	0	100	0	0	0	0	0	1	0	0	0	
<b>TOTAL GIBRALTAR</b>					<b>216</b>	<b>0</b>	<b>4</b>	<b>72</b>	<b>13</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>82</b>	<b>19</b>	<b>19</b>	
GLASGOW																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	230	0	0	74	12	10	4	0	0	11	72	12	237	
	HEATHROW	BMI BRITISH MIDLAND	S	D	234	0	0	63	21	9	6	0	0	16	74	12	235	
	MANCHESTER	BMI REGIONAL	S	A	118	0	0	84	13	3	1	0	0	7	94	4	123	
	MANCHESTER	BMI REGIONAL	S	D	117	0	0	96	3	1	1	0	0	4	98	1	123	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	158	0	0	93	3	3	1	0	0	3	74	14	183	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	157	0	0	75	13	7	4	0	0	12	62	23	183	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	153	0	0	80	9	6	4	1	0	11	85	9	142	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	151	0	0	81	6	9	3	1	0	11	85	10	142	
	GATWICK	BRITISH AIRWAYS PLC	S	A	177	0	0	71	16	10	3	0	0	14	76	11	170	
	GATWICK	BRITISH AIRWAYS PLC	S	D	177	0	0	73	16	9	2	0	0	13	68	14	170	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	330	0	0	70	15	11	5	0	0	14	75	12	328	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	330	0	0	63	18	11	8	0	0	19	65	16	330	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	163	0	0	89	4	2	6	0	0	8	70	19	166	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	162	0	0	78	14	3	5	0	0	13	56	24	166	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	137	0	5	91	5	3	1	0	0	5	70	17	141	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	136	0	4	70	21	7	2	0	0	13	48	29	141	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	162	0	1	83	7	6	4	0	0	9	61	30	148	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 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)											
GLASGOW	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	163	0	0	71	13	10	6	0	0	16	48	37	149
	EDINBURGH	GREECE AIRWAYS	S	D	2	17	0	50	50	0	0	0	0	18	0	0	0
<b>TOTAL GLASGOW</b>					<b>3259</b>	<b>50</b>	<b>10</b>	<b>76</b>	<b>12</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>16</b>	<b>16</b>
GOTEBORG	BIRMINGHAM	CITY AIRLINE	S	A	22	0	0	91	9	0	0	0	0	6	0	0	0
	BIRMINGHAM	CITY AIRLINE	S	D	26	0	0	92	4	4	0	0	0	5	0	0	0
	MANCHESTER	CITY AIRLINE	S	A	33	0	0	97	3	0	0	0	0	4	55	16	20
	MANCHESTER	CITY AIRLINE	S	D	33	0	0	97	3	0	0	0	0	1	92	3	25
	HEATHROW	SAS	S	A	62	0	0	73	19	8	0	0	0	11	82	9	62
	HEATHROW	SAS	S	D	62	0	0	89	5	5	2	0	0	7	92	5	62
<b>TOTAL GOTEBORG</b>					<b>238</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>8</b>	<b>8</b>
GOTEBORG (SAVE)	STANSTED	RYANAIR	S	A	57	0	0	96	2	2	0	0	0	4	72	25	58
	STANSTED	RYANAIR	S	D	57	0	0	56	35	7	2	0	0	15	76	12	58
<b>TOTAL GOTEBORG (SAVE)</b>					<b>114</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>18</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>19</b>	<b>19</b>
GRAND CAYMAN	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	89	0	0	0	0	11	116	89	3	18
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	83	6	6	6	0	0	16	56	30	18
<b>TOTAL GRAND CAYMAN</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>66</b>	<b>72</b>	<b>16</b>	<b>16</b>
GRAZ	STANSTED	RYANAIR	S	A	31	0	0	81	13	3	3	0	0	9	100	1	31
	STANSTED	RYANAIR	S	D	31	0	0	65	32	3	0	0	0	13	90	6	31
<b>TOTAL GRAZ</b>					<b>63</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>22</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>95</b>	<b>3</b>	<b>3</b>
GRENADA	GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	0	75	0	0	0	25	0	71	60	19	5
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	50	0	25	0	0	25	101	80	5	5
	GATWICK	EXCEL AIRWAYS LTD	C	A	3	1	0	0	33	67	0	0	0	34	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	0	50	0	25	25	0	88	0	0	0
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	4	0	0	50	25	0	25	0	0	30	50	37	2
<b>TOTAL GRENADA</b>					<b>19</b>	<b>1</b>	<b>0</b>	<b>37</b>	<b>21</b>	<b>16</b>	<b>11</b>	<b>11</b>	<b>5</b>	<b>66</b>	<b>50</b>	<b>46</b>	<b>46</b>
GRONINGEN																	
GROSETTO																	



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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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)												
GUERNSEY																		
	GATWICK	AURIGNY AIR SERVICES	S	A	122	0	1	61	22	11	5	1	0	18	94	4	93	
	GATWICK	AURIGNY AIR SERVICES	S	D	122	0	1	48	30	16	6	2	0	26	88	18	93	
	MANCHESTER	AURIGNY AIR SERVICES	S	A	110	0	0	75	13	7	5	0	0	15	73	16	107	
	MANCHESTER	AURIGNY AIR SERVICES	S	D	108	0	2	77	11	7	5	0	0	12	81	11	106	
	STANSTED	AURIGNY AIR SERVICES	S	A	132	1	1	55	16	18	10	1	0	26	76	12	88	
	STANSTED	AURIGNY AIR SERVICES	S	D	132	1	1	51	18	18	11	2	0	27	74	11	87	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	34	0	0	71	6	12	12	0	0	21	39	38	31	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	33	0	0	88	12	0	0	0	0	9	44	38	34	
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	123	0	1	93	2	2	2	0	0	6	89	11	122	
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	123	0	1	87	7	3	2	1	0	10	81	12	123	
<b>TOTAL GUERNSEY</b>					<b>1039</b>	<b>2</b>	<b>8</b>	<b>69</b>	<b>15</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>79</b>	<b>14</b>	<b>14</b>	
GURYEV																		

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 2003				
					Actual (7)	MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual	Plan (8)											
HAHN																		
	STANSTED	RYANAIR	S	A	119	0	0	87	7	4	2	0	1	10	94	9	142	
	STANSTED	RYANAIR	S	D	119	0	0	73	21	3	3	0	0	12	79	11	142	
<b>TOTAL HAHN</b>					<b>238</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>14</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>10</b>	<b>10</b>	
HALIFAX INT																		
	HEATHROW	AIR CANADA	S	A	31	0	0	71	10	13	3	0	3	40	52	26	31	
	HEATHROW	AIR CANADA	S	D	31	0	0	35	19	26	19	0	0	31	87	8	31	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	5	0	2	60	20	0	20	0	0	37	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	4	0	2	75	0	25	0	0	0	11	0	0	0	
	GLASGOW	ZOOM AIRLINES	S	A	2	0	0	0	50	50	0	0	0	31	0	0	0	
	GLASGOW	ZOOM AIRLINES	S	D	3	0	0	67	33	0	0	0	0	10	0	0	0	
<b>TOTAL HALIFAX INT</b>					<b>76</b>	<b>0</b>	<b>4</b>	<b>54</b>	<b>16</b>	<b>18</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>69</b>	<b>17</b>	<b>17</b>	
HAMBURG																		
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	47	0	0	94	2	2	2	0	0	4	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	48	0	0	90	4	0	6	0	0	7	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	124	0	0	71	15	8	6	0	0	15	86	7	118	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	124	0	0	59	16	15	9	1	0	21	76	11	119	
	HEATHROW	LUFTHANSA	S	A	93	0	0	86	11	3	0	0	0	6	89	5	93	
	HEATHROW	LUFTHANSA	S	D	93	0	0	86	5	9	0	0	0	7	92	5	93	
	MANCHESTER	LUFTHANSA CITY LINE	S	A	38	0	0	87	3	11	0	0	0	10	93	6	40	
	MANCHESTER	LUFTHANSA CITY LINE	S	D	38	0	0	92	5	3	0	0	0	4	88	4	40	
<b>TOTAL HAMBURG</b>					<b>607</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>10</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>6</b>	<b>6</b>	
HANOVER																		
	STANSTED	AIR BERLIN	S	A	31	0	0	81	19	0	0	0	0	7	97	4	31	
	STANSTED	AIR BERLIN	S	D	31	0	0	58	29	13	0	0	0	15	81	9	31	
	HEATHROW	BMI BRITISH MIDLAND	S	A	75	0	0	81	9	5	4	0	0	12	87	7	82	
	HEATHROW	BMI BRITISH MIDLAND	S	D	75	0	0	73	17	5	4	0	0	13	63	16	82	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	31	0	0	90	3	0	6	0	0	7	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	31	0	0	90	0	3	6	0	0	9	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	52	0	0	90	4	2	4	0	0	6	83	8	53	

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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	52	1	0	87	8	2	4	0	0	10	72	11	54	
	GATWICK	BRITISH AIRWAYS PLC	S	A	73	1	0	74	14	10	3	0	0	13	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	72	1	0	75	10	11	4	0	0	13	0	0	0	
	NEWCASTLE	HAPAG LLOYD EXPRESS	S	A	13	0	0	54	31	8	8	0	0	20	0	0	0	
	NEWCASTLE	HAPAG LLOYD EXPRESS	S	D	13	0	0	46	23	23	8	0	0	25	0	0	0	
<b>TOTAL HANOVER</b>					<b>549</b>	<b>3</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>11</b>	<b>11</b>	
HARARE																		
	GATWICK	AIR ZIMBABWE	S	A	15	3	8	73	20	0	7	0	0	12	75	18	8	
	GATWICK	AIR ZIMBABWE	S	D	19	0	4	26	37	26	11	0	0	29	50	30	10	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	85	0	0	15	0	0	19	63	45	8	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	14	0	0	29	14	36	21	0	0	48	33	43	9	
<b>TOTAL HARARE</b>					<b>61</b>	<b>3</b>	<b>12</b>	<b>51</b>	<b>20</b>	<b>16</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>54</b>	<b>34</b>	<b>34</b>	
HASSI MESSAOUD																		
	GATWICK	AIR ALGERIE	C	A	9	0	0	11	56	33	0	0	0	25	0	0	0	
	GATWICK	AIR ALGERIE	C	D	9	0	0	78	22	0	0	0	0	12	0	0	0	
	GATWICK	ASTRAEUS LTD	C	A	18	0	0	67	11	17	6	0	0	16	100	3	5	
	GATWICK	ASTRAEUS LTD	C	D	18	0	0	94	6	0	0	0	0	6	80	5	5	
<b>TOTAL HASSI MESSAOUD</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>86</b>	<b>9</b>	<b>9</b>	
HAUGESUND																		
	STANSTED	RYANAIR	S	A	31	0	0	90	6	3	0	0	0	4	97	2	31	
	STANSTED	RYANAIR	S	D	31	0	0	94	3	3	0	0	0	4	94	5	31	
<b>TOTAL HAUGESUND</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>95</b>	<b>4</b>	<b>4</b>	
HAVANA																		
	GATWICK	CUBANA	S	A	9	0	0	56	0	33	11	0	0	30	50	13	4	
	GATWICK	CUBANA	S	D	9	0	0	22	22	11	44	0	0	55	0	35	4	
<b>TOTAL HAVANA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>11</b>	<b>22</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>17</b>	<b>26</b>	<b>26</b>	
HEATHROW																		
	EDINBURGH	BMI BRITISH MIDLAND	S	A	239	0	0	68	16	10	6	0	0	17	63	17	239	
	EDINBURGH	BMI BRITISH MIDLAND	S	D	236	0	2	64	19	12	5	0	0	16	61	18	239	
	GLASGOW	BMI BRITISH MIDLAND	S	A	234	0	0	63	21	9	6	0	0	16	70	12	236	
	GLASGOW	BMI BRITISH MIDLAND	S	D	230	0	1	71	14	12	3	0	0	14	70	13	236	
	MANCHESTER	BMI BRITISH MIDLAND	S	A	207	1	1	70	15	8	7	0	0	16	67	15	236	

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
HEATHROW																		
	MANCHESTER	BMI BRITISH MIDLAND	S	D	207	0	1	81	10	5	4	0	0	10	79	9	236	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	334	0	0	64	17	12	6	0	0	18	62	17	326	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	334	0	1	57	24	12	6	0	0	19	57	20	325	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	330	0	0	62	20	10	8	0	0	20	68	14	328	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	330	0	0	72	15	9	5	0	0	15	77	12	329	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	302	0	0	61	17	14	7	1	0	21	72	12	296	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	302	0	0	83	7	7	3	0	0	11	87	7	298	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	A	177	0	0	57	23	12	8	0	0	19	66	18	163	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	D	176	0	1	76	12	8	4	0	0	12	74	16	165	
	MANCHESTER	QANTAS	S	A	61	0	1	82	7	8	3	0	0	12	0	0	0	
	MANCHESTER	QANTAS	S	D	30	0	1	97	0	3	0	0	0	3	0	0	0	
<b>TOTAL HEATHROW</b>					<b>3729</b>	<b>18</b>	<b>9</b>	<b>68</b>	<b>16</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>70</b>	<b>14</b>	<b>14</b>	
HELSINGBORG-ANGELHOLM																		
<b>TOTAL HELSINGBORG-ANGELHOLM</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	
HELSINKI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	79	8	10	3	0	0	10	89	4	73	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	47	19	15	19	0	0	29	78	12	73	
	BIRMINGHAM	CITY AIRLINE	S	A	11	0	0	91	9	0	0	0	0	7	0	0	0	
	BIRMINGHAM	CITY AIRLINE	S	D	7	0	0	86	14	0	0	0	0	6	0	0	0	
	HEATHROW	FINNAIR	S	A	123	0	0	80	15	5	0	0	0	7	83	6	119	
	HEATHROW	FINNAIR	S	D	124	0	0	63	19	15	4	0	0	17	75	12	119	
	MANCHESTER	FINNAIR	S	A	58	0	0	88	12	0	0	0	0	6	81	7	54	
	MANCHESTER	FINNAIR	S	D	57	0	0	95	4	0	2	0	0	4	94	2	54	
<b>TOTAL HELSINKI</b>					<b>504</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>8</b>	<b>8</b>	
HERAKLION																		
	MANCHESTER	AIR CORDIAL LTD	C	A	4	0	0	50	0	25	25	0	0	32	50	23	4	
	MANCHESTER	AIR CORDIAL LTD	C	D	4	0	0	0	50	0	50	0	0	57	50	29	4	
	BIRMINGHAM	AIR MALTA	C	A	4	0	0	75	0	0	25	0	0	28	0	0	0	
	BIRMINGHAM	AIR MALTA	C	D	4	0	0	75	0	0	25	0	0	34	0	0	0	
	MANCHESTER	AIR MALTA	C	A	4	0	0	100	0	0	0	0	0	1	0	0	0	
	MANCHESTER	AIR MALTA	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	ASTRAEUS LTD	C	A	4	0	0	50	0	50	0	0	0	19	50	24	2	
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	25	25	50	0	0	0	27	67	33	3	

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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	
HERAKLION																			
	GLASGOW	BMI BRITISH MIDLAND	C	A	5	0	0	0	20	20	60	0	0	65	25	35	4		
	GLASGOW	BMI BRITISH MIDLAND	C	D	5	0	0	0	20	20	60	0	0	68	50	30	4		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	7	100	6	4		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	25	50	25	0	0	0	21	50	17	4		
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	89	11	0	0	0	0	6	93	5	14		
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	67	22	11	0	0	0	11	92	12	13		
	LUTON	BRITANNIA AIRWAYS	C	A	3	0	0	100	0	0	0	0	0	0	100	5	3		
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	6	100	2	4		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	100	0	0	0	0	0	0	85	28	13		
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	100	0	0	0	0	0	2	69	32	13		
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	5	100	3	5		
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	0	100	3	5		
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4		
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	4	100	3	5		
	GATWICK	EXCEL AIRWAYS LTD	C	A	12	0	0	100	0	0	0	0	0	0	100	0	17		
	GATWICK	EXCEL AIRWAYS LTD	C	D	12	0	0	83	8	8	0	0	0	7	100	4	17		
	GLASGOW	EXCEL AIRWAYS LTD	C	A	8	1	0	100	0	0	0	0	0	0	100	0	9		
	GLASGOW	EXCEL AIRWAYS LTD	C	D	9	0	0	67	22	11	0	0	0	10	89	3	9		
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	7	0	0	86	0	0	14	0	0	12	92	8	12		
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	7	0	0	57	29	0	14	0	0	23	92	6	12		
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	2	0	0	0		
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	3	0	0	0		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	18	75	8	4		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	0	0	20	0	0	24	75	8	4		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	16	0	0	81	0	13	6	0	0	10	79	15	28		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	17	0	0	59	29	6	6	0	0	16	82	16	28		
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	25	50	25	0	0	0	23	80	7	5		
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	25	75	0	0	0	0	19	80	6	5		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	13	0	0	54	23	8	15	0	0	23	77	11	13		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	13	0	0	85	0	8	8	0	0	12	100	1	13		
	MANCHESTER	FLYJET LTD	C	A	5	0	0	20	0	60	20	0	0	38	0	88	2		
	MANCHESTER	FLYJET LTD	C	D	5	0	0	60	20	20	0	0	0	15	0	85	2		
	BIRMINGHAM	MONARCH AIRLINES	C	A	11	0	0	73	18	0	0	9	0	23	100	1	11		

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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
HERAKLION	BIRMINGHAM	MONARCH AIRLINES	C	D	12	0	0	67	25	8	0	0	0	8	100	1	12
	GATWICK	MONARCH AIRLINES	C	A	22	0	0	77	23	0	0	0	0	6	80	15	20
	GATWICK	MONARCH AIRLINES	C	D	21	0	0	100	0	0	0	0	0	3	80	15	20
	MANCHESTER	MONARCH AIRLINES	C	A	11	0	0	100	0	0	0	0	0	2	84	25	19
	MANCHESTER	MONARCH AIRLINES	C	D	12	0	0	75	8	17	0	0	0	9	76	31	21
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	9	0	0	89	0	0	11	0	0	17	67	124	9
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	9	0	0	67	33	0	0	0	0	10	78	13	9
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	78	11	0	11	0	0	13	44	35	9
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	78	11	11	0	0	0	9	55	28	11
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	80	10	5
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	25	0	0	0	14	100	2	3
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	13	0	0	77	0	0	15	0	8	112	33	92	9
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	14	0	0	64	7	0	29	0	0	27	44	83	9
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	50	25	0	25	176	60	13	5
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	25	25	50	0	0	85	100	5	5
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	0	25	0	0	33	80	15	5
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	25	25	25	0	100	80	9	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	80	13	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	2	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	0	0	13	0	0	17	86	9	14
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	0	0	13	0	0	22	86	12	14
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	9	80	15	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	7	100	2	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	0	13	13	0	0	20	90	4	10
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	63	0	13	25	0	0	26	90	5	10
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	1	5
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	0	5
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	25	100	0	5
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	25	25	0	0	41	100	1	5
<b>TOTAL HERAKLION</b>					<b>505</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>7</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>79</b>	<b>19</b>	<b>19</b>
HOLGUIN (FRANK PAIS)	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	0	20	0	20	0	64	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	25	25	25	0	25	0	96	0	0	0

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
HOLGUIN (FRANK PAIS)																		
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	0	20	40	40	0	0	54	44	90	9	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	25	50	25	0	0	0	24	0	0	0	
<b>TOTAL HOLGUIN (FRANK PAIS)</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>22</b>	<b>28</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>59</b>	<b>36</b>	<b>83</b>	<b>83</b>	
HONG KONG (CHEP LAP KOK)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	75	0	0	99	1	0	0	0	0	1	97	24	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	76	0	0	46	25	17	11	1	0	28	37	44	62	
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	A	93	0	0	92	3	2	1	0	1	7	97	2	71	
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	D	93	0	0	48	27	20	4	0	0	21	57	22	76	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	90	0	10	0	0	0	4	93	2	15	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	55	29	13	0	0	3	44	58	27	31	
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>					<b>399</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>72</b>	<b>22</b>	<b>22</b>	
HOUSTON																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	45	0	0	80	9	7	4	0	0	10	73	19	40	
	GATWICK	BRITISH AIRWAYS PLC	S	D	44	0	0	77	14	5	5	0	0	13	78	13	41	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	84	0	6	10	0	0	10	74	19	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	77	16	6	0	0	0	10	58	19	31	
	GATWICK	CONTINENTAL AIRLINES	S	A	62	0	0	66	10	11	13	0	0	21	77	9	62	
	GATWICK	CONTINENTAL AIRLINES	S	D	62	0	0	76	13	10	2	0	0	12	79	9	62	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	9	0	0	44	44	0	0	11	0	32	0	0	0	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	8	0	0	63	0	13	13	13	0	57	0	0	0	
<b>TOTAL HOUSTON</b>					<b>292</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>13</b>	<b>13</b>	
HUMBERSIDE																		
HURGHADA																		
	MANCHESTER	AIR CORDIAL LTD	C	A	4	0	0	0	0	50	50	0	0	63	0	0	0	
	MANCHESTER	AIR CORDIAL LTD	C	D	4	0	0	25	25	50	0	0	0	28	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	20	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	2	0	100	0	0	0	0	0	2	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	10	0	0	70	10	10	0	10	0	27	100	0	4	
	GATWICK	EXCEL AIRWAYS LTD	C	D	10	0	0	70	10	0	10	10	0	35	75	13	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	40	0	0	0	0	10	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	2	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	20	0	0	0	11	0	0	0	

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)											
HURGHADA	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	3	2	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL HURGHADA</b>					<b>52</b>	<b>4</b>	<b>0</b>	<b>65</b>	<b>12</b>	<b>13</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>23</b>	<b>73</b>	<b>11</b>	<b>11</b>



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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JULY 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
IBIZA	EDINBURGH	AIR EUROPA	C	A	5	0	0	60	0	20	20	0	0	32	0	0	0
	EDINBURGH	AIR EUROPA	C	D	5	0	0	60	0	40	0	0	0	25	0	0	0
	GATWICK	ASTRAEUS LTD	C	A	4	0	0	75	0	0	0	25	0	49	0	0	0
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	50	25	0	0	25	0	57	0	0	0
	MANCHESTER	ASTRAEUS LTD	C	A	4	0	0	75	25	0	0	0	0	9	0	0	0
	MANCHESTER	ASTRAEUS LTD	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0
	MANCHESTER	BMIBABY LTD	S	A	30	0	1	17	27	30	27	0	0	40	0	0	0
	MANCHESTER	BMIBABY LTD	S	D	31	0	0	16	42	16	23	3	0	43	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	14	0	0	86	14	0	0	0	0	4	88	3	17
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	14	0	0	79	0	21	0	0	0	12	100	2	17
	GATWICK	BRITANNIA AIRWAYS	C	A	28	0	0	86	7	0	7	0	0	9	92	2	26
	GATWICK	BRITANNIA AIRWAYS	C	D	29	0	0	90	3	0	7	0	0	10	100	2	26
	GLASGOW	BRITANNIA AIRWAYS	C	A	15	0	0	60	27	7	7	0	0	18	100	2	13
	GLASGOW	BRITANNIA AIRWAYS	C	D	14	0	0	71	0	21	7	0	0	19	100	3	13
	LUTON	BRITANNIA AIRWAYS	C	A	18	0	0	89	0	6	6	0	0	8	94	10	18
	LUTON	BRITANNIA AIRWAYS	C	D	18	0	0	94	0	0	6	0	0	6	94	2	17
	MANCHESTER	BRITANNIA AIRWAYS	C	A	20	0	0	100	0	0	0	0	0	1	95	15	22
	MANCHESTER	BRITANNIA AIRWAYS	C	D	22	0	0	95	5	0	0	0	0	2	91	12	22
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	14	0	0	86	14	0	0	0	0	4	83	32	12
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	14	0	0	100	0	0	0	0	0	2	83	38	12
	STANSTED	BRITANNIA AIRWAYS	C	A	14	0	0	93	7	0	0	0	0	4	92	28	13
	STANSTED	BRITANNIA AIRWAYS	C	D	14	0	0	86	14	0	0	0	0	6	100	2	13
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	4	0	0	75	25	0	0	0	0	7	100	0	2
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	5	2
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	55	16	10	19	0	0	31	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	68	13	6	13	0	0	24	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	62	1	1	89	3	5	2	2	0	10	59	26	61
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	74	10	11	3	2	0	18	56	33	62
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	50	29	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	16	50	34	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	15	0	0	80	7	13	0	0	0	7	86	10	22
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	17	0	0	82	0	12	6	0	0	12	68	10	22

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	0
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	0	0	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	20	0	0	95	5	0	0	0	0	1	86	11	21	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	20	0	0	95	5	0	0	0	0	2	91	8	22	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	29	100	0	4	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	0	0	20	0	0	24	100	0	4	
	GATWICK	GB AIRWAYS LTD	S	A	23	0	0	57	9	26	4	4	0	37	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	D	23	0	0	52	17	17	9	4	0	33	0	0	0	
	EDINBURGH	IBERWORLD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	EDINBURGH	IBERWORLD	C	D	3	0	0	100	0	0	0	0	0	0	0	0	0	
	GLASGOW	IBERWORLD	C	A	4	0	0	75	25	0	0	0	0	7	75	27	4	
	GLASGOW	IBERWORLD	C	D	4	0	0	75	25	0	0	0	0	5	50	33	4	
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	75	0	0	25	0	0	18	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	75	0	0	25	0	0	22	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	50	0	0	50	0	0	41	20	49	5	
	MANCHESTER	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	2	80	9	5	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	9	0	0	100	0	0	0	0	0	2	100	0	12	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	9	0	0	78	22	0	0	0	0	8	83	7	12	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	14	0	0	57	7	21	7	7	0	29	75	15	12	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	13	0	0	77	15	0	0	8	0	20	75	17	12	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	9	0	0	100	0	0	0	0	0	0	88	4	8	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	9	0	0	100	0	0	0	0	0	2	100	3	8	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	18	0	0	61	6	11	6	11	6	67	63	78	16	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	18	0	0	61	11	0	17	6	6	67	59	85	17	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	8	0	0	63	13	0	25	0	0	24	63	14	8	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	9	0	0	89	11	0	0	0	0	2	63	16	8	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	9	0	0	89	0	0	0	0	11	112	75	6	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	9	0	0	89	0	0	0	0	11	118	100	3	4	
	EDINBURGH	SPANAIR	C	A	4	0	0	100	0	0	0	0	0	5	38	47	8	
	EDINBURGH	SPANAIR	C	D	4	0	0	75	25	0	0	0	0	6	43	139	7	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	20	0	0	35	100	2	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	15	0	0	73	13	0	13	0	0	13	100	0	18	

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)													
IBIZA																			
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	18	0	0	78	0	11	11	0	0	15	95	3	19		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	1	75	29	4		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	20	0	0	0	9	75	8	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	18	0	0	61	6	0	17	6	11	97	83	10	18		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	18	0	0	44	6	17	17	6	11	101	89	5	18		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	8	0	0	100	0	0	0	0	0	2	100	0	9		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	0	0	11	0	0	9	100	0	9		
<b>TOTAL IBIZA</b>					<b>948</b>	<b>1</b>	<b>2</b>	<b>75</b>	<b>9</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>22</b>	<b>80</b>	<b>18</b>	<b>18</b>		
INNSBRUCK																			
	BIRMINGHAM	AUSTRIAN AIRLINES	C	A	5	0	0	100	0	0	0	0	0	0	100	0	2		
	BIRMINGHAM	AUSTRIAN AIRLINES	C	D	5	0	0	100	0	0	0	0	0	4	100	14	2		
	NEWCASTLE	AUSTRIAN AIRLINES	C	A	5	0	0	80	20	0	0	0	0	15	100	0	2		
	NEWCASTLE	AUSTRIAN AIRLINES	C	D	5	0	0	100	0	0	0	0	0	5	100	0	2		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	67	22	0	11	0	0	16	89	12	9		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	78	11	0	11	0	0	15	67	11	9		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	78	11	11	0	0	0	6	56	82	9		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	89	0	11	0	0	0	6	89	5	9		
	EDINBURGH	LAUDA-AIR	C	A	5	0	0	100	0	0	0	0	0	0	0	0	0		
	EDINBURGH	LAUDA-AIR	C	D	5	0	0	100	0	0	0	0	0	4	0	0	0		
	GATWICK	LAUDA-AIR	S	A	22	0	0	100	0	0	0	0	0	1	0	0	0		
	GATWICK	LAUDA-AIR	S	D	22	0	0	86	9	5	0	0	0	5	0	0	0		
<b>TOTAL INNSBRUCK</b>					<b>110</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>69</b>	<b>26</b>	<b>26</b>		
INVERNESS																			
	HEATHROW	BMI BRITISH MIDLAND	S	A	31	0	0	74	3	19	3	0	0	15	0	0	0		
	HEATHROW	BMI BRITISH MIDLAND	S	D	31	0	0	81	3	16	0	0	0	12	0	0	0		
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	93	0	0	74	23	3	0	0	0	9	65	13	93		
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	93	0	0	73	22	5	0	0	0	11	86	8	93		
	BIRMINGHAM	EASTERN AIRWAYS	S	A	70	0	0	87	10	3	0	0	0	9	0	0	0		
	BIRMINGHAM	EASTERN AIRWAYS	S	D	69	0	1	93	3	4	0	0	0	5	0	0	0		
	MANCHESTER	EASTERN AIRWAYS	S	A	70	0	0	90	7	3	0	0	0	6	88	10	69		
	MANCHESTER	EASTERN AIRWAYS	S	D	70	0	0	97	3	0	0	0	0	2	91	9	69		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	61	13	23	3	0	0	18	71	15	31		

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
INVERNESS																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	52	35	10	3	0	0	18	65	20	31	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	40	0	0	73	20	3	5	0	0	12	54	25	39	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	40	0	0	68	15	15	3	0	0	16	49	29	39	
	EDINBURGH	LOGANAIR	S	A	67	0	0	81	10	4	4	0	0	11	86	9	51	
<b>TOTAL INVERNESS</b>					<b>736</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>13</b>	<b>13</b>	
ISLAMABAD																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	92	8	0	0	0	0	2	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	14	0	0	29	7	43	21	0	0	36	0	0	0	
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	A	18	0	0	100	0	0	0	0	0	1	88	47	17	
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	D	18	0	0	89	6	6	0	0	0	10	71	81	17	
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	13	0	0	31	46	23	0	0	0	20	46	150	13	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	13	0	0	0	15	54	23	8	0	57	23	139	13	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	26	0	0	62	27	12	0	0	0	12	61	64	18	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	19	0	0	42	26	26	5	0	0	24	61	51	18	
<b>TOTAL ISLAMABAD</b>					<b>134</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>17</b>	<b>19</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>60</b>	<b>83</b>	<b>83</b>	
ISLAY																		
	GLASGOW	LOGANAIR	S	A	49	0	0	92	4	0	4	0	0	5	88	9	50	
	GLASGOW	LOGANAIR	S	D	49	0	0	84	6	8	2	0	0	11	54	21	50	
<b>TOTAL ISLAY</b>					<b>98</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>71</b>	<b>15</b>	<b>15</b>	
ISLE OF MAN																		
	EDINBURGH	BA CITIEXPRESS (IOM) LTD	S	A	22	0	0	86	9	5	0	0	0	5	0	0	0	
	EDINBURGH	BA CITIEXPRESS (IOM) LTD	S	D	22	0	0	86	5	9	0	0	0	10	0	0	0	
	GATWICK	BA CITIEXPRESS (IOM) LTD	S	A	82	0	0	80	10	5	2	2	0	14	69	16	85	
	GATWICK	BA CITIEXPRESS (IOM) LTD	S	D	82	0	0	73	15	10	0	2	0	17	60	20	85	
	GLASGOW	BA CITIEXPRESS (IOM) LTD	S	A	30	1	0	77	13	3	3	3	0	18	80	13	30	
	GLASGOW	BA CITIEXPRESS (IOM) LTD	S	D	30	1	0	67	23	7	0	3	0	17	81	8	31	
	LUTON	BA CITIEXPRESS (IOM) LTD	S	A	31	0	0	74	19	3	3	0	0	9	71	11	28	
	LUTON	BA CITIEXPRESS (IOM) LTD	S	D	31	0	0	68	16	13	0	3	0	18	65	13	26	
	MANCHESTER	BA CITIEXPRESS (IOM) LTD	S	A	145	0	0	83	13	3	1	0	0	8	78	10	100	
	MANCHESTER	BA CITIEXPRESS (IOM) LTD	S	D	145	1	0	93	2	2	3	0	0	5	87	8	104	
	BIRMINGHAM	EASTERN AIRWAYS	S	A	70	0	0	99	0	0	1	0	0	2	0	0	0	
	BIRMINGHAM	EASTERN AIRWAYS	S	D	70	0	0	97	1	0	1	0	0	2	0	0	0	
	NEWCASTLE	EASTERN AIRWAYS	S	A	22	4	4	95	5	0	0	0	0	2	0	0	0	

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
ISLE OF MAN																		
	NEWCASTLE	EASTERN AIRWAYS	S	D	26	0	0	88	4	4	4	0	0	9	0	0	0	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	31	0	0	71	26	3	0	0	0	11	53	30	30	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	31	0	0	84	13	3	0	0	0	8	67	29	30	
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	A	26	0	0	88	8	4	0	0	0	7	92	4	48	
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	D	26	0	0	92	8	0	0	0	0	5	86	10	50	
	EDINBURGH	ROSSAIR EUROPE	S	A	57	0	0	60	18	12	11	0	0	24	0	0	0	
	EDINBURGH	ROSSAIR EUROPE	S	D	57	0	0	67	19	4	11	0	0	18	0	0	0	
	GLASGOW	ROSSAIR EUROPE	S	A	54	0	0	61	9	4	26	0	0	31	0	0	0	
	GLASGOW	ROSSAIR EUROPE	S	D	53	1	0	66	6	6	23	0	0	26	0	0	0	
	STANSTED	ROSSAIR EUROPE	S	A	57	0	0	12	47	30	5	5	0	40	0	0	0	
	STANSTED	ROSSAIR EUROPE	S	D	57	0	0	40	33	21	5	0	0	24	0	0	0	
<b>TOTAL ISLE OF MAN</b>					<b>1257</b>	<b>8</b>	<b>4</b>	<b>76</b>	<b>13</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>12</b>	<b>12</b>	
ISTANBUL																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	76	11	8	5	0	0	14	89	9	61	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	34	32	24	10	0	0	30	67	18	60	
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	50	50	0	0	0	0	16	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	3	0	0	0	67	33	0	0	0	35	0	0	0	
	HEATHROW	ONUR AIR	C	A	4	0	0	25	75	0	0	0	0	18	0	0	0	
	HEATHROW	ONUR AIR	C	D	4	0	0	25	25	50	0	0	0	29	0	0	0	
	MANCHESTER	ONUR AIR	C	A	8	1	0	88	0	0	0	0	13	79	0	0	0	
	MANCHESTER	ONUR AIR	C	D	9	0	0	56	22	11	0	0	11	84	0	0	0	
	STANSTED	ONUR AIR	C	A	15	0	0	80	0	13	7	0	0	17	22	34	9	
	STANSTED	ONUR AIR	C	D	17	0	0	65	12	12	6	6	0	30	10	69	10	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	93	0	0	58	23	13	5	1	0	21	59	18	93	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	93	0	0	38	26	19	16	1	0	33	54	31	93	
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	A	22	0	0	55	27	18	0	0	0	15	64	14	22	
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	D	22	0	0	41	41	9	9	0	0	23	41	19	22	
<b>TOTAL ISTANBUL</b>					<b>416</b>	<b>1</b>	<b>0</b>	<b>52</b>	<b>24</b>	<b>15</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>61</b>	<b>21</b>	<b>21</b>	
IZMIR (ADNAM MENDERES)																		
	HEATHROW	KIBRIS TURKISH AIRLINES - KTHY	S	A	13	0	0	38	23	31	8	0	0	32	25	67	8	

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)											
IZMIR (ADNAM MENDERES)	HEATHROW	KIBRIS TURKISH AIRLINES - KTHY	S	D	13	0	0	23	38	23	15	0	0	41	13	98	8
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	11	0	1	82	9	9	0	0	0	7	25	32	8
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	12	0	0	58	25	8	8	0	0	21	14	38	7
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	33	100	0	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	43	100	4	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	63	25	13	0	0	0	14	100	0	6
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	6	100	4	6
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	100	0	0	0	0	0	5	100	0	6
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	13	0	0	0	0	4	100	1	6
<b>TOTAL IZMIR (ADNAM MENDERES)</b>					<b>86</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>19</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>61</b>	<b>28</b>	<b>28</b>

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

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
JEDDAH																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	78	6	6	11	0	0	14	72	19	18	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	41	24	18	18	0	0	31	44	29	18	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	31	0	0	74	19	3	3	0	0	14	84	7	31	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	31	0	0	48	39	6	6	0	0	20	74	11	31	
<b>TOTAL JEDDAH</b>					<b>97</b>	<b>1</b>	<b>0</b>	<b>61</b>	<b>24</b>	<b>7</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>71</b>	<b>15</b>	<b>15</b>	
JEREZ																		
	MANCHESTER	ASTRAEUS LTD	C	A	4	0	0	50	25	0	25	0	0	23	100	3	4	
	MANCHESTER	ASTRAEUS LTD	C	D	4	0	0	50	25	25	0	0	0	20	100	0	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	40	100	0	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	100	0	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	0	0	40	0	0	34	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	60	0	0	40	0	0	45	0	0	0	
	STANSTED	RYANAIR	S	A	67	0	0	94	4	0	1	0	0	3	100	0	8	
	STANSTED	RYANAIR	S	D	67	0	0	84	9	7	0	0	0	10	100	2	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	20	0	0	0	12	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	5	0	0	0	
<b>TOTAL JEREZ</b>					<b>170</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>100</b>	<b>1</b>	<b>1</b>	
JERSEY																		
	EDINBURGH	BMI REGIONAL	S	A	6	3	0	50	0	50	0	0	0	20	0	0	0	
	EDINBURGH	BMI REGIONAL	S	D	9	0	0	78	22	0	0	0	0	10	0	0	0	
	GLASGOW	BMI REGIONAL	S	A	12	0	0	83	8	0	8	0	0	12	0	0	0	
	GLASGOW	BMI REGIONAL	S	D	12	0	0	83	8	0	8	0	0	18	0	0	0	
	MANCHESTER	BMIBABY LTD	S	A	31	0	0	23	42	23	13	0	0	35	0	0	0	
	MANCHESTER	BMIBABY LTD	S	D	31	0	0	65	19	6	10	0	0	18	0	0	0	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	5	0	0	100	0	0	0	0	0	4	100	2	3	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	22	0	0	82	9	5	5	0	0	8	96	2	24	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	21	0	0	43	52	5	0	0	0	17	30	25	23	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	5	0	0	80	20	0	0	0	0	7	50	13	4	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	61	4	0	72	15	7	7	0	0	16	81	12	86	

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

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 2003			
					62	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)										
JERSEY	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	62	3	0	76	13	6	3	2	0	15	86	9	87
	STANSTED	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	5	0	0	80	0	20	0	0	0	14	25	52	4
	STANSTED	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	5	0	0	60	20	0	20	0	0	24	25	59	4
	GATWICK	BRITISH AIRWAYS PLC	S	A	164	0	0	71	15	7	6	1	0	17	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	164	0	0	75	12	7	5	0	0	14	0	0	0
	BIRMINGHAM	EMERALD AIRWAYS LIMITED	C	A	5	0	0	0	60	20	20	0	0	43	0	0	0
	BIRMINGHAM	EMERALD AIRWAYS LIMITED	C	D	5	0	0	80	0	0	20	0	0	22	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	42	0	0	69	19	5	0	7	0	28	52	34	66
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	43	0	0	60	23	9	5	2	0	22	52	31	67
	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	A	5	0	0	20	0	60	20	0	0	37	0	0	0
	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	D	5	0	0	20	0	60	20	0	0	43	0	0	0
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	129	0	0	84	7	5	5	0	0	10	78	18	125
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	129	0	0	78	12	6	4	0	0	12	79	19	124
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	A	5	0	0	0	20	60	20	0	0	57	50	23	4
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	D	5	0	0	20	40	20	20	0	0	29	0	38	4
	LUTON	FLYBE.BRITISH EUROPEAN	S	A	5	0	0	80	0	20	0	0	0	14	76	9	38
	LUTON	FLYBE.BRITISH EUROPEAN	S	D	5	0	0	60	0	40	0	0	0	20	76	12	38
	MANCHESTER	FLYBE.BRITISH EUROPEAN	C	A	5	0	0	40	20	20	20	0	0	30	75	21	4
	MANCHESTER	FLYBE.BRITISH EUROPEAN	C	D	5	0	0	40	40	20	0	0	0	19	50	17	4
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	S	A	5	0	0	60	20	0	20	0	0	27	38	54	8
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	S	D	5	0	0	60	0	20	20	0	0	24	75	21	8
	LONDON CITY	VLM (BELGIUM)	S	A	79	0	0	96	3	1	0	0	0	2	0	0	0
	LONDON CITY	VLM (BELGIUM)	S	D	79	0	0	96	3	1	0	0	0	3	0	0	0
<b>TOTAL JERSEY</b>					<b>1176</b>	<b>15</b>	<b>3</b>	<b>74</b>	<b>13</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>15</b>	<b>15</b>
JOHANNESBURG	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	95	3	0	2	0	0	4	90	48	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	35	24	23	18	0	0	37	32	97	62
	GATWICK	NATIONWIDE AIR	S	A	14	0	0	79	14	7	0	0	0	9	0	0	0
	GATWICK	NATIONWIDE AIR	S	D	14	0	0	86	7	7	0	0	0	9	0	0	0
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	62	0	0	90	5	2	2	2	0	8	87	6	62
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	62	0	0	61	27	8	3	0	0	16	81	10	62



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

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	1	1	80	20	0	0	0	0	8	68	11	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	42	39	10	6	0	3	46	74	14	31
<b>TOTAL JOHANNESBURG</b>					<b>337</b>	<b>1</b>	<b>1</b>	<b>70</b>	<b>17</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>72</b>	<b>35</b>	<b>35</b>

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
KALAMATA																		
	BIRMINGHAM	AIR MALTA	C	A	4	0	0	75	25	0	0	0	0	10	0	0	0	0
	BIRMINGHAM	AIR MALTA	C	D	4	0	0	100	0	0	0	0	0	5	0	0	0	0
	MANCHESTER	AIR MALTA	C	A	4	0	0	75	25	0	0	0	0	6	0	0	0	0
	MANCHESTER	AIR MALTA	C	D	4	0	0	75	0	25	0	0	0	18	0	0	0	0
	GATWICK	ASTRAEUS LTD	C	A	4	0	0	100	0	0	0	0	0	6	0	27	4	4
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	100	0	0	0	0	0	0	50	15	4	4
	GATWICK	EXCEL AIRWAYS LTD	C	A	8	0	0	63	0	13	25	0	0	24	100	3	4	4
	GATWICK	EXCEL AIRWAYS LTD	C	D	8	0	0	50	38	13	0	0	0	16	75	8	4	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	0	25	0	25	0	57	75	7	4	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	12	50	21	4	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	8	100	3	4	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	2	4	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	1	100	2	4	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	100	0	4	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	0	0	25	92	100	7	4	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	0	25	0	82	75	7	4	4
<b>TOTAL KALAMATA</b>					<b>72</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>8</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>21</b>	<b>75</b>	<b>28</b>	<b>28</b>	
KARACHI																		
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	13	0	0	77	15	8	0	0	0	6	46	83	13	13
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	13	0	0	23	62	8	8	0	0	24	31	198	13	13
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	44	0	0	68	11	7	11	2	0	24	55	115	22	22
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	52	1	0	44	17	23	13	0	2	42	62	71	21	21
<b>TOTAL KARACHI</b>					<b>122</b>	<b>1</b>	<b>0</b>	<b>54</b>	<b>20</b>	<b>14</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>30</b>	<b>60</b>	<b>76</b>	<b>76</b>	
KARLSRUHE/BADEN BADEN																		
	STANSTED	RYANAIR	S	A	53	0	0	89	9	2	0	0	0	3	0	0	0	0
	STANSTED	RYANAIR	S	D	53	0	0	72	15	13	0	0	0	13	0	0	0	0
<b>TOTAL KARLSRUHE/BADEN BADEN</b>					<b>106</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</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>	
KATOWICE																		
	STANSTED	AIR POLONIA	S	A	13	0	0	85	8	8	0	0	0	7	0	0	0	0
	STANSTED	AIR POLONIA	S	D	13	0	0	85	0	15	0	0	0	14	0	0	0	0
	LUTON	WIZZ AIR	S	A	62	0	0	76	15	6	2	2	0	12	0	0	0	0
	LUTON	WIZZ AIR	S	D	62	0	0	50	31	15	3	2	0	22	0	0	0	0
<b>TOTAL KATOWICE</b>					<b>150</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>11</b>	<b>2</b>	<b>1</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 JULY 2004

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
KAUNAS																		
KAVALLA																		
	MANCHESTER	AIR MALTA	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	0
	MANCHESTER	AIR MALTA	C	D	4	0	0	75	25	0	0	0	0	6	0	0	0	0
	GATWICK	ASTRAEUS LTD	C	A	4	0	0	25	50	25	0	0	0	25	0	0	0	0
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	75	25	0	0	0	0	13	0	0	0	0
	MANCHESTER	ASTRAEUS LTD	C	A	4	0	0	100	0	0	0	0	0	2	0	0	0	0
	MANCHESTER	ASTRAEUS LTD	C	D	4	0	0	75	25	0	0	0	0	6	0	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	100	0	0	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	100	3	0	4
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	100	3	0	4
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	100	1	0	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	5	100	0	0	4
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	100	1	0	4
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	32	80	22	0	10
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	30	90	18	0	10
<b>TOTAL KAVALLA</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>92</b>	<b>7</b>	<b>0</b>	<b>7</b>
KEFALLINIA																		
	MANCHESTER	AIR CORDIAL LTD	C	A	2	0	0	50	0	50	0	0	0	22	75	6	0	4
	MANCHESTER	AIR CORDIAL LTD	C	D	2	0	0	50	0	50	0	0	0	25	50	27	0	4
	GATWICK	ASTRAEUS LTD	C	A	4	0	0	75	0	25	0	0	0	9	0	0	0	0
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	50	25	25	0	0	0	20	0	0	0	0
	MANCHESTER	ASTRAEUS LTD	C	A	8	0	0	50	38	13	0	0	0	15	50	28	0	4
	MANCHESTER	ASTRAEUS LTD	C	D	8	0	0	50	38	13	0	0	0	15	75	25	0	4
	HEATHROW	BMI BRITISH MIDLAND	C	A	4	0	0	75	0	25	0	0	0	21	0	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	C	D	4	0	0	50	25	25	0	0	0	19	0	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	7	100	0	0	5
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	20	0	0	0	9	100	0	0	5
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	20	0	0	0	11	80	35	0	5
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	60	0	40	0	0	0	17	80	38	0	5
	LUTON	BRITANNIA AIRWAYS	C	A	3	0	0	67	0	33	0	0	0	19	60	21	0	5
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	5	60	23	0	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	0	0	20	0	64	100	0	0	5
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	0	100	0	0	5

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
KEFALLINIA																		
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	4	0	0	100	0	0	0	0	0	0	80	33	10	
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	4	0	0	75	25	0	0	0	0	10	80	44	10	
	GATWICK	EXCEL AIRWAYS LTD	C	A	14	0	0	93	7	0	0	0	0	3	90	9	20	
	GATWICK	EXCEL AIRWAYS LTD	C	D	14	0	0	79	0	7	7	7	0	30	81	7	21	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	12	0	0	75	8	0	0	8	8	65	100	3	4	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	12	0	0	75	8	8	0	0	8	44	100	0	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	0	0	25	0	75	100	0	5	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	2	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	12	0	0	92	0	0	8	0	0	10	86	15	21	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	12	0	0	83	8	0	8	0	0	14	67	25	21	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	5	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	1	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	25	0	25	0	0	22	75	6	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	25	0	25	0	0	26	67	14	3	
	NEWCASTLE	ISLANDSFLUG	C	A	9	0	0	33	22	11	33	0	0	42	0	0	0	
	NEWCASTLE	ISLANDSFLUG	C	D	9	0	0	33	11	11	44	0	0	56	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	6	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	60	35	5	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	9	60	34	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	4	60	11	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	25	0	0	0	19	60	14	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	80	34	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	2	80	35	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	13	100	3	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	1	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	17	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	75	18	4	
<b>TOTAL KEFALLINIA</b>					<b>255</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>9</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>19</b>	<b>82</b>	<b>15</b>	<b>15</b>	
KEFLAVIK																		
	STANSTED	ASTRAEUS LTD	S	A	61	0	0	82	2	7	3	2	5	50	84	10	31	

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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)													
KEFLAVIK																			
	STANSTED	ASTRAEUS LTD	S	D	62	0	0	76	10	2	8	2	3	41	65	18	31		
	GLASGOW	ICELANDAIR	S	A	22	0	0	27	45	23	5	0	0	24	100	1	18		
	GLASGOW	ICELANDAIR	S	D	22	0	0	41	27	23	9	0	0	25	100	1	18		
	HEATHROW	ICELANDAIR	S	A	62	0	0	63	16	19	2	0	0	16	82	12	62		
	HEATHROW	ICELANDAIR	S	D	62	0	0	40	24	26	10	0	0	28	74	15	62		
<b>TOTAL KEFLAVIK</b>					<b>291</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>16</b>	<b>15</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>32</b>	<b>81</b>	<b>11</b>	<b>11</b>		
KERRY COUNTY																			
	MANCHESTER	AER ARRAN	S	A	13	0	0	85	15	0	0	0	0	6	0	0	0		
	MANCHESTER	AER ARRAN	S	D	13	0	0	100	0	0	0	0	0	1	0	0	0		
	STANSTED	RYANAIR	S	A	62	0	0	81	11	8	0	0	0	8	94	5	62		
	STANSTED	RYANAIR	S	D	62	0	0	68	19	13	0	0	0	13	85	8	62		
<b>TOTAL KERRY COUNTY</b>					<b>154</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>90</b>	<b>6</b>	<b>6</b>		
KHARTOUM																			
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	12	1	0	58	17	0	17	8	0	48	0	0	0		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	14	0	0	0	36	43	14	7	0	59	0	0	0		
<b>TOTAL KHARTOUM</b>					<b>26</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>27</b>	<b>23</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>54</b>	<b>10</b>	<b>180</b>	<b>180</b>		
KIEV (BORISPOL)																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	55	41	5	0	0	0	13	90	6	20		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	73	23	5	0	0	0	10	70	12	20		
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	A	31	0	0	71	29	0	0	0	0	10	95	3	21		
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	D	31	0	0	45	26	19	6	3	0	31	86	6	21		
<b>TOTAL KIEV (BORISPOL)</b>					<b>106</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>29</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>85</b>	<b>7</b>	<b>7</b>		
KINGSTON																			
	HEATHROW	AIR JAMAICA	S	A	39	0	0	31	10	18	31	10	0	69	32	50	31		
	HEATHROW	AIR JAMAICA	S	D	39	0	0	8	28	13	41	10	0	87	23	52	31		
	MANCHESTER	AIR JAMAICA	S	A	9	0	0	33	11	11	33	11	0	57	75	26	4		
	MANCHESTER	AIR JAMAICA	S	D	9	0	0	0	33	22	33	11	0	69	0	144	5		
	GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	0	79	14	0	0	0	7	127	57	27	14		
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	46	31	23	0	0	0	19	62	31	13		
<b>TOTAL KINGSTON</b>					<b>123</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>20</b>	<b>15</b>	<b>28</b>	<b>8</b>	<b>1</b>	<b>75</b>	<b>37</b>	<b>49</b>	<b>49</b>		

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JULY 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	
KIRKWALL	EDINBURGH	LOGANAIR	S	A	30	0	0	87	3	7	3	0	0	8	96	2	27
	EDINBURGH	LOGANAIR	S	D	58	1	0	78	12	9	2	0	0	13	72	11	58
<b>TOTAL KIRKWALL</b>					<b>88</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>8</b>	<b>8</b>
KISHINEV																	
KLAGENFURT	STANSTED	RYANAIR	S	A	31	0	0	94	3	3	0	0	0	4	87	12	31
	STANSTED	RYANAIR	S	D	31	0	0	58	32	10	0	0	0	16	87	14	31
<b>TOTAL KLAGENFURT</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>87</b>	<b>13</b>	<b>13</b>
KOS																	
	GLASGOW	BMI BRITISH MIDLAND	C	A	4	0	0	100	0	0	0	0	0	3	75	23	4
	GLASGOW	BMI BRITISH MIDLAND	C	D	5	0	0	100	0	0	0	0	0	1	75	21	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	17	75	7	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	60	0	20	20	0	0	28	75	13	4
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	75	0	0	13	0	13	118	100	2	8
	GATWICK	BRITANNIA AIRWAYS	C	D	10	0	0	80	0	0	20	0	0	29	88	4	8
	LUTON	BRITANNIA AIRWAYS	C	A	3	0	0	67	0	0	33	0	0	31	100	3	4
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	26	80	12	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	5	75	5	4
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	2	100	0	5
	GATWICK	EXCEL AIRWAYS LTD	C	A	18	0	0	78	6	6	6	6	0	26	88	4	17
	GATWICK	EXCEL AIRWAYS LTD	C	D	19	0	0	79	5	0	11	5	0	28	88	6	17
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	12	0	0	67	17	0	17	0	0	30	100	0	10
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	13	0	0	77	8	0	8	8	0	30	90	2	10
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	0	5
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	0	5
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	67	22	11	0	0	0	13	53	23	19
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	25	50	25	0	0	0	21	47	28	19
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	67	22	0	11	0	0	14	90	12	10
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	50	25	25	0	0	0	15	80	13	10
	NEWCASTLE	ISLANDSFLUG	C	A	3	1	0	67	0	33	0	0	0	12	0	0	0
	NEWCASTLE	ISLANDSFLUG	C	D	5	0	0	80	20	0	0	0	0	6	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	75	0	0	25	0	0	26	100	1	4
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	20	20	40	20	0	0	46	50	15	4

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
KOS																		
	GATWICK	MONARCH AIRLINES	C	A	14	0	0	64	21	0	7	7	0	30	83	10	12	
	GATWICK	MONARCH AIRLINES	C	D	17	0	0	88	0	0	12	0	0	18	75	11	12	
	MANCHESTER	MONARCH AIRLINES	C	A	6	0	0	67	33	0	0	0	0	7	100	2	9	
	MANCHESTER	MONARCH AIRLINES	C	D	8	0	0	100	0	0	0	0	0	0	91	2	11	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	0	20	20	20	0	80	100	1	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	0	0	40	20	0	92	100	3	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	1	0	56	22	0	22	0	0	33	100	1	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	10	0	0	50	30	0	20	0	0	34	80	11	5	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	0	0	20	0	20	153	80	23	5	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	0	0	20	137	80	29	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	56	11	22	11	0	0	21	69	31	13	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	10	0	0	50	40	0	10	0	0	17	71	25	14	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	40	0	0	0	0	9	75	11	4	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	0	100	3	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	1	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	0	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	11	0	0	64	18	9	9	0	0	23	100	0	11	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	13	0	0	77	15	0	8	0	0	17	100	3	12	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	20	0	0	0	10	100	0	5	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	11	100	0	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	11	90	5	10	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	11	90	3	10	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	0	0	0	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	12	0	0	0	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	7	80	6	5	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	0	5	
<b>TOTAL KOS</b>					<b>355</b>	<b>2</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>5</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>26</b>	<b>83</b>	<b>10</b>	<b>10</b>	
KRAKOW																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	22	0	0	64	27	5	5	0	0	15	86	4	14	
	GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	64	18	18	0	0	0	15	79	9	14	
	GATWICK	LOT-POLISH AIRLINES	S	A	31	0	0	74	23	0	3	0	0	10	94	6	31	
	GATWICK	LOT-POLISH AIRLINES	S	D	31	0	0	61	32	3	3	0	0	16	71	18	31	
<b>TOTAL KRAKOW</b>					<b>106</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>25</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>10</b>	<b>10</b>	

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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)												
KUALA LUMPUR (SEPANG)																		
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	A	79	0	0	80	6	6	6	0	1	20	93	4	80	
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	D	79	0	0	67	22	4	4	3	1	27	78	12	80	
	MANCHESTER	MALAYSIAN AIRLINES SYSTEM-MAS	S	A	17	1	1	94	0	0	6	0	0	8	73	16	15	
	MANCHESTER	MALAYSIAN AIRLINES SYSTEM-MAS	S	D	18	0	0	61	22	6	11	0	0	21	78	9	18	
<b>TOTAL KUALA LUMPUR (SEPANG)</b>					<b>193</b>	<b>1</b>	<b>1</b>	<b>74</b>	<b>13</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>22</b>	<b>83</b>	<b>9</b>	<b>9</b>	
KUWAIT																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	87	0	6	3	3	0	16	87	26	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	77	0	6	13	3	0	25	61	52	31	
	HEATHROW	KUWAIT AIRWAYS	S	A	40	2	0	63	15	8	15	0	0	18	54	18	35	
	HEATHROW	KUWAIT AIRWAYS	S	D	39	0	0	51	18	26	5	0	0	27	54	16	35	
<b>TOTAL KUWAIT</b>					<b>141</b>	<b>2</b>	<b>0</b>	<b>68</b>	<b>9</b>	<b>12</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>64</b>	<b>27</b>	<b>27</b>	



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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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			
LA CORUNA																			
	HEATHROW	BMI BRITISH MIDLAND	C	A	5	0	0	0	80	20	0	0	48	0	0	0			
	HEATHROW	BMI BRITISH MIDLAND	C	D	5	0	0	0	60	40	0	0	52	0	0	0			
<b>TOTAL LA CORUNA</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>			
LA MOLE																			
LA ROCHELLE																			
	STANSTED	RYANAIR	S	A	35	0	5	97	3	0	0	0	2	97	2	31			
	STANSTED	RYANAIR	S	D	36	0	4	92	3	6	0	0	5	90	3	31			
<b>TOTAL LA ROCHELLE</b>					<b>71</b>	<b>0</b>	<b>9</b>	<b>94</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>94</b>	<b>2</b>	<b>2</b>			
LA ROMANA																			
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	0	25	0	75	0	101	2		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	50	0	0	0	16	0	91	2			
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	0	0	25	140	100	0	2			
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	0	25	76	100	0	2			
<b>TOTAL LA ROMANA</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>6</b>	<b>77</b>	<b>82</b>	<b>19</b>	<b>19</b>		
LAGOS																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	81	6	6	6	0	13	100	0	31			
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	26	45	19	10	0	28	29	32	31			
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	1	1	57	23	13	7	0	22	77	9	31			
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	1	1	27	37	30	7	0	29	71	19	31			
<b>TOTAL LAGOS</b>					<b>122</b>	<b>4</b>	<b>2</b>	<b>48</b>	<b>28</b>	<b>17</b>	<b>7</b>	<b>0</b>	<b>23</b>	<b>69</b>	<b>15</b>	<b>15</b>			
LAHORE																			
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	D	2	1	1	100	0	0	0	0	0	0	0	0	0		
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	14	0	0	64	21	14	0	0	12	50	53	14			
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	14	0	2	21	29	21	29	0	48	36	42	14			
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	9	0	0	33	22	33	11	0	27	75	10	4			
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	9	0	0	78	22	0	0	0	7	75	8	4			
<b>TOTAL LAHORE</b>					<b>48</b>	<b>4</b>	<b>6</b>	<b>50</b>	<b>23</b>	<b>17</b>	<b>10</b>	<b>0</b>	<b>24</b>	<b>50</b>	<b>39</b>	<b>39</b>			
LARNACA																			
	MANCHESTER	AIR ATLANTA EUROPE LTD	C	A	2	1	0	0	0	0	50	0	50	278	0	0	0		
	MANCHESTER	AIR ATLANTA EUROPE LTD	C	D	2	1	0	0	0	0	50	0	50	226	0	0	0		
	MANCHESTER	AIR CORDIAL LTD	C	A	6	0	0	67	33	0	0	0	11	25	58	4			
	MANCHESTER	AIR CORDIAL LTD	C	D	6	0	0	67	33	0	0	0	13	40	36	5			

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
LARNACA																		
	BIRMINGHAM	AIR MALTA	C	A	3	0	0	100	0	0	0	0	0	6	0	0	0	0
	BIRMINGHAM	AIR MALTA	C	D	3	0	0	100	0	0	0	0	0	5	0	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	20	0	0	0	9	100	0	4	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	100	5	4	4
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	75	13	0	13	0	0	20	75	8	8	8
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	100	0	0	0	0	0	2	75	8	8	8
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	100	1	4	4
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	100	0	4	4
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	9	88	5	8	8
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	6	88	8	8	8
	MANCHESTER	BRITANNIA AIRWAYS	C	A	7	0	0	100	0	0	0	0	0	1	50	51	4	4
	MANCHESTER	BRITANNIA AIRWAYS	C	D	7	0	0	100	0	0	0	0	0	3	50	49	4	4
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	75	8	4	4
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	100	0	4	4
	HEATHROW	BRITISH AIRWAYS PLC	S	A	38	0	0	39	34	16	11	0	0	24	56	29	48	48
	HEATHROW	BRITISH AIRWAYS PLC	S	D	39	0	0	36	33	26	5	0	0	25	48	26	48	48
	BIRMINGHAM	CYPRUS AIRWAYS	S	A	9	0	0	89	11	0	0	0	0	5	67	12	9	9
	BIRMINGHAM	CYPRUS AIRWAYS	S	D	9	0	0	67	22	11	0	0	0	15	11	43	9	9
	HEATHROW	CYPRUS AIRWAYS	S	A	80	0	0	70	15	5	10	0	0	16	74	13	72	72
	HEATHROW	CYPRUS AIRWAYS	S	D	80	0	0	49	28	15	8	1	0	24	53	23	72	72
	MANCHESTER	CYPRUS AIRWAYS	S	A	18	0	0	78	11	11	0	0	0	9	82	7	17	17
	MANCHESTER	CYPRUS AIRWAYS	S	D	18	0	0	61	22	17	0	0	0	15	41	27	17	17
	STANSTED	CYPRUS AIRWAYS	S	A	21	0	0	86	10	0	0	5	0	16	85	10	26	26
	STANSTED	CYPRUS AIRWAYS	S	D	21	0	0	67	14	10	5	5	0	31	58	25	26	26
	BIRMINGHAM	EUROCYPRIA AIRLINES LTD	C	A	9	0	0	56	0	0	22	22	0	68	75	9	12	12
	BIRMINGHAM	EUROCYPRIA AIRLINES LTD	C	D	10	0	0	30	20	10	20	20	0	71	42	24	12	12
	EDINBURGH	EUROCYPRIA AIRLINES LTD	C	A	4	0	0	50	0	25	0	25	0	68	0	0	0	0
	EDINBURGH	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	50	0	25	0	25	0	68	0	0	0	0
	GATWICK	EUROCYPRIA AIRLINES LTD	C	A	9	0	0	33	44	22	0	0	0	19	33	66	3	3
	GATWICK	EUROCYPRIA AIRLINES LTD	C	D	9	0	0	22	22	22	33	0	0	44	33	72	3	3
	GLASGOW	EUROCYPRIA AIRLINES LTD	C	A	8	0	0	38	13	13	0	25	13	245	100	2	4	4
	GLASGOW	EUROCYPRIA AIRLINES LTD	C	D	7	0	0	14	14	29	0	29	14	288	100	6	4	4
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	32	89	3	9	9

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
LARNACA																		
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	24	67	24	9	
	GATWICK	EXCEL AIRWAYS LTD	C	A	13	0	0	77	8	15	0	0	0	9	63	13	8	
	GATWICK	EXCEL AIRWAYS LTD	C	D	13	0	0	77	23	0	0	0	0	7	63	10	8	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	14	0	0	86	0	7	0	0	7	41	90	5	10	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	13	0	0	77	8	8	0	0	8	45	92	2	12	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	5	100	2	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	19	100	10	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	S	A	8	0	0	38	38	13	13	0	0	22	54	58	13	
	GATWICK	FIRST CHOICE AIRWAYS LTD	S	D	8	0	0	25	25	25	25	0	0	32	78	45	18	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	0	5	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	3	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	S	A	11	0	0	82	9	9	0	0	0	6	85	7	13	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	S	D	12	0	0	58	25	17	0	0	0	14	69	10	13	
	GATWICK	FLYJET LTD	C	A	4	0	0	0	0	50	50	0	0	68	67	195	3	
	GATWICK	FLYJET LTD	C	D	4	0	0	0	0	25	75	0	0	83	0	0	0	
	MANCHESTER	FLYJET LTD	C	A	4	0	0	75	0	25	0	0	0	22	0	40	2	
	MANCHESTER	FLYJET LTD	C	D	4	0	0	75	0	25	0	0	0	14	100	3	2	
	HEATHROW	HELIOS AIRWAYS LTD	S	A	20	0	0	50	40	10	0	0	0	15	0	0	0	
	HEATHROW	HELIOS AIRWAYS LTD	S	D	20	0	0	60	35	5	0	0	0	12	0	0	0	
	LUTON	HELIOS AIRWAYS LTD	S	A	32	1	0	84	3	3	9	0	0	13	94	3	31	
	LUTON	HELIOS AIRWAYS LTD	S	D	32	1	0	56	25	6	9	3	0	31	82	28	33	
	NEWCASTLE	HELIOS AIRWAYS LTD	C	A	5	0	0	20	0	40	40	0	0	41	75	8	4	
	NEWCASTLE	HELIOS AIRWAYS LTD	C	D	5	0	0	20	20	20	40	0	0	45	75	10	4	
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	100	0	0	0	0	0	8	100	0	1	
	GATWICK	MONARCH AIRLINES	C	D	3	0	0	100	0	0	0	0	0	4	100	1	2	
	LUTON	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	6	0	0	0	
	LUTON	MONARCH AIRLINES	C	D	3	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	50	0	0	0	0	12	40	20	5	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	3	20	25	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	67	22	0	11	0	0	17	100	3	9	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	75	25	0	0	0	0	11	91	9	11	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	50	0	25	0	0	52	78	23	9
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	50	0	25	0	75	57	37	7
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	13	0	0	62	0	31	8	0	0	23	43	89	14
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	12	0	0	58	8	17	17	0	0	30	36	87	14
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	8	80	5	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	9	60	7	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	56	33	11	0	0	0	14	94	2	16
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	10	0	0	80	20	0	0	0	0	6	88	8	17
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	17	100	0	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	17	100	1	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	0	77	8	0	0	15	0	46	92	3	12
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	12	0	0	75	0	8	0	17	0	54	92	2	13
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	3	100	0	5
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	0	5
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	75	0	0	0	0	15	80	14	5
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	25	0	0	0	17	100	1	5
<b>TOTAL LARNACA</b>					<b>880</b>	<b>5</b>	<b>0</b>	<b>63</b>	<b>17</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>27</b>	<b>70</b>	<b>20</b>	<b>20</b>
LAS PALMAS	GLASGOW	AIR EUROPA	C	A	5	0	0	80	0	0	20	0	0	18	100	0	4
	GLASGOW	AIR EUROPA	C	D	5	0	0	80	0	0	20	0	0	25	100	4	4
	STANSTED	AIR EUROPA	C	A	5	0	0	100	0	0	0	0	0	3	100	0	4
	STANSTED	AIR EUROPA	C	D	5	0	0	80	0	0	20	0	0	38	100	4	4
	GATWICK	ASTRAEUS LTD	C	A	8	0	0	50	0	38	0	0	13	86	0	0	0
	GATWICK	ASTRAEUS LTD	C	D	9	0	0	33	33	11	22	0	0	36	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	78	0	11	11	0	0	22	89	2	9
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	67	11	0	22	0	0	30	100	1	9
	GATWICK	BRITANNIA AIRWAYS	C	A	17	0	0	82	0	12	6	0	0	9	88	7	16
	GATWICK	BRITANNIA AIRWAYS	C	D	18	0	0	83	6	0	11	0	0	12	83	13	18
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	3	100	0	4
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	3	100	5	4
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	3	89	4	9
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	5	100	1	9
	MANCHESTER	BRITANNIA AIRWAYS	C	A	12	0	0	100	0	0	0	0	0	1	100	0	9

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
LAS PALMAS																		
	MANCHESTER	BRITANNIA AIRWAYS	C	D	13	0	0	100	0	0	0	0	0	4	89	4	9	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	7	60	41	5	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	75	17	4	
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	100	1	5	
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	3	100	4	5	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	7	100	0	4	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	7	100	0	4	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	13	60	10	5	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	0	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	13	100	4	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	0	0	20	0	0	13	100	0	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	75	0	13	13	0	0	15	78	13	9	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	22	33	33	11	0	0	35	63	26	8	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	13	0	0	77	8	15	0	0	0	9	83	12	12	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	15	0	0	73	7	13	7	0	0	18	83	12	12	
	MANCHESTER	FLYJET LTD	C	A	2	0	0	50	0	50	0	0	0	24	0	0	0	
	MANCHESTER	FLYJET LTD	C	D	2	0	0	100	0	0	0	0	0	7	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	A	9	0	0	56	33	0	0	11	0	49	80	15	10	
	GATWICK	GB AIRWAYS LTD	S	D	9	0	0	56	11	22	0	11	0	54	90	14	10	
	GLASGOW	IBERWORLD	C	A	5	0	0	80	20	0	0	0	0	4	100	2	4	
	GLASGOW	IBERWORLD	C	D	5	0	0	80	20	0	0	0	0	6	50	21	4	
	EDINBURGH	MONARCH AIRLINES	C	A	4	0	0	75	0	0	0	0	25	121	89	3	9	
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	75	0	0	0	0	25	131	100	4	7	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	6	100	2	4	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	50	0	0	0	0	14	100	4	4	
	LUTON	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	1	100	0	4	
	LUTON	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	1	100	0	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	13	0	0	69	8	8	15	0	0	22	77	6	13	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	14	0	0	43	21	21	7	7	0	36	69	10	13	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	50	13	25	13	0	0	31	88	9	16	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	44	11	22	11	11	0	68	80	27	15	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	3	40	45	5	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	9	25	39	4	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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			
LAS PALMAS																			
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	17	0	0	76	12	0	6	6	0	24	40	32	15		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	18	0	0	78	6	6	6	6	0	22	36	41	14		
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	7	50	38	4		
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	0	50	41	4		
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	4	100	0	1		
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	20	0	0	0	10	100	0	1		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	6	0	0	83	0	0	17	0	0	15	100	0	4		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	7	0	0	71	14	0	14	0	0	24	100	3	4		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	13	13	0	0	0	7	83	12	12		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	56	22	11	11	0	0	19	83	15	12		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	1	75	8	4		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	0	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	10	0	0	60	0	10	20	0	10	71	85	7	13		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	12	0	0	58	0	8	25	0	8	67	87	4	15		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0		
<b>TOTAL LAS PALMAS</b>					<b>451</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>8</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>23</b>	<b>83</b>	<b>11</b>	<b>11</b>		
LAS VEGAS																			
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	0	40	0	0	0	24	0	307	5		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	3	60	26	5		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	18	0	0	56	33	6	6	0	0	15	100	3	8		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	17	0	0	47	35	6	12	0	0	24	44	21	9		
<b>TOTAL LAS VEGAS</b>					<b>44</b>	<b>1</b>	<b>0</b>	<b>57</b>	<b>27</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>56</b>	<b>70</b>	<b>70</b>		
LEEDS BRADFORD																			
	HEATHROW	BMI BRITISH MIDLAND	S	A	110	0	0	86	9	5	0	0	0	6	65	15	134		
	HEATHROW	BMI BRITISH MIDLAND	S	D	110	0	0	75	14	8	3	0	0	10	72	13	135		
	EDINBURGH	BMI REGIONAL	S	A	70	0	0	96	0	4	0	0	0	3	93	4	73		
	EDINBURGH	BMI REGIONAL	S	D	70	0	0	89	4	4	3	0	0	7	81	6	73		
	GLASGOW	BMI REGIONAL	S	A	69	0	0	94	4	1	0	0	0	4	90	6	73		
	GLASGOW	BMI REGIONAL	S	D	69	0	0	91	7	1	0	0	0	4	89	6	73		
<b>TOTAL LEEDS BRADFORD</b>					<b>498</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>10</b>	<b>10</b>		
LEIPZIG																			

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)											
LEMNOS	GATWICK	EXCEL AIRWAYS LTD	C	A	9	0	0	78	11	0	11	0	0	20	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	9	0	0	67	11	0	22	0	0	34	75	10	4
<b>TOTAL LEMNOS</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>69</b>	<b>68</b>	<b>68</b>
LIBREVILLE																	
LILONGWE																	
LIMOGES	STANSTED	RYANAIR	S	A	36	0	0	97	3	0	0	0	0	1	97	1	31
	STANSTED	RYANAIR	S	D	36	0	0	75	19	6	0	0	0	11	77	13	31
<b>TOTAL LIMOGES</b>					<b>72</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>7</b>	<b>7</b>
LINZ	STANSTED	RYANAIR	S	A	31	0	0	100	0	0	0	0	0	1	0	0	0
	STANSTED	RYANAIR	S	D	31	0	0	87	10	3	0	0	0	6	0	0	0
<b>TOTAL LINZ</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
LISBON	GATWICK	AIR LUXOR	S	A	30	0	0	13	30	40	13	3	0	42	0	0	0
	GATWICK	AIR LUXOR	S	D	30	0	0	67	20	7	7	0	0	16	0	0	0
	GATWICK	AIR PORTUGAL	S	A	62	0	0	79	10	5	6	0	0	12	82	10	57
	GATWICK	AIR PORTUGAL	S	D	62	0	0	56	24	10	10	0	0	18	67	14	57
	HEATHROW	AIR PORTUGAL	S	A	93	0	0	39	23	28	11	0	0	30	51	20	93
	HEATHROW	AIR PORTUGAL	S	D	93	0	0	53	12	22	13	1	0	29	48	22	93
	GATWICK	BRITISH AIRWAYS PLC	S	A	3	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	3	0	0	67	33	0	0	0	0	10	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	124	0	0	77	10	9	3	0	0	12	82	12	121
	HEATHROW	BRITISH AIRWAYS PLC	S	D	124	0	0	58	21	15	6	0	0	19	66	17	121
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	7	0	0	0
	GATWICK	GB AIRWAYS LTD	S	A	2	0	0	50	0	50	0	0	0	19	0	0	0
	GATWICK	GB AIRWAYS LTD	S	D	2	0	0	100	0	0	0	0	0	7	0	0	0
	MANCHESTER	PORTUGALIA	S	A	30	1	1	70	13	7	10	0	0	19	63	14	27
	MANCHESTER	PORTUGALIA	S	D	9	0	0	67	0	22	11	0	0	24	68	11	31
<b>TOTAL LISBON</b>					<b>678</b>	<b>3</b>	<b>1</b>	<b>59</b>	<b>17</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>65</b>	<b>16</b>	<b>16</b>
LIVERPOOL	LONDON CITY	VLM (BELGIUM)	S	A	123	0	0	97	2	1	0	0	0	2	0	0	0

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
LIVERPOOL																		
	LONDON CITY	VLM (BELGIUM)		S D	123	0	0	95	4	1	0	0	0	3	0	0	0	0
<b>TOTAL LIVERPOOL</b>					<b>246</b>	<b>1</b>	<b>0</b>	<b>96</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>53</b>	<b>53</b>	
LJUBLJANA																		
	GATWICK	ADRIA AIRWAYS		S A	31	0	0	74	13	6	3	3	0	18	90	6	31	
	GATWICK	ADRIA AIRWAYS		S D	31	0	0	71	6	16	3	3	0	21	77	11	31	
	MANCHESTER	ADRIA AIRWAYS		S A	9	0	0	44	44	11	0	0	0	18	78	19	9	
	MANCHESTER	ADRIA AIRWAYS		S D	9	0	0	67	11	11	11	0	0	22	56	17	9	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	31	0	0	77	16	6	0	0	0	10	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	31	0	0	74	23	3	0	0	0	10	0	0	0	
<b>TOTAL LJUBLJANA</b>					<b>142</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>80</b>	<b>11</b>	<b>11</b>	
LONDON CITY																		
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD		S A	69	0	0	88	7	4	0	0	0	4	0	0	0	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD		S D	70	0	0	77	16	6	1	0	0	10	0	0	0	
	EDINBURGH	SCOT AIRWAYS		S A	197	0	21	85	10	5	0	0	0	8	73	13	222	
	EDINBURGH	SCOT AIRWAYS		S D	196	0	22	88	9	3	1	0	0	6	84	8	220	
	MANCHESTER	VLM (BELGIUM)		S A	184	0	0	91	8	1	1	0	0	5	95	3	161	
	MANCHESTER	VLM (BELGIUM)		S D	184	0	0	96	2	1	1	0	1	4	98	1	161	
<b>TOTAL LONDON CITY</b>					<b>900</b>	<b>1</b>	<b>43</b>	<b>89</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>8</b>	<b>8</b>	
LOS ANGELES INTERNATIONAL																		
	HEATHROW	AMERICAN AIRLINES		S A	62	0	0	77	18	3	2	0	0	10	81	20	31	
	HEATHROW	AMERICAN AIRLINES		S D	62	0	0	45	37	16	2	0	0	18	74	11	31	
	HEATHROW	BRITISH AIRWAYS PLC		S A	75	0	0	68	11	9	8	4	0	23	67	40	61	
	HEATHROW	BRITISH AIRWAYS PLC		S D	75	0	0	25	31	29	13	1	0	37	38	49	61	
	HEATHROW	UNITED AIRLINES		S A	57	0	0	84	9	2	4	0	2	31	97	1	31	
	HEATHROW	UNITED AIRLINES		S D	60	0	0	55	23	18	3	0	0	21	84	11	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	62	0	0	68	10	13	10	0	0	17	82	13	62	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	62	0	0	21	27	26	23	3	0	51	40	36	62	
<b>TOTAL LOS ANGELES INTERNATIONAL</b>					<b>515</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>21</b>	<b>15</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>66</b>	<b>27</b>	<b>27</b>	
LUANDA																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	4	0	0	75	25	0	0	0	0	8	100	0	4	
	HEATHROW	BRITISH AIRWAYS PLC		S D	5	0	0	40	40	20	0	0	0	19	25	37	4	



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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
LUANDA																		
<b>TOTAL LUANDA</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>33</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>63</b>	<b>18</b>	<b>18</b>	
LUBECK																		
	STANSTED	RYANAIR	S	A	62	0	0	95	3	0	0	2	0	6	87	8	85	
	STANSTED	RYANAIR	S	D	63	0	0	89	8	2	2	0	0	6	65	15	85	
<b>TOTAL LUBECK</b>					<b>125</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>12</b>	<b>12</b>	
LUSAKA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	14	0	0	86	14	0	0	0	0	4	11	52	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	54	23	15	8	0	0	24	11	41	9	
<b>TOTAL LUSAKA</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>19</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>11</b>	<b>46</b>	<b>46</b>	
LUTON																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	166	0	1	75	11	6	7	1	0	14	62	21	168	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	168	0	0	65	14	13	6	1	0	22	57	26	169	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	162	1	0	90	4	2	4	0	0	8	67	18	166	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	163	0	0	80	11	2	6	1	0	12	57	26	166	
<b>TOTAL LUTON</b>					<b>659</b>	<b>2</b>	<b>1</b>	<b>78</b>	<b>10</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>61</b>	<b>23</b>	<b>23</b>	
LUXEMBOURG																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	48	0	0	73	15	13	0	0	0	11	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	48	0	0	69	21	10	0	0	0	11	0	0	0	
	HEATHROW	LUXAIR	S	A	61	0	0	69	20	11	0	0	0	15	76	11	62	
	HEATHROW	LUXAIR	S	D	61	0	0	84	11	3	2	0	0	8	84	7	62	
	LONDON CITY	LUXAIR	S	A	75	0	0	87	7	7	0	0	0	5	0	0	0	
	LONDON CITY	LUXAIR	S	D	75	0	0	77	15	8	0	0	0	10	0	0	0	
	MANCHESTER	LUXAIR	S	A	29	0	0	83	10	0	7	0	0	9	100	2	31	
	MANCHESTER	LUXAIR	S	D	29	0	0	86	3	10	0	0	0	6	94	1	31	
	LONDON CITY	VLM (BELGIUM)	S	A	75	0	0	97	3	0	0	0	0	3	92	4	77	
	LONDON CITY	VLM (BELGIUM)	S	D	75	0	0	93	7	0	0	0	0	4	92	4	77	
<b>TOTAL LUXEMBOURG</b>					<b>576</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>5</b>	<b>5</b>	
LUXOR																		
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	100	1	5	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	100	2	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	100	0	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	5	100	0	5	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)													
LUXOR																			
	HEATHROW	EGYPT AIR		S A	4	0	0	75	25	0	0	0	0	4	50	17	4		
	HEATHROW	EGYPT AIR		S D	4	0	0	75	25	0	0	0	0	12	25	18	4		
	GATWICK	MONARCH AIRLINES		C A	8	0	0	25	63	0	0	13	0	39	100	1	4		
	GATWICK	MONARCH AIRLINES		C D	8	0	0	75	13	0	0	13	0	33	100	3	4		
	MANCHESTER	MONARCH AIRLINES		C A	4	0	0	75	0	0	25	0	0	41	60	19	5		
	MANCHESTER	MONARCH AIRLINES		C D	4	0	0	75	0	0	0	25	0	54	100	0	4		
<b>TOTAL LUXOR</b>					<b>48</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>17</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>22</b>	<b>87</b>	<b>5</b>	<b>5</b>		
LYON																			
	HEATHROW	AIR FRANCE		S A	88	0	0	78	18	3	0	0	0	9	0	0	0		
	HEATHROW	AIR FRANCE		S D	88	0	0	89	5	7	0	0	0	6	0	0	0		
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S A	48	0	0	79	8	6	4	2	0	16	0	0	0		
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S D	48	0	0	75	8	10	6	0	0	16	0	0	0		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	31	0	0	97	3	0	0	0	0	2	87	5	31		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S D	31	0	0	94	3	3	0	0	0	4	87	4	31		
	HEATHROW	BRITISH AIRWAYS PLC		S A	93	0	0	62	15	14	9	0	0	18	75	11	89		
	HEATHROW	BRITISH AIRWAYS PLC		S D	93	0	0	51	23	13	14	0	0	24	78	11	89		
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	31	0	0	77	16	3	3	0	0	8	61	40	31		
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	31	0	0	77	16	6	0	0	0	9	52	41	31		
<b>TOTAL LYON</b>					<b>582</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>81</b>	<b>12</b>	<b>12</b>		

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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)										
MAASTRICHT																		
MADRAS/CHENNAI																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	8	0	0	88	13	0	0	0	0	5	100	0	9	
	HEATHROW	BRITISH AIRWAYS PLC		S D	8	0	1	25	38	25	13	0	0	43	22	51	9	
<b>TOTAL MADRAS/CHENNAI</b>					<b>16</b>	<b>0</b>	<b>1</b>	<b>56</b>	<b>25</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>61</b>	<b>26</b>	<b>26</b>	
MADRID																		
	GATWICK	AEROLINEAS ARGENTINAS		S A	13	0	0	38	31	23	8	0	0	25	100	4	11	
	GATWICK	AEROLINEAS ARGENTINAS		S D	13	0	0	23	31	15	31	0	0	40	27	32	11	
	EDINBURGH	AIR EUROPA		C A	4	0	0	50	50	0	0	0	0	11	80	25	5	
	EDINBURGH	AIR EUROPA		C D	4	0	0	75	25	0	0	0	0	14	60	30	5	
	GATWICK	AIR EUROPA		S A	9	0	0	89	0	11	0	0	0	7	83	6	54	
	GATWICK	AIR EUROPA		S D	8	0	1	63	13	25	0	0	0	17	79	11	53	
	MANCHESTER	AIR NOSTRUM		S A	40	0	0	78	8	13	3	0	0	12	0	0	0	
	MANCHESTER	AIR NOSTRUM		S D	40	0	0	75	18	5	3	0	0	11	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND		S A	31	0	0	52	29	13	6	0	0	21	68	12	62	
	HEATHROW	BMI BRITISH MIDLAND		S D	31	0	0	74	19	0	6	0	0	15	66	15	62	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S A	31	0	0	77	10	10	3	0	0	11	15	49	27	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S D	31	0	0	90	3	0	6	0	0	10	52	24	27	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD		S A	25	0	0	80	12	4	4	0	0	8	78	10	27	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD		S D	21	0	0	95	0	5	0	0	0	5	70	18	27	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	52	1	0	71	12	10	4	4	0	21	19	35	53	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S D	53	0	0	81	8	2	8	2	0	17	74	12	54	
	GATWICK	BRITISH AIRWAYS PLC		S A	93	0	0	54	20	20	5	0	0	18	71	13	112	
	GATWICK	BRITISH AIRWAYS PLC		S D	93	0	0	58	26	14	2	0	0	17	66	15	112	
	HEATHROW	BRITISH AIRWAYS PLC		S A	155	0	0	59	15	18	7	1	0	22	63	16	151	
	HEATHROW	BRITISH AIRWAYS PLC		S D	155	0	0	55	26	14	5	1	0	21	69	15	151	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	31	0	0	39	16	23	23	0	0	32	87	7	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	31	0	0	42	19	26	13	0	0	29	87	8	31	
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	62	0	0	65	11	11	13	0	0	24	73	16	62	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	62	0	0	50	24	13	13	0	0	29	53	24	62	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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	A	186	0	0	54	18	19	8	0	0	22	69	14	186
	HEATHROW	IBERIA	S	D	186	0	0	53	16	19	12	1	0	27	69	14	186
	MANCHESTER	SPANAIR	C	A	2	0	0	0	0	50	50	0	0	107	33	44	3
	MANCHESTER	SPANAIR	C	D	2	0	0	0	0	0	50	50	0	186	0	50	2
	STANSTED	SPANAIR	C	D	2	0	0	0	0	0	100	0	0	81	0	73	1
<b>TOTAL MADRID</b>					<b>1469</b>	<b>7</b>	<b>1</b>	<b>59</b>	<b>17</b>	<b>15</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>66</b>	<b>16</b>	<b>16</b>
MAHON	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	67	11	22	0	0	0	11	100	2	8
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	67	11	11	11	0	0	17	100	2	8
	GATWICK	BRITANNIA AIRWAYS	C	A	23	0	0	96	0	4	0	0	0	3	100	0	17
	GATWICK	BRITANNIA AIRWAYS	C	D	23	0	0	87	9	4	0	0	0	6	100	1	17
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	0	0	20	0	44	100	0	4
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	0	0	20	0	55	100	0	4
	LUTON	BRITANNIA AIRWAYS	C	A	9	0	0	100	0	0	0	0	0	0	100	1	8
	LUTON	BRITANNIA AIRWAYS	C	D	9	0	0	100	0	0	0	0	0	2	100	2	8
	MANCHESTER	BRITANNIA AIRWAYS	C	A	17	1	0	100	0	0	0	0	0	1	83	14	12
	MANCHESTER	BRITANNIA AIRWAYS	C	D	18	0	0	94	6	0	0	0	0	2	77	19	13
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	9	0	0	100	0	0	0	0	0	0	89	7	9
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	9	0	0	89	0	11	0	0	0	6	78	15	9
	STANSTED	BRITANNIA AIRWAYS	C	A	9	0	0	100	0	0	0	0	0	1	88	11	8
	STANSTED	BRITANNIA AIRWAYS	C	D	9	0	0	100	0	0	0	0	0	3	88	13	8
	GATWICK	EXCEL AIRWAYS LTD	C	A	13	0	0	92	8	0	0	0	0	3	91	3	11
	GATWICK	EXCEL AIRWAYS LTD	C	D	13	0	0	85	8	8	0	0	0	7	100	1	11
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	5	0	0	60	40	0	0	0	0	14	100	0	8
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	5	0	0	60	40	0	0	0	0	12	100	2	8
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	1	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	34	0	0	79	9	0	12	0	0	16	97	2	34
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	34	0	0	74	12	6	9	0	0	20	94	6	34
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	11	100	3	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	27	0	0	89	4	0	4	4	0	16	88	7	25
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	27	0	0	78	15	0	4	4	0	20	84	15	25

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
MAHON	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	89	11	0	0	0	0	6	100	2	8
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	67	22	11	0	0	0	12	88	7	8
	EDINBURGH	FUTURA AIRLINES	C	A	5	0	0	100	0	0	0	0	0	1	100	6	4
	EDINBURGH	FUTURA AIRLINES	C	D	5	0	0	60	0	40	0	0	0	20	75	8	4
	GLASGOW	FUTURA AIRLINES	C	A	5	0	0	100	0	0	0	0	0	0	100	0	4
	GLASGOW	FUTURA AIRLINES	C	D	5	0	0	80	20	0	0	0	0	5	100	7	4
	GATWICK	GB AIRWAYS LTD	S	A	13	0	0	69	8	23	0	0	0	12	100	0	17
	GATWICK	GB AIRWAYS LTD	S	D	13	0	0	69	8	15	8	0	0	18	94	5	17
	GLASGOW	IBERWORLD	C	A	4	0	0	100	0	0	0	0	0	3	0	0	0
	GLASGOW	IBERWORLD	C	D	4	0	0	75	25	0	0	0	0	5	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	A	10	0	0	60	20	20	0	0	0	17	88	9	8
	BIRMINGHAM	MONARCH AIRLINES	C	D	10	0	0	30	30	40	0	0	0	24	88	7	8
	GATWICK	MONARCH AIRLINES	C	A	20	0	0	90	0	0	10	0	0	9	94	1	18
	GATWICK	MONARCH AIRLINES	C	D	20	0	0	85	5	0	10	0	0	10	94	2	18
	LUTON	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	0	100	0	4
	LUTON	MONARCH AIRLINES	S	A	13	0	0	100	0	0	0	0	0	0	100	0	13
	LUTON	MONARCH AIRLINES	S	D	13	0	0	100	0	0	0	0	0	5	100	2	13
	LUTON	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	1	75	6	4
	MANCHESTER	MONARCH AIRLINES	C	A	10	0	0	100	0	0	0	0	0	2	73	20	15
	MANCHESTER	MONARCH AIRLINES	C	D	10	0	0	60	20	20	0	0	0	13	67	24	15
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	10	0	0	70	10	10	10	0	0	19	89	8	9
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	10	0	0	50	20	10	20	0	0	31	67	17	9
	EDINBURGH	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	20	0	0	0	0	11	75	9	4
	EDINBURGH	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	20	0	0	0	0	9	75	9	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	10	0	0	80	0	10	10	0	0	24	100	2	9
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	10	0	0	60	20	10	0	10	0	28	44	22	9
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	10	0	0	80	10	0	10	0	0	20	88	6	8
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	10	0	0	60	20	10	0	10	0	34	50	16	8
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	15	0	0	73	7	0	13	7	0	40	62	51	13
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	15	0	0	80	7	0	13	0	0	18	77	51	13
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	10	0	0	80	10	0	10	0	0	13	88	3	8
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	10	0	0	90	0	0	10	0	0	11	100	1	8
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	10	0	0	60	20	10	10	0	0	15	100	0	8

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)											
MAHON	STANSTED	MY TRAVEL AIRWAYS UK	C	D	10	0	0	60	10	10	20	0	0	24	88	6	8
	GLASGOW	SPANAIR	C	A	5	0	0	60	20	0	20	0	0	27	56	13	9
	GLASGOW	SPANAIR	C	D	3	1	0	0	33	0	67	0	0	80	17	23	6
	LUTON	SPANAIR	C	D	2	0	0	100	0	0	0	0	0	2	0	17	1
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	0	0	11	0	35	100	0	8
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	0	0	0	11	0	38	100	1	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	19	0	0	95	0	0	0	5	0	12	100	0	19
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	19	0	0	95	0	0	0	5	0	15	90	4	21
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	10	0	0	100	0	0	0	0	0	1	100	2	9
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	10	0	0	100	0	0	0	0	0	2	89	4	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	19	0	0	89	5	0	5	0	0	7	75	16	16
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	19	0	0	84	16	0	0	0	0	4	81	13	16
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	10	0	0	100	0	0	0	0	0	0	0	0	0
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	10	0	0	100	0	0	0	0	0	0	0	0	0
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	0	0	88	5	8
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	11	0	0	0	0	2	88	10	8
<b>TOTAL MAHON</b>					<b>828</b>	<b>2</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>88</b>	<b>8</b>	<b>8</b>
MALABO	GATWICK	ASTRAEUS LTD	C	A	3	2	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL MALABO</b>					<b>7</b>	<b>2</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
MALAGA	MANCHESTER	AIR CORDIAL LTD	C	A	17	0	0	24	35	24	18	0	0	37	30	36	23
	MANCHESTER	AIR CORDIAL LTD	C	D	17	0	0	53	29	6	12	0	0	19	52	28	23
	GATWICK	ASTRAEUS LTD	C	A	7	0	0	29	14	0	43	14	0	69	78	20	9
	GATWICK	ASTRAEUS LTD	C	D	6	0	0	67	17	0	17	0	0	28	78	26	9
	MANCHESTER	ASTRAEUS LTD	C	A	5	0	0	60	20	0	0	0	20	102	0	33	4
	MANCHESTER	ASTRAEUS LTD	C	D	5	0	0	80	0	0	0	0	20	102	75	16	4
	BIRMINGHAM	BMI BRITISH MIDLAND	C	A	5	0	0	0	20	80	0	0	0	36	0	0	0
	BIRMINGHAM	BMI BRITISH MIDLAND	C	D	5	0	0	0	0	20	80	0	0	75	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	C	A	5	0	0	0	0	0	100	0	0	100	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	C	D	5	0	0	60	20	20	0	0	0	18	0	0	0
	MANCHESTER	BMIBABY LTD	S	A	31	0	0	29	35	23	13	0	0	31	0	0	0

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
MALAGA																		
	MANCHESTER	BMIBABY LTD		S D	31	0	0	58	26	6	10	0	0	20	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS		C A	9	0	0	100	0	0	0	0	0	0	77	11	13	
	BIRMINGHAM	BRITANNIA AIRWAYS		C D	9	0	0	100	0	0	0	0	0	0	62	15	13	
	EDINBURGH	BRITANNIA AIRWAYS		C A	4	0	0	75	0	25	0	0	0	14	0	0	0	
	EDINBURGH	BRITANNIA AIRWAYS		C D	4	0	0	100	0	0	0	0	0	3	0	0	0	
	GATWICK	BRITANNIA AIRWAYS		C A	35	0	0	91	3	3	0	0	3	18	86	7	21	
	GATWICK	BRITANNIA AIRWAYS		C D	35	0	0	83	11	0	3	0	3	21	91	20	22	
	GLASGOW	BRITANNIA AIRWAYS		C A	9	0	0	78	0	11	11	0	0	23	75	86	8	
	GLASGOW	BRITANNIA AIRWAYS		C D	9	0	0	78	0	0	22	0	0	30	88	38	8	
	LUTON	BRITANNIA AIRWAYS		C A	9	0	0	89	11	0	0	0	0	4	90	4	10	
	LUTON	BRITANNIA AIRWAYS		C D	9	0	0	89	0	11	0	0	0	6	90	5	10	
	MANCHESTER	BRITANNIA AIRWAYS		C A	22	0	0	95	0	5	0	0	0	3	69	18	13	
	MANCHESTER	BRITANNIA AIRWAYS		C D	22	0	0	86	9	0	5	0	0	6	62	18	13	
	NEWCASTLE	BRITANNIA AIRWAYS		C A	9	0	0	100	0	0	0	0	0	0	63	14	8	
	NEWCASTLE	BRITANNIA AIRWAYS		C D	9	0	0	100	0	0	0	0	0	0	88	6	8	
	STANSTED	BRITANNIA AIRWAYS		C A	4	0	0	100	0	0	0	0	0	4	100	2	4	
	STANSTED	BRITANNIA AIRWAYS		C D	4	0	0	100	0	0	0	0	0	1	100	1	4	
	EDINBURGH	CHANNEL EXPRESS (AIR SVS)		S A	14	0	0	93	7	0	0	0	0	3	0	0	0	
	EDINBURGH	CHANNEL EXPRESS (AIR SVS)		S D	14	0	0	57	29	14	0	0	0	18	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	75	0	0	93	3	0	3	1	0	7	78	9	74	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	76	1	0	83	13	1	1	1	0	11	73	16	74	
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	107	0	0	78	7	8	7	1	0	16	75	12	85	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	107	1	0	68	19	7	5	2	0	19	59	21	86	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S A	31	0	0	71	16	10	3	0	0	12	0	0	0	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S D	31	0	0	81	6	10	3	0	0	12	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	102	0	0	82	8	5	4	1	0	12	80	13	101	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	103	0	0	65	24	4	5	2	0	20	66	18	100	
	GATWICK	EXCEL AIRWAYS LTD		C A	24	0	0	71	8	17	4	0	0	13	88	9	25	
	GATWICK	EXCEL AIRWAYS LTD		C D	23	0	0	65	13	13	9	0	0	18	84	9	25	
	MANCHESTER	EXCEL AIRWAYS LTD		C A	8	0	0	88	13	0	0	0	0	4	83	6	6	
	MANCHESTER	EXCEL AIRWAYS LTD		C D	7	0	0	100	0	0	0	0	0	2	83	8	6	
	NEWCASTLE	EXCEL AIRWAYS LTD		C A	5	0	0	100	0	0	0	0	0	1	0	0	0	
	NEWCASTLE	EXCEL AIRWAYS LTD		C D	5	0	0	100	0	0	0	0	0	2	0	0	0	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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)											
MALAGA	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	78	11	11	0	0	0	11	75	16	8
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	89	11	0	0	0	0	5	63	19	8
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	14	0	0	36	29	36	0	0	0	28	67	44	21
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	16	0	0	75	13	6	0	0	6	61	74	39	23
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	67	0	0	33	0	0	24	75	4	4
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	40	0	20	20	20	0	62	75	7	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	25	0	0	72	16	4	4	0	4	26	86	5	51
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	25	0	0	68	20	8	0	0	4	25	94	3	52
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	12	100	0	8
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	3	8
	GLASGOW	FLYGLOBESPAN	S	A	31	0	0	90	6	3	0	0	0	4	0	0	0
	GLASGOW	FLYGLOBESPAN	S	D	31	0	0	87	3	3	3	0	3	27	0	0	0
	GATWICK	FLYJET LTD	C	A	2	0	0	0	100	0	0	0	0	27	0	0	0
	GATWICK	FLYJET LTD	C	D	2	0	0	100	0	0	0	0	0	4	0	0	0
	MANCHESTER	FLYJET LTD	C	A	2	0	0	50	0	50	0	0	0	22	0	0	0
	MANCHESTER	FLYJET LTD	C	D	3	0	0	100	0	0	0	0	0	5	0	0	0
	GATWICK	FUTURA AIRLINES	C	A	5	0	0	100	0	0	0	0	0	8	75	8	8
	GATWICK	FUTURA AIRLINES	C	D	6	0	0	17	33	17	17	17	0	78	56	18	9
	GLASGOW	FUTURA AIRLINES	C	A	10	0	0	70	20	0	0	10	0	30	50	16	4
	GLASGOW	FUTURA AIRLINES	C	D	8	0	0	75	13	0	0	13	0	34	100	7	3
	GATWICK	GB AIRWAYS LTD	S	A	124	0	0	79	13	5	3	0	0	12	81	17	91
	GATWICK	GB AIRWAYS LTD	S	D	123	0	0	67	15	5	14	0	0	24	75	20	93
	HEATHROW	GB AIRWAYS LTD	S	A	62	0	0	31	29	23	18	0	0	34	66	16	62
	HEATHROW	GB AIRWAYS LTD	S	D	61	0	0	70	15	10	3	2	0	17	70	21	61
	EDINBURGH	GREECE AIRWAYS	S	A	9	0	0	44	22	33	0	0	0	21	0	0	0
	EDINBURGH	GREECE AIRWAYS	S	D	9	0	0	67	11	22	0	0	0	16	0	0	0
	GLASGOW	GREECE AIRWAYS	S	A	5	0	0	100	0	0	0	0	0	1	0	0	0
	GLASGOW	GREECE AIRWAYS	S	D	7	0	1	71	29	0	0	0	0	11	0	0	0
	HEATHROW	IBERIA	S	A	31	0	0	55	19	19	6	0	0	22	77	15	31
	HEATHROW	IBERIA	S	D	31	0	0	52	19	19	10	0	0	24	71	16	31
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	75	0	25	0	0	0	19	75	52	8
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	75	0	0	25	0	0	23	63	58	8
	EDINBURGH	MONARCH AIRLINES	C	A	4	0	0	75	0	0	0	0	25	240	100	2	4



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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
MALAGA	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	0	100	2	4
	GATWICK	MONARCH AIRLINES	C	A	23	0	0	9	39	30	17	4	0	44	63	41	38
	GATWICK	MONARCH AIRLINES	S	A	62	0	1	48	24	16	6	3	2	35	84	11	31
	GATWICK	MONARCH AIRLINES	S	D	62	0	0	74	11	8	5	2	0	18	97	2	31
	GATWICK	MONARCH AIRLINES	C	D	24	0	0	71	13	8	4	4	0	21	63	35	38
	GLASGOW	MONARCH AIRLINES	C	A	4	0	0	75	0	0	0	0	25	326	0	0	0
	GLASGOW	MONARCH AIRLINES	C	D	4	0	0	75	0	0	0	0	25	197	0	0	0
	LUTON	MONARCH AIRLINES	S	A	36	0	0	86	3	6	3	3	0	12	86	7	35
	LUTON	MONARCH AIRLINES	S	D	36	0	0	83	8	3	3	3	0	14	89	8	35
	MANCHESTER	MONARCH AIRLINES	S	A	62	0	0	87	8	3	2	0	0	7	87	8	62
	MANCHESTER	MONARCH AIRLINES	C	A	9	0	0	56	22	11	11	0	0	28	54	21	13
	MANCHESTER	MONARCH AIRLINES	C	D	9	0	0	78	0	11	11	0	0	22	69	12	13
	MANCHESTER	MONARCH AIRLINES	S	D	62	0	0	82	13	3	2	0	0	8	90	7	62
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	63	0	0	76	3	6	10	2	3	41	50	27	62
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	7	75	43	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	62	0	0	74	11	6	6	0	2	26	39	33	62
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	7	100	3	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	0	20	0	44	67	15	9
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	0	20	0	48	40	23	10
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	20	0	0	18	50	59	6
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	0	20	0	0	25	33	60	6
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	67	11	0	11	0	11	55	56	54	9
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	89	0	0	0	11	0	42	67	51	9
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	9	0	0	89	0	0	11	0	0	8	67	18	9
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	9	0	0	89	0	0	11	0	0	9	78	19	9
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	40	20	0	0	0	21	100	7	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	40	20	0	0	0	17	100	1	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	18	0	0	94	6	0	0	0	0	3	81	9	43
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	15	0	0	87	13	0	0	0	0	5	82	9	44
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	9	0	0	44	0	44	11	0	0	26	75	9	8
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	0	22	11	0	0	21	63	16	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	20	20	20	0	0	52	58	22	24
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	20	20	20	0	0	46	72	16	25

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)													
MALAGA																			
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	50	25	0	0	0	20	100	3	4		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	0	4		
<b>TOTAL MALAGA</b>					<b>2428</b>	<b>2</b>	<b>2</b>	<b>72</b>	<b>13</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>21</b>	<b>73</b>	<b>18</b>	<b>18</b>		
MALE INTERNATIONAL																			
	GATWICK	MONARCH AIRLINES	C	A	12	0	0	50	8	17	25	0	0	36	75	28	8		
	GATWICK	MONARCH AIRLINES	C	D	12	0	0	33	17	25	17	8	0	50	43	55	7		
	MANCHESTER	MONARCH AIRLINES	C	A	8	0	0	63	0	25	13	0	0	21	0	0	0		
	MANCHESTER	MONARCH AIRLINES	C	D	8	0	0	25	13	38	13	13	0	63	0	0	0		
<b>TOTAL MALE INTERNATIONAL</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>10</b>	<b>25</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>43</b>	<b>60</b>	<b>41</b>	<b>41</b>		
MALMO																			
	GLASGOW	MALMO AVIATION	S	A	5	0	0	40	40	20	0	0	0	19	0	0	0		
	GLASGOW	MALMO AVIATION	S	D	4	0	0	0	25	75	0	0	0	32	0	0	0		
	STANSTED	RYANAIR	S	A	53	0	0	83	8	8	2	0	0	9	89	5	54		
	STANSTED	RYANAIR	S	D	52	0	0	62	19	13	6	0	0	17	59	16	54		
<b>TOTAL MALMO</b>					<b>114</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>15</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>11</b>	<b>11</b>		
MALTA																			
	BIRMINGHAM	AIR MALTA	S	A	14	0	0	71	21	7	0	0	0	10	42	19	12		
	BIRMINGHAM	AIR MALTA	S	D	14	0	0	64	14	14	7	0	0	17	36	23	11		
	GATWICK	AIR MALTA	S	A	54	0	0	85	9	4	2	0	0	7	90	7	48		
	GATWICK	AIR MALTA	S	D	53	0	1	77	15	4	4	0	0	10	78	13	49		
	GLASGOW	AIR MALTA	S	A	9	0	0	67	22	0	11	0	0	22	80	12	10		
	GLASGOW	AIR MALTA	S	D	9	0	0	67	11	11	11	0	0	27	40	27	10		
	HEATHROW	AIR MALTA	S	A	68	0	0	81	10	9	0	0	0	9	95	3	66		
	HEATHROW	AIR MALTA	S	D	68	0	0	51	19	21	9	0	0	22	58	15	66		
	MANCHESTER	AIR MALTA	S	A	43	0	0	79	9	5	7	0	0	14	90	6	40		
	MANCHESTER	AIR MALTA	S	D	43	0	0	47	30	14	9	0	0	24	75	9	40		
	NEWCASTLE	AIR MALTA	C	A	5	0	0	80	0	0	20	0	0	16	80	5	5		
	NEWCASTLE	AIR MALTA	C	D	5	0	0	80	0	0	20	0	0	14	100	3	5		
	STANSTED	AIR MALTA	S	A	13	0	0	92	8	0	0	0	0	3	82	25	11		
	STANSTED	AIR MALTA	S	D	13	1	0	92	8	0	0	0	0	2	73	34	11		
	GATWICK	ASTRAEUS LTD	C	A	2	0	0	50	50	0	0	0	0	12	0	0	0		
	GATWICK	ASTRAEUS LTD	S	A	19	0	0	53	11	26	5	5	0	32	63	16	30		
	GATWICK	ASTRAEUS LTD	C	D	2	0	0	50	0	50	0	0	0	23	0	0	0		

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
MALTA																		
	GATWICK	ASTRAEUS LTD		S D	20	0	0	55	5	20	20	0	0	31	71	16	31	
	MANCHESTER	ASTRAEUS LTD		S A	10	0	0	90	0	10	0	0	0	6	80	12	15	
	MANCHESTER	ASTRAEUS LTD		S D	12	0	0	67	8	17	8	0	0	15	93	5	14	
	BIRMINGHAM	BRITANNIA AIRWAYS		C A	4	0	0	75	0	0	25	0	0	44	40	69	5	
	BIRMINGHAM	BRITANNIA AIRWAYS		C D	4	0	0	75	0	0	0	25	0	51	60	63	5	
	GATWICK	BRITANNIA AIRWAYS		C A	4	0	0	75	0	25	0	0	0	16	80	5	5	
	GATWICK	BRITANNIA AIRWAYS		C D	4	0	0	100	0	0	0	0	0	1	80	8	5	
	GLASGOW	BRITANNIA AIRWAYS		C A	4	0	0	50	25	0	25	0	0	32	0	0	0	
	GLASGOW	BRITANNIA AIRWAYS		C D	4	0	0	75	0	0	25	0	0	23	0	0	0	
	LUTON	BRITANNIA AIRWAYS		C A	4	0	0	100	0	0	0	0	0	0	80	28	5	
	LUTON	BRITANNIA AIRWAYS		C D	4	0	0	100	0	0	0	0	0	1	80	24	5	
	MANCHESTER	BRITANNIA AIRWAYS		C A	4	0	0	75	25	0	0	0	0	10	60	45	5	
	MANCHESTER	BRITANNIA AIRWAYS		C D	4	0	0	100	0	0	0	0	0	3	60	12	5	
	GATWICK	EXCEL AIRWAYS LTD		C A	2	0	0	0	0	100	0	0	0	52	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD		S A	2	0	0	100	0	0	0	0	0	0	100	0	1	
	GATWICK	EXCEL AIRWAYS LTD		C D	3	0	0	100	0	0	0	0	0	4	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD		S D	3	0	0	67	0	0	33	0	0	27	50	19	2	
	MANCHESTER	EXCEL AIRWAYS LTD		S D	2	0	0	100	0	0	0	0	0	1	100	0	2	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	9	0	0	78	11	0	11	0	0	11	100	5	6	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	9	0	0	78	11	0	11	0	0	13	86	5	7	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	50	25	0	25	0	0	34	40	22	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	75	0	0	25	0	0	23	80	8	5	
	GATWICK	GB AIRWAYS LTD		S A	44	0	1	66	9	18	7	0	0	20	78	25	45	
	GATWICK	GB AIRWAYS LTD		S D	46	0	0	50	26	13	11	0	0	26	80	27	45	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		C A	4	0	0	100	0	0	0	0	0	3	80	154	5	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		C D	4	0	0	100	0	0	0	0	0	6	80	12	5	
	GATWICK	MY TRAVEL AIRWAYS UK		C A	4	0	0	100	0	0	0	0	0	6	20	46	5	
	GATWICK	MY TRAVEL AIRWAYS UK		C D	4	0	0	75	25	0	0	0	0	6	80	15	5	
	GLASGOW	MY TRAVEL AIRWAYS UK		C A	4	0	0	50	25	0	25	0	0	24	80	10	5	
	GLASGOW	MY TRAVEL AIRWAYS UK		C D	4	0	0	75	0	25	0	0	0	15	40	40	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK		C A	8	0	0	50	0	0	25	13	13	99	60	67	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK		C D	8	0	0	63	13	0	0	13	13	79	60	58	5	
	NEWCASTLE	MY TRAVEL AIRWAYS UK		C A	8	0	0	63	25	13	0	0	0	12	20	56	5	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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																		
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	8	0	0	75	13	13	0	0	0	9	20	46	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	9	100	2	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	50	0	0	21	80	9	5		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	100	4	5		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	6	0	0	100	0	0	0	0	1	100	3	5		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	25	25	0	35	0	0	0		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	25	25	0	36	0	0	0		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	2	80	6	5		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	5	80	9	5		
<b>TOTAL MALTA</b>					<b>738</b>	<b>1</b>	<b>2</b>	<b>70</b>	<b>13</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>75</b>	<b>17</b>	<b>17</b>	
MANCHESTER																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	207	0	0	74	12	8	5	0	13	72	12	236		
	HEATHROW	BMI BRITISH MIDLAND	S	D	208	0	0	64	19	10	7	0	17	70	15	236		
	EDINBURGH	BMI REGIONAL	S	A	122	0	0	93	4	2	1	1	6	94	4	126		
	EDINBURGH	BMI REGIONAL	S	D	121	0	0	88	9	2	1	0	6	91	5	127		
	GLASGOW	BMI REGIONAL	S	A	119	0	0	84	12	3	2	0	9	96	3	123		
	GLASGOW	BMI REGIONAL	S	D	118	0	0	88	8	3	1	0	7	95	4	123		
	GLASGOW	BRITANNIA AIRWAYS	C	A	2	1	0	50	50	0	0	0	15	0	0	0		
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	25	25	0	25	0	319	0	18	1		
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	155	0	0	77	11	9	3	0	11	78	11	85		
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	155	0	0	77	11	10	3	0	11	82	13	112		
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	151	0	0	70	16	10	4	1	15	86	9	81		
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	153	0	0	77	14	5	3	1	12	81	11	81		
	GATWICK	BRITISH AIRWAYS PLC	S	A	191	0	2	67	18	11	4	0	15	85	8	195		
	GATWICK	BRITISH AIRWAYS PLC	S	D	191	0	1	76	15	5	3	0	10	83	8	195		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	301	0	1	71	15	9	5	0	15	71	14	298		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	302	0	0	66	14	12	7	1	18	76	12	299		
	STANSTED	EASTERN AIRWAYS	S	A	66	0	0	95	2	2	2	0	5	90	4	68		
	STANSTED	EASTERN AIRWAYS	S	D	66	0	0	91	3	5	2	0	6	84	7	68		
	HEATHROW	QANTAS	S	A	30	0	0	93	3	0	3	0	7	0	0	0		
	HEATHROW	QANTAS	S	D	61	0	0	85	5	7	3	0	11	0	0	0		

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
MANCHESTER																		
	LONDON CITY	VLM (BELGIUM)	S	A	184	0	0	94	4	2	1	0	0	4	97	2	161	
	LONDON CITY	VLM (BELGIUM)	S	D	184	0	0	90	8	2	1	0	0	6	94	4	161	
<b>TOTAL MANCHESTER</b>					<b>3094</b>	<b>33</b>	<b>4</b>	<b>78</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>9</b>	<b>9</b>	
MARRAKESH																		
	GATWICK	GB AIRWAYS LTD	S	A	4	0	0	50	0	0	50	0	0	59	75	7	4	
	GATWICK	GB AIRWAYS LTD	S	D	4	0	0	50	0	0	50	0	0	68	75	18	4	
	HEATHROW	GB AIRWAYS LTD	S	A	20	0	0	80	5	5	5	5	0	21	87	6	31	
	HEATHROW	GB AIRWAYS LTD	S	D	21	0	0	48	19	24	5	0	5	47	58	16	31	
<b>TOTAL MARRAKESH</b>					<b>49</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>10</b>	<b>12</b>	<b>12</b>	<b>2</b>	<b>2</b>	<b>39</b>	<b>73</b>	<b>11</b>	<b>11</b>	
MARSA ALAM																		
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	7	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	5	0	0	0	
<b>TOTAL MARSA ALAM</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>	
MARSEILLE																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	93	0	0	76	12	12	0	0	0	10	86	11	119	
	GATWICK	BRITISH AIRWAYS PLC	S	D	93	0	0	76	12	11	1	0	0	11	78	13	120	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	71	15	6	8	0	0	14	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	73	16	8	3	0	0	13	0	0	0	
<b>TOTAL MARSEILLE</b>					<b>312</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>12</b>	<b>12</b>	
MAURITIUS																		
	HEATHROW	AIR MAURITIUS LTD	S	A	22	0	0	64	18	5	9	0	5	43	81	14	16	
	HEATHROW	AIR MAURITIUS LTD	S	D	22	0	0	27	36	9	27	0	0	39	31	22	16	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	14	0	0	64	0	21	14	0	0	26	77	133	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	31	15	31	23	0	0	42	23	59	13	
<b>TOTAL MAURITIUS</b>					<b>71</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>20</b>	<b>14</b>	<b>18</b>	<b>0</b>	<b>1</b>	<b>38</b>	<b>53</b>	<b>53</b>	<b>53</b>	
MELBOURNE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	81	10	3	0	3	3	27	86	9	29	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	1	50	27	7	13	3	0	33	24	54	29	
	HEATHROW	QANTAS	S	A	22	0	0	95	0	5	0	0	0	2	87	11	31	
	HEATHROW	QANTAS	S	D	36	0	0	33	28	31	8	0	0	32	16	73	31	
<b>TOTAL MELBOURNE</b>					<b>119</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>18</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>25</b>	<b>53</b>	<b>37</b>	<b>37</b>	
MEXICO CITY																		

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)												
MEXICO CITY																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	23	0	0	74	9	9	4	0	4	62	57	35	14	
	HEATHROW	BRITISH AIRWAYS PLC		S D	22	0	0	18	23	23	36	0	0	49	31	39	13	
<b>TOTAL MEXICO CITY</b>					<b>45</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>16</b>	<b>16</b>	<b>20</b>	<b>0</b>	<b>2</b>	<b>55</b>	<b>44</b>	<b>37</b>	<b>37</b>	
MIAMI INTERNATIONAL																		
	HEATHROW	AMERICAN AIRLINES		S A	35	0	0	69	11	11	9	0	0	18	77	10	31	
	HEATHROW	AMERICAN AIRLINES		S D	36	0	0	61	28	6	6	0	0	16	55	18	31	
	HEATHROW	BRITISH AIRWAYS PLC		S A	62	0	0	84	5	5	3	2	2	19	92	4	61	
	HEATHROW	BRITISH AIRWAYS PLC		S D	62	0	0	15	34	34	16	2	0	44	45	33	60	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	31	0	0	81	6	10	3	0	0	10	76	17	17	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	31	0	0	16	48	29	6	0	0	27	56	19	18	
<b>TOTAL MIAMI INTERNATIONAL</b>					<b>257</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>21</b>	<b>16</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>67</b>	<b>16</b>	<b>16</b>	
MIKONOS																		
	MANCHESTER	AIR MALTA		C A	5	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	AIR MALTA		C D	5	0	0	60	20	0	20	0	0	22	0	0	0	
	GATWICK	ASTRAEUS LTD		C A	10	0	0	30	30	30	10	0	0	32	0	0	0	
	GATWICK	ASTRAEUS LTD		C D	10	0	0	70	20	0	10	0	0	18	0	0	0	
<b>TOTAL MIKONOS</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>71</b>	<b>20</b>	<b>20</b>	
MILAN (LINATE)																		
	HEATHROW	ALITALIA		S A	84	0	0	73	12	12	4	0	0	14	60	15	89	
	HEATHROW	ALITALIA		S D	84	0	0	65	15	12	7	0	0	17	58	21	89	
	HEATHROW	BMI BRITISH MIDLAND		S A	31	0	0	42	29	10	19	0	0	27	83	10	89	
	HEATHROW	BMI BRITISH MIDLAND		S D	31	0	0	52	23	16	10	0	0	22	64	18	89	
	HEATHROW	BRITISH AIRWAYS PLC		S A	93	0	0	61	15	12	12	0	0	24	78	14	90	
	HEATHROW	BRITISH AIRWAYS PLC		S D	93	0	0	65	14	17	4	0	0	18	81	10	90	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	31	0	0	94	3	3	0	0	0	3	68	18	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	31	0	0	68	29	0	3	0	0	11	65	28	31	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	31	0	0	81	10	6	3	0	0	10	61	26	31	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	31	0	0	81	13	3	3	0	0	12	32	34	31	
<b>TOTAL MILAN (LINATE)</b>					<b>540</b>	<b>7</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>68</b>	<b>17</b>	<b>17</b>	
MILAN (MALPENSA)																		
	HEATHROW	ALITALIA		S A	155	0	0	70	14	12	4	0	0	14	34	30	155	
	HEATHROW	ALITALIA		S D	155	0	0	55	18	21	6	0	0	20	45	26	155	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)													
MILAN (MALPENSA)																			
	MANCHESTER	ALITALIA	S	A	62	0	0	82	13	2	3	0	0	11	0	0	0		
	MANCHESTER	ALITALIA	S	D	61	0	0	61	23	13	3	0	0	15	0	0	0		
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	78	4	0	88	4	8	0	0	0	6	0	0	0		
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	84	0	0	90	5	1	4	0	0	7	0	0	0		
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	29	0	0	97	3	0	0	0	0	1	0	0	0		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	53	0	0	87	4	8	2	0	0	7	58	18	52		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	3	1	0	67	33	0	0	0	0	7	0	0	0		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	53	0	0	81	8	9	2	0	0	9	71	13	52		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	4	1	0	75	0	25	0	0	0	14	0	0	0		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	60	20	15	4	0	0	17	71	18	91		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	57	22	13	9	0	0	20	74	15	91		
	EDINBURGH	EUROFLY SPA	C	A	6	0	0	50	17	17	17	0	0	30	60	9	5		
	EDINBURGH	EUROFLY SPA	C	D	5	0	0	0	0	40	40	20	0	103	50	10	4		
	STANSTED	EUROFLY SPA	C	A	2	0	0	0	0	100	0	0	0	42	20	53	5		
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	4	0	0	100	0	0	0	0	0	5	22	30	9		
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	4	0	0	75	25	0	0	0	0	7	67	13	9		
<b>TOTAL MILAN (MALPENSA)</b>					<b>946</b>	<b>7</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>59</b>	<b>21</b>	<b>21</b>		
MINNEAPOLIS-ST PAUL																			
	GATWICK	NORTHWEST AIRLINES	S	A	31	0	0	90	3	6	0	0	0	5	81	14	31		
	GATWICK	NORTHWEST AIRLINES	S	D	31	0	0	77	13	3	6	0	0	12	74	15	31		
<b>TOTAL MINNEAPOLIS-ST PAUL</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>15</b>	<b>15</b>		
MINSK																			
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	A	13	0	0	46	23	23	8	0	0	26	67	15	9		
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	D	13	0	0	8	15	38	38	0	0	52	11	36	9		
<b>TOTAL MINSK</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>18</b>	<b>29</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>40</b>	<b>24</b>	<b>24</b>		
MITIGA																			
MITILINI																			

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JULY 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)												
MITILINI																		
	GATWICK	ASTRAEUS LTD	C	A	5	0	0	60	0	20	0	20	0	45	0	0	0	
	GATWICK	ASTRAEUS LTD	C	D	5	0	0	80	0	0	0	20	0	41	0	0	0	
	MANCHESTER	ASTRAEUS LTD	C	A	10	0	0	40	10	50	0	0	0	22	0	0	0	
	MANCHESTER	ASTRAEUS LTD	C	D	10	0	0	70	10	20	0	0	0	13	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	4	100	2	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	60	40	0	0	0	0	11	100	3	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	6	0	33	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	0	60	15	5	
<b>TOTAL MITILINI</b>					<b>50</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>16</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>18</b>	<b>73</b>	<b>17</b>	<b>17</b>	
MOENCHENGLADBACH																		
MOMBASA																		
	GATWICK	AFRICAN SAFARI AIRWAYS-ASA	C	A	5	0	0	100	0	0	0	0	0	0	100	3	4	
	GATWICK	AFRICAN SAFARI AIRWAYS-ASA	C	D	5	0	0	100	0	0	0	0	0	3	75	30	4	
	HEATHROW	EAST AFRICAN SAFARI AIR LTD	S	A	4	0	0	75	0	25	0	0	0	13	0	0	0	
	HEATHROW	EAST AFRICAN SAFARI AIR LTD	S	D	9	0	0	56	22	0	22	0	0	27	0	0	0	
<b>TOTAL MOMBASA</b>					<b>23</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>9</b>	<b>4</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>88</b>	<b>16</b>	<b>16</b>	
MONASTIR																		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	3	80	6	5	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	6	60	11	5	
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	88	13	0	0	0	0	3	100	0	5	
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	100	0	0	0	0	0	1	100	0	5	
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	3	80	13	5	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	6	80	17	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	0	100	0	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	100	0	5	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	14	100	2	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	4	100	6	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	27	100	0	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	28	75	8	4	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	12	75	5	4	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	75	6	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	0	25	25	0	0	31	100	0	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	19	100	0	4	



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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)											
MONASTIR	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	14	60	134	5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	25	0	0	0	21	50	118	6
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	0	25	0	65	50	40	10
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	0	25	0	69	70	34	10
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	5	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	50	25	25	0	0	0	15	56	50	9
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	100	0	0	0	0	0	1	56	56	9
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	50	51	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	2	75	50	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	25	25	0	0	42	0	0	0
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	25	25	0	0	36	0	0	0
	EDINBURGH	NOUVELAIR TUNISIE	C	A	5	0	0	40	60	0	0	0	0	15	25	65	4
	EDINBURGH	NOUVELAIR TUNISIE	C	D	3	0	0	33	0	33	33	0	0	41	0	121	3
	GATWICK	NOUVELAIR TUNISIE	S	A	4	0	2	75	0	0	25	0	0	36	0	0	0
	GATWICK	NOUVELAIR TUNISIE	C	A	3	1	0	33	33	33	0	0	0	27	0	0	0
	GATWICK	NOUVELAIR TUNISIE	S	D	4	0	0	50	0	25	25	0	0	50	0	0	0
	GATWICK	NOUVELAIR TUNISIE	C	D	5	0	0	20	20	60	0	0	0	29	0	166	1
	MANCHESTER	NOUVELAIR TUNISIE	C	A	4	0	0	25	25	25	25	0	0	42	0	0	0
	MANCHESTER	NOUVELAIR TUNISIE	C	D	4	0	0	25	50	0	25	0	0	40	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	0	0	0	25	95	100	0	2
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	0	25	0	87	100	0	2
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	0	0	20	20	0	55	80	10	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	6	0	0	67	0	0	17	17	0	43	100	2	6
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	25	25	0	0	45	0	0	0
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	25	25	0	0	48	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	0	25	25	50	0	0	75	100	1	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	38	100	0	4
<b>TOTAL MONASTIR</b>					<b>198</b>	<b>1</b>	<b>2</b>	<b>69</b>	<b>10</b>	<b>9</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>25</b>	<b>75</b>	<b>28</b>	<b>28</b>
MONTEGO BAY	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	4	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	12	100	1	5

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 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)												
MONTEGO BAY																		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	0	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	14	50	15	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	50	0	25	0	0	39	0	28	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	25	0	25	0	67	60	17	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	0	25	0	72	75	15	4	
<b>TOTAL MONTEGO BAY</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>27</b>	<b>55</b>	<b>22</b>	<b>22</b>	
MONTPELLIER																		
	GATWICK	GB AIRWAYS LTD	S	A	36	0	0	36	25	22	8	6	3	46	83	13	29	
	GATWICK	GB AIRWAYS LTD	S	D	36	0	0	61	22	0	11	3	3	37	75	13	32	
	STANSTED	RYANAIR	S	A	35	0	0	94	3	0	3	0	0	6	52	27	31	
	STANSTED	RYANAIR	S	D	35	0	0	91	6	0	3	0	0	8	45	23	31	
<b>TOTAL MONTPELLIER</b>					<b>142</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>25</b>	<b>63</b>	<b>19</b>	<b>19</b>	
MONTREAL (DORVAL)																		
	HEATHROW	AIR CANADA	S	A	62	0	0	45	15	34	5	2	0	28	48	27	31	
	HEATHROW	AIR CANADA	S	D	62	0	0	45	29	16	10	0	0	24	65	15	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	94	0	3	3	0	0	5	84	21	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	55	23	3	16	3	0	31	48	39	31	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0	50	50	0	0	0	30	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	4	0	0	100	0	0	0	0	0	0	0	0	0	
<b>TOTAL MONTREAL (DORVAL)</b>					<b>194</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>19</b>	<b>18</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>61</b>	<b>25</b>	<b>25</b>	
MONTREAL (MIRABEL)																		
MOSCOW (DOMODEDOVO)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	67	0	0	60	16	12	10	1	0	21	73	47	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	67	0	0	39	39	18	4	0	0	23	65	21	60	
	EDINBURGH	TRANSAERO AIRLINES	S	A	4	0	0	25	50	25	0	0	0	18	0	0	0	
	EDINBURGH	TRANSAERO AIRLINES	S	D	4	0	0	50	25	25	0	0	0	18	0	0	0	
	GATWICK	TRANSAERO AIRLINES	S	A	31	0	0	55	16	3	16	10	0	49	93	8	14	
	GATWICK	TRANSAERO AIRLINES	S	D	31	0	0	19	16	13	35	13	3	89	14	36	14	
<b>TOTAL MOSCOW (DOMODEDOVO)</b>					<b>204</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>25</b>	<b>13</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>36</b>	<b>66</b>	<b>32</b>	<b>32</b>	
MOSCOW (SHEREMETYEVO)																		
	HEATHROW	AEROFLOT	S	A	79	0	0	67	23	6	4	0	0	14	84	12	67	
	HEATHROW	AEROFLOT	S	D	79	0	0	48	29	18	5	0	0	21	67	17	66	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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)												
MOSCOW (SHEREMETYEVO)																		
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>					<b>158</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>26</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>75</b>	<b>14</b>	<b>14</b>	
MOSCOW (VNUKOVO)																		
MUMBAI																		
	HEATHROW	AIR INDIA	S	A	53	0	0	74	9	11	6	0	0	14	68	29	41	
	HEATHROW	AIR INDIA	S	D	53	0	0	15	30	28	23	2	2	53	50	29	46	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	97	0	0	3	0	0	5	100	0	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	48	29	16	3	3	0	27	39	25	31	
<b>TOTAL MUMBAI</b>					<b>168</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>18</b>	<b>15</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>27</b>	<b>63</b>	<b>22</b>	<b>22</b>	
MUNICH																		
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	26	0	0	85	12	4	0	0	0	5	100	2	27	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	21	0	0	76	10	14	0	0	0	12	82	9	22	
	GATWICK	BRITISH AIRWAYS PLC	S	A	84	0	0	69	25	5	1	0	0	11	74	16	85	
	GATWICK	BRITISH AIRWAYS PLC	S	D	83	0	0	72	16	10	2	0	0	12	84	11	85	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	147	0	1	76	13	6	5	1	0	15	80	10	146	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	147	0	1	59	23	12	5	0	0	19	69	18	146	
	LONDON CITY	CIRRUS LUFTFAHRT	S	A	45	0	0	78	18	4	0	0	0	8	0	0	0	
	LONDON CITY	CIRRUS LUFTFAHRT	S	D	45	0	0	76	16	7	2	0	0	12	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	81	8	8	3	0	0	10	55	29	62	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	56	18	19	6	0	0	21	42	37	62	
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	58	0	0	90	7	3	0	0	0	6	77	11	31	
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	57	0	0	74	23	2	2	0	0	11	71	15	31	
	HEATHROW	LUFTHANSA	S	A	186	0	0	75	15	6	4	0	0	13	77	10	186	
	HEATHROW	LUFTHANSA	S	D	186	0	0	73	15	8	5	0	0	14	82	9	186	
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	31	0	0	84	6	3	6	0	0	10	51	22	88	
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	31	0	0	77	19	3	0	0	0	11	84	8	89	
	MANCHESTER	LUFTHANSA CITY LINE	S	A	93	0	0	75	16	8	1	0	0	11	59	18	155	
	MANCHESTER	LUFTHANSA CITY LINE	S	D	93	0	0	88	9	0	3	0	0	7	85	7	155	
<b>TOTAL MUNICH</b>					<b>1457</b>	<b>0</b>	<b>2</b>	<b>74</b>	<b>16</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>14</b>	<b>14</b>	
MUNSTER-OSNABRUCK																		
	STANSTED	AIR BERLIN	S	A	31	0	0	97	3	0	0	0	0	1	100	0	31	
	STANSTED	AIR BERLIN	S	D	30	0	0	83	7	7	3	0	0	10	97	6	31	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)											
MUNSTER-OSNABRUCK	BIRMINGHAM	EUROPEAN AIR CHARTER	C	A	5	0	0	80	0	0	20	0	0	17	67	20	3
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	D	5	0	0	60	20	0	20	0	0	30	67	32	3
<b>TOTAL MUNSTER-OSNABRUCK</b>					<b>71</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>96</b>	<b>5</b>	<b>5</b>
MURCIA SAN JAVIER	GATWICK	ASTRAEUS LTD	C	A	5	0	0	40	0	40	20	0	0	38	75	5	4
	GATWICK	ASTRAEUS LTD	C	D	5	0	0	40	0	40	20	0	0	45	75	21	4
	MANCHESTER	ASTRAEUS LTD	C	A	5	0	0	60	0	40	0	0	0	20	56	16	9
	MANCHESTER	ASTRAEUS LTD	C	D	5	0	0	80	0	20	0	0	0	12	67	11	9
	MANCHESTER	BMIBABY LTD	S	A	5	0	0	0	0	80	20	0	0	53	0	0	0
	MANCHESTER	BMIBABY LTD	S	D	5	0	0	20	20	40	20	0	0	45	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	5	0	0	100	0	0	0	0	0	1	25	56	4
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	5	0	0	60	20	20	0	0	0	16	50	52	4
	GATWICK	GB AIRWAYS LTD	S	A	27	0	0	78	4	7	11	0	0	17	86	4	14
	GATWICK	GB AIRWAYS LTD	S	D	27	0	0	63	15	11	11	0	0	23	86	7	14
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	31	0	0	55	16	23	3	3	0	24	67	35	36
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	31	0	0	48	26	19	3	3	0	27	50	40	36
	STANSTED	RYANAIR	S	A	61	0	0	93	3	3	0	0	0	3	100	1	66
	STANSTED	RYANAIR	S	D	62	0	0	85	10	5	0	0	0	8	79	9	66
<b>TOTAL MURCIA SAN JAVIER</b>					<b>279</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>10</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>72</b>	<b>18</b>	<b>18</b>
MUSCAT	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	100	0	0	0	0	0	0	97	4	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	74	23	0	3	0	0	11	67	16	30
	HEATHROW	GULF AIR	S	A	52	0	0	52	12	21	13	2	0	32	72	21	57
	HEATHROW	GULF AIR	S	D	53	0	0	47	15	26	8	4	0	33	68	11	57
<b>TOTAL MUSCAT</b>					<b>149</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>14</b>	<b>17</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>74</b>	<b>14</b>	<b>14</b>

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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	44	0	0	80	5	9	7	0	0	11	78	18	18	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	45	0	0	42	29	20	9	0	0	27	37	54	19	
	HEATHROW	EAST AFRICAN SAFARI AIR LTD	S	A	15	0	0	73	7	13	7	0	0	12	0	0	0	
	HEATHROW	EAST AFRICAN SAFARI AIR LTD	S	D	11	0	0	45	27	27	0	0	0	17	0	0	0	
	HEATHROW	KENYA AIRWAYS	S	A	46	0	0	91	2	0	4	0	2	17	72	10	43	
	HEATHROW	KENYA AIRWAYS	S	D	46	0	0	72	13	9	7	0	0	14	81	9	43	
<b>TOTAL NAIROBI</b>					<b>207</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>71</b>	<b>18</b>	<b>18</b>	
NANTES																		
	GATWICK	GB AIRWAYS LTD	S	A	31	0	0	52	26	13	6	3	0	27	81	11	27	
	GATWICK	GB AIRWAYS LTD	S	D	31	0	0	65	19	6	6	3	0	21	89	9	27	
	GATWICK	REGIONAL COMPAGNIE AERIENNE EUROPEENNE	S	A	79	0	0	87	6	4	3	0	0	7	90	6	84	
	GATWICK	REGIONAL COMPAGNIE AERIENNE EUROPEENNE	S	D	79	0	0	85	10	3	3	0	0	10	99	3	84	
<b>TOTAL NANTES</b>					<b>220</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>92</b>	<b>6</b>	<b>6</b>	
NAPLES																		
	HEATHROW	BMI BRITISH MIDLAND	C	A	5	0	0	0	40	20	40	0	0	57	25	27	4	
	HEATHROW	BMI BRITISH MIDLAND	S	A	31	0	0	55	16	23	6	0	0	25	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	C	D	5	0	0	0	20	60	20	0	0	53	50	25	4	
	HEATHROW	BMI BRITISH MIDLAND	S	D	31	0	0	74	16	3	6	0	0	16	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	0	20	0	0	16	75	6	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	20	0	0	0	8	75	6	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	78	0	11	11	0	0	12	63	9	8	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	89	11	0	0	0	0	3	88	4	8	
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	20	0	0	0	13	88	8	8	
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	60	0	40	0	0	0	19	88	6	8	
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	20	0	0	0	13	100	3	4	
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	0	100	0	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	44	33	11	11	0	0	23	63	22	8	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	67	33	0	0	0	0	7	75	11	8	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	0	0	40	40	20	0	0	0	18	0	0	0	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	2	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	102	0	0	70	10	13	8	0	0	16	75	21	93	
	GATWICK	BRITISH AIRWAYS PLC	S	D	102	0	0	59	25	12	4	0	0	19	73	14	93	

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
NAPLES																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	65	16	13	6	0	0	20	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	77	13	3	6	0	0	13	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	69	23	6	2	0	0	11	71	18	62	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	71	15	13	2	0	0	15	65	23	62	
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	16	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	60	20	20	0	0	0	15	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	20	20	0	0	0	16	100	3	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	60	0	20	20	0	0	24	100	4	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	5	50	18	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	7	50	17	4	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	40	60	0	0	0	0	14	83	9	6	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	7	80	18	5	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	0	40	40	20	0	0	44	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	3	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	20	0	20	0	0	41	50	17	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	40	0	0	0	0	11	100	7	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	0	20	0	45	50	22	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	1	100	0	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	0	20	20	0	0	46	0	54	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	0	75	6	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	0	50	0	0	0	31	50	13	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	0	100	3	3	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	3	0	0	33	0	67	0	0	0	34	100	0	1	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	4	100	4	2	
<b>TOTAL NAPLES</b>					<b>628</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>16</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>72</b>	<b>17</b>	<b>17</b>	
NEA ANCHIALOS																		
<b>TOTAL NEA ANCHIALOS</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>53</b>	<b>0</b>	<b>0</b>	<b>0</b>	
NEW YORK (JF KENNEDY)																		
	HEATHROW	AIR INDIA	S	A	31	0	0	68	10	13	6	0	3	27	81	17	31	
	HEATHROW	AIR INDIA	S	D	31	0	0	3	32	39	26	0	0	46	26	57	31	
	HEATHROW	AMERICAN AIRLINES	S	A	182	0	0	68	14	10	8	1	0	20	77	18	155	
	HEATHROW	AMERICAN AIRLINES	S	D	181	0	0	76	14	8	1	1	0	11	72	12	155	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	215	0	0	72	14	7	7	0	0	15	86	11	238	

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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		
NEW YORK (JF KENNEDY)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	216	0	0	53	24	13	9	1	0	29	50	35	238	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	30	0	0	93	0	7	0	0	0	3	93	3	30	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	30	0	0	90	7	3	0	0	0	4	90	11	30	
	HEATHROW	KUWAIT AIRWAYS	S	A	13	0	0	77	0	8	15	0	0	23	100	0	13	
	HEATHROW	KUWAIT AIRWAYS	S	D	14	2	0	36	21	21	14	7	0	52	43	34	14	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	20	0	0	45	25	15	10	0	5	45	81	60	21	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	19	0	0	26	32	21	11	11	0	50	32	115	22	
	HEATHROW	UNITED AIRLINES	S	A	62	0	0	84	6	3	3	3	0	15	87	7	52	
	HEATHROW	UNITED AIRLINES	S	D	61	0	0	64	10	18	7	2	0	25	73	13	62	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	92	0	1	40	17	27	14	1	0	33	76	22	92	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	92	0	1	30	26	26	16	1	0	35	61	21	92	
<b>TOTAL NEW YORK (JF KENNEDY)</b>					<b>1289</b>	<b>2</b>	<b>2</b>	<b>61</b>	<b>16</b>	<b>13</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>70</b>	<b>22</b>	<b>22</b>	
NEW YORK (NEWARK)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	84	0	0	87	13	0	0	0	0	4	91	9	80	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	83	0	0	57	23	13	7	0	0	20	53	22	80	
	BIRMINGHAM	CONTINENTAL AIRLINES	S	A	62	0	0	68	5	15	8	3	2	35	84	8	31	
	BIRMINGHAM	CONTINENTAL AIRLINES	S	D	62	0	0	79	5	5	8	2	2	30	84	9	31	
	EDINBURGH	CONTINENTAL AIRLINES	S	A	31	0	0	42	29	19	10	0	0	24	0	0	0	
	EDINBURGH	CONTINENTAL AIRLINES	S	D	31	0	0	61	23	6	10	0	0	20	0	0	0	
	GATWICK	CONTINENTAL AIRLINES	S	A	62	0	0	39	24	26	11	0	0	28	77	11	62	
	GATWICK	CONTINENTAL AIRLINES	S	D	62	0	0	61	27	6	5	0	0	17	81	10	62	
	GLASGOW	CONTINENTAL AIRLINES	S	A	31	0	0	29	19	42	10	0	0	34	74	11	31	
	GLASGOW	CONTINENTAL AIRLINES	S	D	31	0	0	94	6	0	0	0	0	5	90	4	31	
	MANCHESTER	CONTINENTAL AIRLINES	S	A	31	0	0	65	19	3	13	0	0	22	84	7	31	
	MANCHESTER	CONTINENTAL AIRLINES	S	D	31	0	0	74	13	3	10	0	0	13	97	2	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	61	0	0	59	16	15	5	5	0	27	79	11	57	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	62	0	0	35	31	15	16	3	0	41	67	23	57	
<b>TOTAL NEW YORK (NEWARK)</b>					<b>724</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>18</b>	<b>12</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>79</b>	<b>11</b>	<b>11</b>	
NEWCASTLE																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	119	0	0	74	19	4	3	0	0	11	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	119	0	0	77	13	8	2	0	0	10	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	176	0	1	69	15	11	5	0	0	15	64	21	165	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	177	0	0	59	16	18	7	0	0	19	69	17	165	

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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)												
NEWCASTLE																		
	BIRMINGHAM	EASTERN AIRWAYS	S	A	88	0	0	95	1	2	1	0	0	5	88	6	96	
	BIRMINGHAM	EASTERN AIRWAYS	S	D	87	0	1	95	2	0	2	0	0	3	92	3	93	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	115	0	0	83	6	4	3	3	1	22	77	12	115	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	115	0	1	69	10	11	7	3	0	24	50	28	115	
<b>TOTAL NEWCASTLE</b>					<b>996</b>	<b>3</b>	<b>3</b>	<b>75</b>	<b>12</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>15</b>	<b>15</b>	
NEWQUAY																		
	GATWICK	AIR SOUTHWEST	S	D	93	0	0	80	9	9	3	0	0	11	0	0	0	
	STANSTED	RYANAIR	S	A	59	0	3	97	3	0	0	0	0	2	98	1	57	
	STANSTED	RYANAIR	S	D	62	0	0	69	27	3	0	0	0	11	80	7	60	
<b>TOTAL NEWQUAY</b>					<b>214</b>	<b>1</b>	<b>3</b>	<b>81</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>91</b>	<b>4</b>	<b>4</b>	
NICE																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	62	0	0	63	15	18	5	0	0	19	69	15	62	
	HEATHROW	BMI BRITISH MIDLAND	S	D	62	0	0	52	21	21	6	0	0	23	71	15	62	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	5	0	0	80	20	0	0	0	0	8	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	5	0	0	40	60	0	0	0	0	17	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	31	0	0	81	3	13	0	3	0	14	81	16	31	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	31	0	0	71	6	13	6	3	0	22	84	13	31	
	GATWICK	BRITISH AIRWAYS PLC	S	A	67	0	0	66	19	9	6	0	0	17	84	8	62	
	GATWICK	BRITISH AIRWAYS PLC	S	D	67	0	0	84	7	3	6	0	0	14	85	7	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	128	0	0	49	18	20	11	1	1	30	75	12	122	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	129	0	0	42	26	22	9	0	1	29	68	14	120	
	EDINBURGH	CHANNEL EXPRESS (AIR SVS)	S	A	9	0	0	56	33	11	0	0	0	18	75	14	8	
	EDINBURGH	CHANNEL EXPRESS (AIR SVS)	S	D	9	0	0	44	56	0	0	0	0	18	63	15	8	
	GLASGOW	CHANNEL EXPRESS (AIR SVS)	S	A	9	0	0	56	44	0	0	0	0	11	0	0	0	
	GLASGOW	CHANNEL EXPRESS (AIR SVS)	S	D	9	0	0	78	22	0	0	0	0	9	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	93	0	0	86	9	5	0	0	0	6	81	10	93	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	93	0	0	83	10	8	0	0	0	8	70	13	93	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	154	0	1	75	16	5	3	1	0	12	55	28	155	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	155	0	0	68	16	12	4	1	0	18	43	36	155	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	81	13	6	0	0	0	9	0	0	0	



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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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)												
NICE																		
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	97	3	0	0	0	0	5	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	85	5	6	3	0	0	9	69	20	62	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	82	10	5	3	0	0	11	58	21	62	
<b>TOTAL NICE</b>					<b>1304</b>	<b>15</b>	<b>1</b>	<b>69</b>	<b>15</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>69</b>	<b>17</b>	<b>17</b>	
NIEDERRHEIN																		
	MANCHESTER	DUTCHBIRD	S	A	41	0	0	17	15	39	22	7	0	59	0	0	0	
	MANCHESTER	DUTCHBIRD	S	D	42	0	0	21	29	26	19	5	0	44	0	0	0	
	STANSTED	RYANAIR	S	A	84	0	0	92	5	1	2	0	0	4	96	2	84	
	STANSTED	RYANAIR	S	D	84	0	0	94	4	2	0	0	0	4	79	10	84	
<b>TOTAL NIEDERRHEIN</b>					<b>251</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>10</b>	<b>12</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>88</b>	<b>6</b>	<b>6</b>	
NIMES																		
	STANSTED	RYANAIR	S	A	62	0	0	90	8	0	2	0	0	6	83	8	30	
	STANSTED	RYANAIR	S	D	62	0	0	65	26	8	2	0	0	15	33	22	30	
<b>TOTAL NIMES</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>17</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>58</b>	<b>15</b>	<b>15</b>	
NORTHOLT																		
NORWICH																		
	EDINBURGH	EASTERN AIRWAYS	S	A	70	0	0	89	7	4	0	0	0	6	92	5	73	
	EDINBURGH	EASTERN AIRWAYS	S	D	69	0	1	91	4	4	0	0	0	4	90	4	73	
	MANCHESTER	EASTERN AIRWAYS	S	A	66	0	0	91	5	2	2	2	0	8	97	6	69	
	MANCHESTER	EASTERN AIRWAYS	S	D	66	0	0	94	2	5	0	0	0	3	97	3	69	
<b>TOTAL NORWICH</b>					<b>271</b>	<b>0</b>	<b>1</b>	<b>91</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>94</b>	<b>4</b>	<b>4</b>	
NOTTINGHAM EAST MIDLAN																		
	EDINBURGH	BMIBABY LTD	S	A	79	0	0	76	10	5	6	3	0	19	0	0	0	
	EDINBURGH	BMIBABY LTD	S	D	79	0	0	61	19	10	6	3	1	27	0	0	0	
	GLASGOW	BMIBABY LTD	S	A	79	0	0	41	4	28	28	0	0	44	0	0	0	
	GLASGOW	BMIBABY LTD	S	D	79	0	0	38	5	22	34	1	0	47	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	53	0	0	72	17	2	9	0	0	19	61	14	54	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	53	0	0	49	25	15	11	0	0	26	28	31	54	
<b>TOTAL NOTTINGHAM EAST MIDLANDS INT'L</b>					<b>422</b>	<b>1</b>	<b>0</b>	<b>55</b>	<b>12</b>	<b>14</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>31</b>	<b>67</b>	<b>15</b>	<b>15</b>	
NUREMBERG																		
	STANSTED	AIR BERLIN	S	A	31	0	0	87	10	0	3	0	0	6	90	4	31	
	STANSTED	AIR BERLIN	S	D	31	0	0	71	23	6	0	0	0	11	77	8	31	

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2003				
			CHARTER/ SCHED	ARR/ DEP	MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
NUREMBERG																	
<b>TOTAL NUREMBERG</b>					62	0	0	79	16	3	2	0	0	9	84	6	6

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

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
OLBIA																		
	MANCHESTER	ASTRAEUS LTD	C	A	5	0	0	40	40	0	20	0	92	0	62	4		
	MANCHESTER	ASTRAEUS LTD	C	D	5	0	0	60	20	0	0	20	0	54	25	32	4	
	STANSTED	CHANNEL EXPRESS (AIR SVS)	C	A	5	0	0	20	0	60	20	0	41	0	0	0		
	STANSTED	CHANNEL EXPRESS (AIR SVS)	C	D	5	0	0	40	20	20	20	0	29	0	0	0		
	GATWICK	MERIDIANA AIR	S	A	9	0	0	67	11	11	0	11	0	31	67	12	9	
	GATWICK	MERIDIANA AIR	S	D	9	0	0	56	11	22	11	0	33	67	11	9		
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	20	40	20	20	0	37	0	0	0		
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	80	0	0	20	0	24	0	0	0		
<b>TOTAL OLBIA</b>					<b>48</b>	<b>6</b>	<b>0</b>	<b>46</b>	<b>17</b>	<b>21</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>41</b>	<b>58</b>	<b>24</b>	<b>24</b>	
OPORTO (PORTUGAL)																		
	HEATHROW	AIR PORTUGAL	S	A	62	0	0	55	32	10	3	0	17	56	17	62		
	HEATHROW	AIR PORTUGAL	S	D	62	0	0	60	21	16	3	0	18	65	13	62		
	GATWICK	GB AIRWAYS LTD	S	A	31	0	0	52	26	16	6	0	23	80	9	30		
	GATWICK	GB AIRWAYS LTD	S	D	31	0	0	65	10	16	6	3	22	83	13	30		
	MANCHESTER	PORTUGALIA	S	D	22	0	0	68	9	18	5	0	15	0	0	0		
<b>TOTAL OPORTO (PORTUGAL)</b>					<b>210</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>22</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>68</b>	<b>14</b>	<b>14</b>	
ORLANDO																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	84	3	10	3	0	10	77	9	31		
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	68	6	19	6	0	17	74	17	31		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	75	0	0	71	13	11	5	0	15	86	14	66		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	76	0	0	26	21	37	16	0	37	62	27	66		
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	27	0	0	89	4	4	0	0	4	21	100	0	26	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	27	0	0	59	22	7	11	0	21	67	21	27		
<b>TOTAL ORLANDO</b>					<b>268</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>13</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>77</b>	<b>17</b>	<b>17</b>	
OSAKA (KANSAI)																		
	HEATHROW	JAPAN AIRLINES	S	A	31	0	0	84	3	0	6	6	0	25	91	4	23	
	HEATHROW	JAPAN AIRLINES	S	D	31	0	0	52	23	3	19	3	0	36	43	17	23	
<b>TOTAL OSAKA (KANSAI)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>13</b>	<b>2</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>30</b>	<b>67</b>	<b>10</b>	<b>10</b>	
OSLO (GARDERMOEN)																		
	GATWICK	BRAATHENS ASA	S	A	18	0	0	83	17	0	0	0	0	5	0	0	0	
	GATWICK	BRAATHENS ASA	S	D	17	0	1	94	0	6	0	0	0	3	0	0	0	

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

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JULY 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)											
OSLO (GARDERMOEN)	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	66	0	0	98	0	2	0	0	0	1	96	3	53
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	66	0	0	92	3	3	2	0	0	5	94	2	54
	HEATHROW	BRITISH AIRWAYS PLC	S	A	124	0	0	77	9	7	6	1	0	13	87	7	119
	HEATHROW	BRITISH AIRWAYS PLC	S	D	124	0	0	58	16	17	8	1	0	22	69	15	120
	HEATHROW	SAS	S	A	150	0	0	89	5	5	1	0	0	6	85	5	151
	HEATHROW	SAS	S	D	150	0	0	74	14	11	1	0	0	11	82	8	151
	MANCHESTER	SAS	S	A	18	0	0	94	6	0	0	0	0	4	0	0	0
	MANCHESTER	SAS	S	D	18	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL OSLO (GARDERMOEN)</b>					<b>751</b>	<b>1</b>	<b>1</b>	<b>80</b>	<b>9</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>8</b>	<b>8</b>
OSTEND																	
OTTAWA INTERNATIONAL																	
	HEATHROW	AIR CANADA	S	A	31	0	0	77	19	0	3	0	0	7	77	9	31
	HEATHROW	AIR CANADA	S	D	31	0	0	35	26	23	16	0	0	34	81	9	31
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	4	0	0	100	0	0	0	0	0	2	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	4	0	0	100	0	0	0	0	0	1	0	0	0
	GLASGOW	ZOOM AIRLINES	S	A	3	0	0	0	67	0	33	0	0	40	0	0	0
	GLASGOW	ZOOM AIRLINES	S	D	3	0	0	67	33	0	0	0	0	11	0	0	0
<b>TOTAL OTTAWA INTERNATIONAL</b>					<b>76</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>22</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>79</b>	<b>9</b>	<b>9</b>

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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	56	0	1	88	5	2	4	2	0	10	98	2	62	
	STANSTED	AIR BERLIN	S	D	55	2	2	80	4	7	5	4	0	20	95	6	62	
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	A	4	0	0	100	0	0	0	0	0	0	100	1	4	
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	D	4	0	0	100	0	0	0	0	0	1	100	2	4	
<b>TOTAL PADERBORN</b>					<b>119</b>	<b>2</b>	<b>3</b>	<b>85</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>97</b>	<b>4</b>	<b>4</b>	
PALERMO																		
	EDINBURGH	AIR MALTA	C	A	2	0	0	50	0	0	50	0	0	75	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	C	A	5	0	0	0	20	20	60	0	0	60	50	31	4	
	HEATHROW	BMI BRITISH MIDLAND	C	D	5	0	0	0	20	40	40	0	0	50	50	19	4	
	STANSTED	RYANAIR	S	A	62	0	0	63	21	15	2	0	0	13	79	11	56	
	STANSTED	RYANAIR	S	D	62	0	0	58	19	23	0	0	0	17	89	10	56	
<b>TOTAL PALERMO</b>					<b>137</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>20</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>81</b>	<b>12</b>	<b>12</b>	
PALMA DE MALLORCA																		
	STANSTED	AIR BERLIN	S	A	33	0	1	70	12	12	6	0	0	15	0	0	0	
	STANSTED	AIR BERLIN	S	D	34	0	0	79	15	3	3	0	0	8	0	0	0	
	EDINBURGH	AIR EUROPA	C	A	10	0	0	90	10	0	0	0	0	2	0	0	0	
	EDINBURGH	AIR EUROPA	C	D	10	0	0	90	0	10	0	0	0	10	0	0	0	
	GATWICK	AIR EUROPA	S	A	22	0	0	77	18	5	0	0	0	9	81	13	27	
	GATWICK	AIR EUROPA	S	D	22	0	0	64	14	18	5	0	0	16	48	25	27	
	GLASGOW	AIR EUROPA	C	A	4	0	0	75	25	0	0	0	0	5	100	5	4	
	GLASGOW	AIR EUROPA	C	D	4	0	0	75	25	0	0	0	0	10	100	3	4	
	NEWCASTLE	AIR EUROPA	C	A	4	0	0	25	50	25	0	0	0	21	0	0	0	
	NEWCASTLE	AIR EUROPA	C	D	5	0	0	40	0	40	20	0	0	33	0	0	0	
	BIRMINGHAM	AIR MALTA	C	A	5	0	0	80	0	0	20	0	0	16	0	0	0	
	BIRMINGHAM	AIR MALTA	C	D	5	0	0	20	60	0	20	0	0	32	0	0	0	
	GLASGOW	BMI BRITISH MIDLAND	C	A	4	0	0	75	0	0	25	0	0	19	0	163	4	
	GLASGOW	BMI BRITISH MIDLAND	C	D	5	0	0	60	0	20	20	0	0	24	0	135	3	
	HEATHROW	BMI BRITISH MIDLAND	S	A	36	0	0	44	19	17	17	3	0	37	46	26	35	
	HEATHROW	BMI BRITISH MIDLAND	S	D	36	0	0	36	50	6	6	3	0	29	66	18	35	
	MANCHESTER	BMIBABY LTD	S	A	31	0	0	39	32	13	13	3	0	36	0	0	0	
	MANCHESTER	BMIBABY LTD	S	D	31	0	0	58	23	10	6	3	0	26	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	32	0	0	94	0	3	3	0	0	5	71	15	35	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	31	0	0	81	13	0	6	0	0	11	86	9	36	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
PALMA DE MALLORCA																		
	EDINBURGH	BRITANNIA AIRWAYS	C	A	5	0	0	60	40	0	0	0	0	9	60	55	5	
	EDINBURGH	BRITANNIA AIRWAYS	C	D	5	0	0	60	40	0	0	0	11	60	49	5		
	GATWICK	BRITANNIA AIRWAYS	C	A	58	0	0	84	5	5	3	2	13	74	11	53		
	GATWICK	BRITANNIA AIRWAYS	C	D	62	0	0	79	10	6	3	2	13	90	3	58		
	GLASGOW	BRITANNIA AIRWAYS	C	A	22	0	0	77	14	0	9	0	16	76	17	21		
	GLASGOW	BRITANNIA AIRWAYS	C	D	23	0	0	83	9	4	4	0	10	76	18	21		
	LUTON	BRITANNIA AIRWAYS	C	A	25	1	0	84	8	4	4	0	9	90	6	21		
	LUTON	BRITANNIA AIRWAYS	C	D	27	0	0	81	11	7	0	0	6	95	1	22		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	45	0	0	76	9	11	4	0	11	55	22	49		
	MANCHESTER	BRITANNIA AIRWAYS	C	D	46	0	0	91	4	2	2	0	5	86	10	50		
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	25	0	0	84	4	8	4	0	12	88	6	17		
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	26	0	0	88	0	8	0	4	11	88	6	17		
	STANSTED	BRITANNIA AIRWAYS	C	A	25	0	0	80	16	4	0	0	6	85	11	26		
	STANSTED	BRITANNIA AIRWAYS	C	D	25	0	0	72	8	12	8	0	13	93	3	29		
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	8	0	0	13	25	63	0	0	33	40	30	10		
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	8	0	0	88	13	0	0	0	5	20	34	10		
	EDINBURGH	CHANNEL EXPRESS (AIR SVS)	S	A	14	0	0	93	7	0	0	0	6	0	0	0		
	EDINBURGH	CHANNEL EXPRESS (AIR SVS)	S	D	14	0	0	86	14	0	0	0	7	0	0	0		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	71	8	11	10	0	19	60	25	62		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	74	8	6	8	3	20	60	24	62		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	70	1	1	73	10	7	9	1	19	76	16	76		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	71	0	0	56	23	13	7	1	25	54	34	76		
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	68	6	13	13	0	20	0	0	0		
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	74	13	6	6	0	13	0	0	0		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	36	0	0	69	17	6	8	0	18	54	24	35		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	36	0	0	53	31	8	8	0	21	46	27	35		
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	A	4	0	0	100	0	0	0	0	3	0	0	0		
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	D	4	0	0	100	0	0	0	0	3	0	0	0		
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	10	0	0	70	10	20	0	0	16	50	47	4		
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	10	0	0	80	10	10	0	0	9	0	53	4		
	STANSTED	EUROPEAN AIR CHARTER	C	A	5	0	0	0	20	80	0	0	46	75	46	4		
	STANSTED	EUROPEAN AIR CHARTER	C	D	5	0	0	20	0	60	20	0	41	75	39	4		

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
PALMA DE MALLORCA																		
	GATWICK	EXCEL AIRWAYS LTD	C	A	15	0	0	73	13	13	0	0	0	11	100	2	13	
	GATWICK	EXCEL AIRWAYS LTD	C	D	17	0	0	82	18	0	0	0	6	100	2	13		
	GLASGOW	EXCEL AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	11	100	2	4		
	GLASGOW	EXCEL AIRWAYS LTD	C	D	5	0	0	60	0	20	20	0	24	75	15	4		
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	15	0	0	53	20	13	13	0	33	50	17	4		
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	16	0	0	50	25	13	6	6	33	100	0	5		
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	2	3	0	100	0	0	0	0	0	0	0	0		
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	13	0	0	0		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	22	0	0	82	5	5	9	0	12	84	6	19		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	23	0	0	83	4	4	9	0	10	90	4	21		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	58	0	0	79	10	9	2	0	9	84	12	57		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	61	0	0	64	13	15	7	0	23	76	14	63		
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	9	100	2	3		
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	25	75	5	4		
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	10	0	0	90	10	0	0	0	4	67	13	9		
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	11	0	0	100	0	0	0	0	1	89	19	9		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	51	0	0	67	10	8	14	0	28	84	24	45		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	53	0	0	72	8	8	9	0	4	31	91	6	46	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	78	0	0	22	0	34	89	20	9		
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	78	11	0	0	11	26	67	28	9		
	GLASGOW	FLYGLOBESPAN	S	A	40	0	1	80	10	10	0	0	8	0	0	0		
	GLASGOW	FLYGLOBESPAN	S	D	41	0	0	90	2	2	5	0	8	0	0	0		
	GLASGOW	FUTURA AIRLINES	C	A	5	0	0	20	20	60	0	0	31	67	25	12		
	GLASGOW	FUTURA AIRLINES	C	D	4	0	0	0	50	25	25	0	38	33	36	9		
	GATWICK	GB AIRWAYS LTD	S	A	36	0	0	61	19	11	6	0	3	45	74	14	35	
	GATWICK	GB AIRWAYS LTD	S	D	36	0	0	67	14	14	6	0	17	74	11	35		
	GLASGOW	GREECE AIRWAYS	S	A	12	0	0	58	25	0	17	0	25	0	0	0		
	GLASGOW	GREECE AIRWAYS	S	D	9	4	0	22	11	33	33	0	52	0	0	0		
	STANSTED	HOLA AIRLINES	C	A	5	0	0	0	40	60	0	0	32	0	0	0		
	STANSTED	HOLA AIRLINES	C	D	5	0	0	0	0	100	0	0	40	0	0	0		
	EDINBURGH	IBERWORLD	C	A	13	0	0	77	15	8	0	0	8	77	8	13		
	EDINBURGH	IBERWORLD	C	D	12	0	0	83	8	0	0	8	25	55	13	11		
	GLASGOW	IBERWORLD	C	A	9	0	0	78	22	0	0	0	5	77	9	22		

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
PALMA DE MALLORCA																		
	GLASGOW	IBERWORLD	C	D	9	0	0	78	22	0	0	0	0	6	68	12	22	
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	0	0	60	40	0	0	77	89	7	9	
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	0	0	20	80	0	0	81	89	4	9	
	EDINBURGH	MONARCH AIRLINES	C	A	9	0	0	78	11	11	0	0	0	7	89	35	9	
	EDINBURGH	MONARCH AIRLINES	C	D	9	0	0	89	11	0	0	0	0	7	100	1	9	
	GATWICK	MONARCH AIRLINES	C	A	18	0	0	44	22	11	22	0	0	37	65	33	17	
	GATWICK	MONARCH AIRLINES	C	D	19	0	0	63	11	11	16	0	0	23	76	20	17	
	LUTON	MONARCH AIRLINES	C	A	5	0	0	80	0	0	0	0	20	79	100	5	9	
	LUTON	MONARCH AIRLINES	C	D	5	0	0	80	0	0	20	0	0	23	100	1	9	
	MANCHESTER	MONARCH AIRLINES	S	A	31	0	0	81	6	6	3	0	3	19	90	22	31	
	MANCHESTER	MONARCH AIRLINES	C	A	13	0	0	62	23	8	8	0	0	21	57	79	14	
	MANCHESTER	MONARCH AIRLINES	S	D	31	0	0	81	6	10	0	0	3	20	87	24	31	
	MANCHESTER	MONARCH AIRLINES	C	D	14	0	0	71	21	0	7	0	0	16	46	81	13	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	28	0	0	46	21	14	11	7	0	37	77	8	30	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	29	1	1	34	7	24	34	0	0	49	56	39	34	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	30	0	0	13	17	30	37	3	0	59	35	29	34	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	28	0	0	43	21	18	11	4	4	52	50	21	28	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	22	2	0	68	14	0	18	0	0	26	69	51	29	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	25	0	0	68	0	16	16	0	0	29	70	20	30	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	19	0	0	21	32	11	26	5	5	87	50	18	16	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	18	1	0	33	28	17	22	0	0	43	43	17	14	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	54	0	0	65	13	6	11	4	2	42	40	55	42	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	57	0	0	75	4	5	14	2	0	22	55	41	42	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	18	0	0	89	6	0	6	0	0	9	38	30	13	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	18	0	0	94	0	0	6	0	0	8	54	17	13	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	20	20	40	0	0	37	85	4	13	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	40	0	0	0	0	14	83	8	12	
	GLASGOW	SPANAIR	C	A	20	0	0	35	25	20	20	0	0	34	48	22	25	
	GLASGOW	SPANAIR	C	D	18	0	0	17	22	44	17	0	0	40	63	17	24	
	LUTON	SPANAIR	C	A	5	0	0	20	60	0	0	20	0	63	50	20	4	
	LUTON	SPANAIR	C	D	7	0	0	43	29	0	14	14	0	54	20	40	5	
	MANCHESTER	SPANAIR	C	A	5	0	0	60	0	20	20	0	0	31	50	24	10	
	MANCHESTER	SPANAIR	C	D	5	0	0	40	0	40	20	0	0	36	50	25	10	



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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
PALMA DE MALLORCA		NEWCASTLE	SPANAIR	C A	5	0	0	40	40	20	0	0	50	33	28	12	
		NEWCASTLE	SPANAIR	C D	5	0	0	40	40	20	0	0	58	42	31	12	
		STANSTED	SPANAIR	C A	5	0	0	60	0	40	0	0	29	0	0	0	
		STANSTED	SPANAIR	C D	5	0	0	40	20	0	40	0	37	0	0	0	
		BIRMINGHAM	THOMAS COOK AIRLINES LTD	C A	18	0	0	78	6	0	17	0	18	83	8	18	
		BIRMINGHAM	THOMAS COOK AIRLINES LTD	C D	19	0	0	63	11	5	16	5	33	83	15	18	
		GATWICK	THOMAS COOK AIRLINES LTD	C A	30	0	0	73	7	10	0	10	35	73	21	40	
		GATWICK	THOMAS COOK AIRLINES LTD	C D	36	0	0	72	11	6	6	6	28	80	19	41	
		GLASGOW	THOMAS COOK AIRLINES LTD	C A	17	0	0	82	12	0	6	0	14	83	8	18	
		GLASGOW	THOMAS COOK AIRLINES LTD	C D	16	0	0	94	0	6	0	0	6	78	10	18	
		LUTON	THOMAS COOK AIRLINES LTD	C A	4	0	0	75	0	0	25	0	38	100	0	5	
		LUTON	THOMAS COOK AIRLINES LTD	C D	4	0	0	75	0	0	25	0	42	100	2	5	
		MANCHESTER	THOMAS COOK AIRLINES LTD	C A	39	0	0	74	13	5	0	5	31	89	6	47	
		MANCHESTER	THOMAS COOK AIRLINES LTD	C D	40	0	0	85	5	3	0	5	26	93	2	45	
		NEWCASTLE	THOMAS COOK AIRLINES LTD	C A	18	0	0	100	0	0	0	0	3	100	2	9	
		NEWCASTLE	THOMAS COOK AIRLINES LTD	C D	19	0	0	95	5	0	0	0	4	100	1	9	
		STANSTED	THOMAS COOK AIRLINES LTD	C A	9	0	0	89	0	0	11	0	14	94	4	16	
		STANSTED	THOMAS COOK AIRLINES LTD	C D	10	0	0	80	0	10	10	0	22	94	6	16	
<b>TOTAL PALMA DE MALLORCA</b>					<b>2775</b>	<b>13</b>	<b>4</b>	<b>69</b>	<b>12</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>70</b>	<b>19</b>	<b>19</b>
PAPHOS		MANCHESTER	AIR ATLANTA EUROPE LTD	C A	2	0	0	50	50	0	0	0	17	100	0	2	
		MANCHESTER	AIR ATLANTA EUROPE LTD	C D	2	0	0	0	0	0	100	0	108	0	39	2	
		GATWICK	ASTRAEUS LTD	C D	2	0	0	100	0	0	0	0	3	0	0	0	
		BIRMINGHAM	BRITANNIA AIRWAYS	C A	9	0	0	89	11	0	0	0	7	56	19	9	
		BIRMINGHAM	BRITANNIA AIRWAYS	C D	9	0	0	89	11	0	0	0	6	67	14	9	
		GATWICK	BRITANNIA AIRWAYS	C A	14	0	0	79	7	7	7	0	10	86	4	14	
		GATWICK	BRITANNIA AIRWAYS	C D	13	0	0	92	0	8	0	0	5	93	5	14	
		GLASGOW	BRITANNIA AIRWAYS	C A	4	0	0	100	0	0	0	0	2	80	7	5	
		GLASGOW	BRITANNIA AIRWAYS	C D	4	0	0	100	0	0	0	0	5	100	2	5	
		LUTON	BRITANNIA AIRWAYS	C A	13	0	0	92	8	0	0	0	2	94	2	17	
		LUTON	BRITANNIA AIRWAYS	C D	14	0	0	100	0	0	0	0	3	94	5	18	
		MANCHESTER	BRITANNIA AIRWAYS	C A	9	0	0	56	22	11	11	0	18	71	42	14	
		MANCHESTER	BRITANNIA AIRWAYS	C D	9	0	0	67	11	22	0	0	15	64	44	14	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	0	100	1	4
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	0	100	2	4
	STANSTED	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	2	75	50	4
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	1	80	49	5
	EDINBURGH	EUROCYPRIA AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	3	100	1	4
	EDINBURGH	EUROCYPRIA AIRLINES LTD	C	D	3	0	0	67	0	33	0	0	0	17	50	15	4
	GLASGOW	EUROCYPRIA AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	4	80	3	5
	GLASGOW	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	5	80	5	5
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	A	4	0	0	25	0	25	50	0	0	76	75	13	4
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	0	0	50	50	0	0	80	75	13	4
	NEWCASTLE	EUROCYPRIA AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	7	80	29	10
	NEWCASTLE	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	4	70	33	10
	GATWICK	EXCEL AIRWAYS LTD	C	A	19	0	0	100	0	0	0	0	0	1	80	13	15
	GATWICK	EXCEL AIRWAYS LTD	C	D	18	0	0	78	11	6	6	0	0	11	56	28	16
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	6	0	0	50	0	50	0	0	0	25	100	2	5
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	6	0	0	50	17	0	33	0	0	29	80	4	5
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	S	A	4	0	0	75	25	0	0	0	0	12	80	5	5
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	0	2	80	10	5
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	0	100	0	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	S	A	13	0	0	77	8	8	8	0	0	10	93	2	14
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	75	11	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	S	D	12	0	0	58	17	25	0	0	0	17	71	15	14
	GLASGOW	FIRST CHOICE AIRWAYS LTD	S	A	4	0	0	75	0	25	0	0	0	12	80	4	5
	GLASGOW	FIRST CHOICE AIRWAYS LTD	S	D	4	0	0	75	0	0	25	0	0	20	100	4	5
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	25	0	75	0	0	0	32	50	60	4
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	0	25	50	25	0	0	44	50	65	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	S	A	8	0	0	88	0	13	0	0	0	9	78	6	9
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	S	D	8	0	0	100	0	0	0	0	0	6	100	3	9
	STANSTED	FIRST CHOICE AIRWAYS LTD	S	A	5	0	0	100	0	0	0	0	0	0	60	15	5
	STANSTED	FIRST CHOICE AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	0	3	40	33	5
	GATWICK	FLYJET LTD	C	A	9	0	0	56	22	11	11	0	0	24	50	181	2
	GATWICK	FLYJET LTD	C	D	9	0	0	56	22	11	11	0	0	32	17	121	6
	MANCHESTER	FLYJET LTD	C	A	5	0	0	40	60	0	0	0	0	16	25	34	4

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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	MANCHESTER	FLYJET LTD	C	D	5	0	0	60	20	20	0	0	0	15	50	25	4
	GATWICK	GB AIRWAYS LTD	S	A	13	0	0	69	15	0	8	8	0	33	0	0	0
	GATWICK	GB AIRWAYS LTD	S	D	13	0	0	62	23	0	8	8	0	40	0	0	0
	GATWICK	HELIOS AIRWAYS LTD	S	A	4	0	1	75	25	0	0	0	5	0	0	0	
	GATWICK	HELIOS AIRWAYS LTD	S	D	4	0	1	50	50	0	0	0	16	0	0	0	
	MANCHESTER	HELIOS AIRWAYS LTD	S	A	4	0	0	100	0	0	0	0	0	0	0	0	
	MANCHESTER	HELIOS AIRWAYS LTD	S	D	4	0	0	75	25	0	0	0	10	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	50	25	25	0	0	19	80	10	5	
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	80	8	5	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	25	25	0	0	21	86	6	7	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	15	63	14	8	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	50	50	0	0	0	21	60	11	5	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	50	0	50	0	0	18	100	1	5	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	28	75	7	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	25	0	42	50	13	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	88	13	0	0	0	4	56	63	9	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	50	38	13	0	0	14	64	41	11	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	63	13	25	0	0	14	100	0	3	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	88	0	13	0	0	11	40	41	5	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	80	13	5	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	1	80	16	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	100	1	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	9	100	1	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	11	1	0	82	0	0	18	0	18	100	1	14	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	12	0	0	75	8	0	17	0	24	71	17	14	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	50	0	13	38	0	41	93	6	14	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	50	0	13	38	0	52	86	11	14	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	0	
<b>TOTAL PAPHOS</b>					<b>482</b>	<b>1</b>	<b>2</b>	<b>76</b>	<b>10</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>78</b>	<b>17</b>	<b>17</b>
PARIS (CHARLES DE GAULLE)	HEATHROW	AIR FRANCE	S	A	386	0	0	69	19	10	2	0	13	60	17	411	
	HEATHROW	AIR FRANCE	S	D	386	0	0	69	16	10	5	0	14	62	16	412	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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)	MANCHESTER	AIR FRANCE	S	A	182	0	0	91	4	4	1	0	0	5	81	9	183
	MANCHESTER	AIR FRANCE	S	D	182	0	0	92	4	3	1	0	0	5	85	6	183
	NEWCASTLE	AIR FRANCE	S	A	79	0	0	72	18	4	6	0	0	13	0	0	0
	NEWCASTLE	AIR FRANCE	S	D	77	1	0	78	10	6	5	0	0	12	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	A	140	0	0	50	19	19	11	0	0	26	44	26	172
	HEATHROW	BMI BRITISH MIDLAND	S	D	141	0	0	59	17	17	7	0	0	20	55	21	172
	MANCHESTER	BMIBABY LTD	S	A	31	0	0	55	16	16	10	3	0	28	0	0	0
	MANCHESTER	BMIBABY LTD	S	D	31	0	0	68	16	10	3	3	0	21	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	113	0	0	85	5	7	3	0	0	9	48	25	119
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	113	0	0	83	9	5	3	0	0	9	75	13	121
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	88	0	0	80	10	3	7	0	0	10	63	19	89
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	88	0	0	65	20	9	6	0	0	17	49	21	89
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	24	0	0	83	8	4	4	0	0	10	43	34	83
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	25	0	0	92	4	4	0	0	0	7	82	11	108
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	3	1	0	0	67	33	0	0	0	26	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	132	1	0	77	12	8	3	0	0	11	45	23	118
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	133	0	0	88	2	7	3	0	0	8	71	11	118
	GATWICK	BRITISH AIRWAYS PLC	S	A	132	0	0	55	17	20	8	0	0	23	77	10	168
	GATWICK	BRITISH AIRWAYS PLC	S	D	132	0	0	70	16	11	3	0	0	13	76	11	168
	HEATHROW	BRITISH AIRWAYS PLC	S	A	321	0	0	66	13	13	8	0	0	19	62	20	314
	HEATHROW	BRITISH AIRWAYS PLC	S	D	321	0	0	57	20	15	8	0	0	20	62	20	314
	EDINBURGH	CITY JET	S	A	66	0	0	76	11	9	5	0	0	16	76	11	70
	EDINBURGH	CITY JET	S	D	67	0	0	67	22	7	3	0	0	15	61	16	70
	LONDON CITY	CITY JET	S	A	25	0	0	68	16	16	0	0	0	13	83	7	23
	LONDON CITY	CITY JET	S	D	21	0	0	57	33	10	0	0	0	15	64	14	22
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	137	0	0	60	18	15	6	1	0	18	67	22	147
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	137	0	0	55	22	16	7	0	0	21	56	23	147
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	77	3	10	10	0	0	16	0	0	0

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
PARIS (CHARLES DE GAULLE)		NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	74	13	6	6	0	0	14	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	167	0	0	84	6	5	5	0	0	10	61	18	170	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	167	0	0	74	11	11	5	0	0	15	42	30	166	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>					<b>4110</b>	<b>6</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>63</b>	<b>18</b>	<b>18</b>	
PARIS (LE BOURGET)																		
PARIS (ORLY)		EDINBURGH	CITY JET	S	A	5	0	0	100	0	0	0	0	0	0	0	0	0
	EDINBURGH	CITY JET	S	D	4	0	0	75	25	0	0	0	0	10	0	0	0	
	LONDON CITY	CITY JET	S	A	65	0	0	95	2	0	3	0	0	7	83	9	58	
	LONDON CITY	CITY JET	S	D	69	0	0	81	6	9	3	0	1	26	80	11	59	
<b>TOTAL PARIS (ORLY)</b>					<b>143</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>81</b>	<b>10</b>	<b>10</b>	
PAU		STANSTED	RYANAIR	S	A	31	0	0	81	10	10	0	0	7	84	9	31	
	STANSTED	RYANAIR	S	D	31	0	0	74	16	10	0	0	0	13	68	15	31	
<b>TOTAL PAU</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>12</b>	<b>12</b>	
PERPIGNAN		BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	31	0	0	55	23	16	6	0	20	0	0	0	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	31	0	0	74	23	0	3	0	0	11	0	0	0	
	STANSTED	RYANAIR	S	A	37	0	0	81	5	11	3	0	0	10	71	15	31	
	STANSTED	RYANAIR	S	D	37	0	0	70	16	11	3	0	0	13	84	9	31	
<b>TOTAL PERPIGNAN</b>					<b>136</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>12</b>	<b>12</b>	
PESCARA		STANSTED	RYANAIR	S	A	31	0	0	87	13	0	0	0	5	87	6	31	
	STANSTED	RYANAIR	S	D	31	0	0	74	19	6	0	0	0	12	87	8	31	
<b>TOTAL PESCARA</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>87</b>	<b>7</b>	<b>7</b>	
PHILADELPHIA INTERNATION		HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	66	13	6	15	0	23	84	16	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	42	26	24	8	0	0	28	52	36	62	
	GATWICK	US AIRWAYS	S	A	31	0	0	45	16	29	6	3	0	33	78	20	60	
	GATWICK	US AIRWAYS	S	D	31	0	0	42	39	13	6	0	0	22	64	23	61	
	GLASGOW	US AIRWAYS	S	A	30	0	1	67	13	13	3	0	3	28	0	0	0	
	GLASGOW	US AIRWAYS	S	D	30	0	1	87	3	7	0	3	0	13	0	0	0	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
PHILADELPHIA INTERNATIONAL																		
	MANCHESTER	US AIRWAYS	S	A	31	0	0	68	13	6	10	3	0	24	71	20	31	
	MANCHESTER	US AIRWAYS	S	D	31	0	0	87	6	3	3	0	0	6	87	5	31	
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>					<b>308</b>	<b>0</b>	<b>2</b>	<b>61</b>	<b>17</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>71</b>	<b>21</b>	<b>21</b>	
PHOENIX																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	26	0	0	96	0	0	4	0	0	4	97	6	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	27	0	0	26	30	30	11	4	0	38	57	21	30	
<b>TOTAL PHOENIX</b>					<b>53</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>15</b>	<b>15</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>77</b>	<b>13</b>	<b>13</b>	
PISA																		
	GLASGOW	BMI BRITISH MIDLAND	C	A	5	0	0	0	0	20	80	0	0	91	0	76	4	
	GLASGOW	BMI BRITISH MIDLAND	C	D	5	0	0	0	0	40	60	0	0	71	0	60	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	40	20	20	20	0	0	33	0	29	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	0	20	0	0	21	100	0	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	40	20	20	20	0	0	51	75	54	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	0	20	0	0	37	75	58	4	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	5	0	0	60	0	0	40	0	0	54	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	5	0	0	80	20	0	0	0	0	8	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	4	1	0	0	0	75	25	0	0	71	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	59	0	0	63	20	14	3	0	0	16	61	27	31	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	60	0	0	80	8	8	3	0	0	10	94	3	31	
	GATWICK	BRITISH AIRWAYS PLC	S	A	104	0	0	66	18	7	9	0	0	17	84	7	97	
	GATWICK	BRITISH AIRWAYS PLC	S	D	104	0	0	63	22	9	7	0	0	19	72	12	97	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	20	20	20	40	0	0	41	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	0	0	20	0	0	17	0	0	0	
	STANSTED	RYANAIR	S	A	98	0	0	69	16	12	2	0	0	13	91	8	124	
	STANSTED	RYANAIR	S	D	98	0	0	63	22	11	3	0	0	17	70	14	124	
<b>TOTAL PISA</b>					<b>577</b>	<b>6</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>77</b>	<b>13</b>	<b>13</b>	
PITTSBURGH																		
	GATWICK	US AIRWAYS	S	A	31	0	0	77	6	3	13	0	0	22	97	2	31	
	GATWICK	US AIRWAYS	S	D	31	0	0	55	29	6	10	0	0	23	58	16	31	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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)											
PITTSBURGH																	
<b>TOTAL PITTSBURGH</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>18</b>	<b>5</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>77</b>	<b>9</b>	<b>9</b>
PLYMOUTH																	
	GATWICK	AIR SOUTHWEST	S	A	124	0	0	78	7	8	6	0	0	12	0	0	0
	GATWICK	AIR SOUTHWEST	S	D	31	0	0	84	13	3	0	0	0	6	0	0	0
	MANCHESTER	AIR SOUTHWEST	S	A	47	0	1	70	13	6	11	0	0	18	0	0	0
	MANCHESTER	AIR SOUTHWEST	S	D	25	0	1	84	8	4	4	0	0	6	0	0	0
	NEWCASTLE	AIR WALES LTD	S	A	48	0	0	77	10	4	8	0	0	14	0	0	0
	NEWCASTLE	AIR WALES LTD	S	D	48	0	0	85	2	2	10	0	0	12	0	0	0
<b>TOTAL PLYMOUTH</b>					<b>323</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>8</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>90</b>	<b>7</b>	<b>7</b>
POITIERS																	
	STANSTED	RYANAIR	S	A	31	0	0	58	32	10	0	0	0	16	90	6	31
	STANSTED	RYANAIR	S	D	31	0	0	58	29	13	0	0	0	16	77	13	31
<b>TOTAL POITIERS</b>					<b>62</b>	<b>1</b>	<b>0</b>	<b>58</b>	<b>31</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>84</b>	<b>9</b>	<b>9</b>
PORLAMAR																	
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	60	20	0	0	0	20	129	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	3	0	0	67	0	33	0	0	0	15	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	5	0	0	20	40	20	0	0	20	281	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	25	25	50	0	0	0	24	0	0	0
<b>TOTAL PORLAMAR</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>24</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>129</b>	<b>60</b>	<b>37</b>	<b>37</b>
PORT HARCOURT																	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	78	22	0	0	0	0	7	89	5	9
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	8	0	0	25	63	13	0	0	0	20	56	19	9
<b>TOTAL PORT HARCOURT</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>72</b>	<b>12</b>	<b>12</b>
PORT OF SPAIN																	
	HEATHROW	BWIA	S	A	30	0	1	7	13	7	63	7	3	109	29	81	31
	HEATHROW	BWIA	S	D	30	0	1	10	7	20	50	10	3	112	24	107	25
	MANCHESTER	BWIA	S	A	5	1	1	60	0	0	0	20	20	199	50	26	4
	MANCHESTER	BWIA	S	D	8	0	0	13	0	13	38	25	13	210	0	50	4
<b>TOTAL PORT OF SPAIN</b>					<b>73</b>	<b>1</b>	<b>3</b>	<b>12</b>	<b>8</b>	<b>12</b>	<b>51</b>	<b>11</b>	<b>5</b>	<b>128</b>	<b>27</b>	<b>86</b>	<b>86</b>
POZNAN																	
	STANSTED	AIR POLONIA	S	A	13	0	0	85	0	15	0	0	0	5	0	0	0
	STANSTED	AIR POLONIA	S	D	13	0	0	46	23	31	0	0	0	22	0	0	0

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
POZNAN																		
<b>TOTAL POZNAN</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>12</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	
PRAGUE																		
	GATWICK	BMIBABY LTD	S	A	31	0	0	61	23	10	6	0	0	19	0	0	0	
	GATWICK	BMIBABY LTD	S	D	31	0	0	55	26	6	10	3	0	29	0	0	0	
	MANCHESTER	BMIBABY LTD	S	A	31	0	0	6	45	39	3	6	0	48	0	0	0	
	MANCHESTER	BMIBABY LTD	S	D	31	0	0	74	16	0	3	6	0	22	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	26	0	0	81	4	12	0	4	0	17	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	26	0	0	54	27	15	0	4	0	22	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	62	12	17	9	0	0	22	80	13	88	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	55	17	17	11	0	0	24	67	17	89	
	BIRMINGHAM	CSA	S	A	44	0	0	80	14	5	2	0	0	9	68	13	25	
	BIRMINGHAM	CSA	S	D	45	0	0	71	24	2	2	0	0	14	96	41	27	
	EDINBURGH	CSA	S	A	57	0	0	93	2	5	0	0	0	5	75	13	24	
	EDINBURGH	CSA	S	D	58	0	0	48	34	17	0	0	0	17	58	14	24	
	HEATHROW	CSA	S	A	88	0	0	58	20	17	5	0	0	18	45	27	62	
	HEATHROW	CSA	S	D	88	0	0	74	8	10	8	0	0	15	68	19	62	
	MANCHESTER	CSA	S	A	57	0	0	65	33	2	0	0	0	12	84	11	44	
	MANCHESTER	CSA	S	D	58	0	0	86	10	3	0	0	0	7	86	7	44	
	STANSTED	CSA	S	A	57	0	0	86	9	5	0	0	0	8	52	17	52	
	STANSTED	CSA	S	D	57	0	0	74	14	9	4	0	0	15	73	13	52	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	85	10	5	0	0	0	5	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	81	15	5	0	0	0	9	0	0	0	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	87	3	3	6	0	0	9	0	0	0	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	58	26	10	6	0	0	18	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	93	0	0	77	6	8	9	0	0	12	78	15	89	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	93	0	0	71	14	9	6	0	0	16	65	23	89	
	GLASGOW	FLYGLOBESPAN	S	A	9	0	0	89	0	0	0	0	11	43	0	0	0	
	GLASGOW	FLYGLOBESPAN	S	D	9	0	0	89	11	0	0	0	0	7	0	0	0	
<b>TOTAL PRAGUE</b>					<b>1361</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>16</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>70</b>	<b>17</b>	<b>17</b>	
PRESTWICK																		
	STANSTED	RYANAIR	S	A	154	0	1	91	4	3	1	1	0	9	87	7	286	
	STANSTED	RYANAIR	S	D	155	0	0	86	9	3	1	1	0	10	69	14	288	
<b>TOTAL PRESTWICK</b>					<b>309</b>	<b>2</b>	<b>1</b>	<b>88</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>11</b>	<b>11</b>	



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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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)												
PREVEZA	MANCHESTER	AIR CORDIAL LTD	C	A	4	0	0	25	25	25	0	0	25	282	100	2	4	
	MANCHESTER	AIR CORDIAL LTD	C	D	4	0	0	25	0	0	50	0	25	308	100	6	4	
	GATWICK	ASTRAEUS LTD	C	A	4	0	0	75	0	25	0	0	8	100	0	4		
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	50	25	25	0	0	18	100	7	4		
	MANCHESTER	BMI BRITISH MIDLAND	C	A	4	0	0	75	0	25	0	0	10	0	0	0		
	MANCHESTER	BMI BRITISH MIDLAND	C	D	4	0	0	100	0	0	0	0	2	0	0	0		
	GATWICK	EXCEL AIRWAYS LTD	C	A	17	0	0	88	6	6	0	0	4	100	2	11		
	GATWICK	EXCEL AIRWAYS LTD	C	D	17	0	0	76	6	18	0	0	9	83	10	12		
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	9	0	0	67	11	11	11	0	19	100	4	4		
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	9	0	0	78	0	11	11	0	22	100	5	4		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	75	0	0	25	0	31	100	2	9		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	75	0	0	25	0	41	100	2	9		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	1	80	10	5		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	7	80	13	5		
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	88	0	0	13	0	9	100	2	4		
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	88	0	0	13	0	12	100	0	4		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	100	0	4		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	5	50	11	4		
<b>TOTAL PREVEZA</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>5</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>31</b>	<b>94</b>	<b>4</b>	<b>4</b>	
PRISTINA	GATWICK	BRITISH AIRWAYS PLC	S	A	16	0	0	6	38	25	31	0	49	89	3	18		
	GATWICK	BRITISH AIRWAYS PLC	S	D	16	0	0	56	13	25	6	0	24	44	24	18		
	STANSTED	CHANNEL EXPRESS (AIR SVS)	C	A	4	0	0	50	25	25	0	0	16	0	0	0		
<b>TOTAL PRISTINA</b>					<b>38</b>	<b>4</b>	<b>0</b>	<b>37</b>	<b>24</b>	<b>24</b>	<b>16</b>	<b>0</b>	<b>32</b>	<b>68</b>	<b>13</b>	<b>13</b>		
PROVIDENCIALES	HEATHROW	BRITISH AIRWAYS PLC	S	A	4	0	0	100	0	0	0	0	4	100	3	4		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	4	0	0	100	0	0	0	0	7	75	18	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>5</b>	<b>88</b>	<b>10</b>	<b>10</b>		
PUERTO PLATA	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	2	0	0	0		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	26	0	0	0		
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	89	0	0	11	0	17	100	3	8		
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	67	0	22	11	0	21	88	3	8		

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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	
PUERTO PLATA																			
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	6	0	18	1		
	GLASGOW	BRITANNIA AIRWAYS	C	D	3	0	0	33	33	33	0	0	0	26	100	4	2		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	50	25	0	25	0	0	30	100	3	7		
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	88	0	0	13	0	0	15	88	9	8		
	GATWICK	EXCEL AIRWAYS LTD	C	D	3	0	0	67	33	0	0	0	0	5	0	0	0		
	GLASGOW	EXCEL AIRWAYS LTD	C	A	3	0	0	0	33	0	33	0	33	219	0	0	0		
	GLASGOW	EXCEL AIRWAYS LTD	C	D	2	0	0	0	100	0	0	0	0	22	0	0	0		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	75	7	4		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	6	100	6	4		
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	0	0	50	50	0	0	109	0	0	0		
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	0	0	50	0	0	78	0	0	0		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	6	0	0	50	17	0	17	0	17	103	75	7	4		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	7	0	0	57	0	14	14	0	14	99	75	4	4		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	2	0	0	50	0	0	50	0	0	41	33	91	3		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	8	0	59	2		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	20	0	0	18	60	23	5		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	25	0	0	51	60	30	5		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	25	0	0	0	14	80	48	5		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	19	80	50	5		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	2	100	0	4		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	50	18	4		
<b>TOTAL PUERTO PLATA</b>					<b>111</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>10</b>	<b>5</b>	<b>14</b>	<b>0</b>	<b>3</b>	<b>35</b>	<b>76</b>	<b>18</b>	<b>18</b>		
PUERTO VALLARTA																			
PULA																			
	MANCHESTER	ASTRAEUS LTD	C	A	4	0	0	100	0	0	0	0	0	4	0	0	0		
	MANCHESTER	ASTRAEUS LTD	C	D	4	0	0	75	0	25	0	0	0	9	0	0	0		
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	100	1	4			
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	1	100	2	4		
	GATWICK	CROATIA AIRLINES	S	A	4	0	0	75	25	0	0	0	0	13	75	8	4		
	GATWICK	CROATIA AIRLINES	S	D	4	0	0	100	0	0	0	0	0	10	100	5	4		
	MANCHESTER	CROATIA AIRLINES	S	A	4	0	0	50	50	0	0	0	0	14	0	31	4		
	MANCHESTER	CROATIA AIRLINES	S	D	4	0	0	75	25	0	0	0	0	9	75	15	4		
<b>TOTAL PULA</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>59</b>	<b>15</b>	<b>15</b>		

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JULY 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)												
PUNTA CANA																		
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	1	0	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	0	0	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	20	0	0	0	12	0	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	0	40	20	20	0	20	283	0	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	60	0	0	20	20	0	72	0	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	40	40	20	0	0	0	20	0	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0	0
<b>TOTAL PUNTA CANA</b>					<b>38</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>11</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>51</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)											
RALEIGH	GATWICK	AMERICAN AIRLINES	S	A	31	0	0	77	3	10	10	0	0	16	97	8	31
	GATWICK	AMERICAN AIRLINES	S	D	31	0	0	58	35	3	3	0	0	15	81	9	31
<b>TOTAL RALEIGH</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>19</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>89</b>	<b>8</b>	<b>8</b>
REIMS																	
REUS	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	0	20	0	0	20	100	3	5
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	20	0	0	0	10	100	0	5
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	89	11	0	0	0	0	5	100	0	9
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	67	11	22	0	0	0	17	100	0	9
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	0	20	0	0	22	100	1	4
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	3	100	9	4
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	80	14	5
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	3	80	14	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	1	0	50	13	13	25	0	0	36	89	3	9
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	56	11	22	11	0	0	31	89	5	9
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	100	0	5
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	100	0	5
	STANSTED	EUROPEAN AIR CHARTER	C	A	3	0	0	67	33	0	0	0	0	8	0	0	0
	STANSTED	EUROPEAN AIR CHARTER	C	D	4	0	0	100	0	0	0	0	0	1	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	6	80	15	5
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	14	80	23	5
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	13	0	0	77	15	0	8	0	0	10	93	3	14
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	13	0	0	62	23	8	8	0	0	18	93	4	14
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	100	0	5
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	4	5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	0	89	10	9
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	89	11	0	0	0	0	2	100	1	9
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	0	0	0
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	2	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	3	0	0	100	0	0	0	0	0	0	100	0	4
	GATWICK	MONARCH AIRLINES	C	D	3	0	0	100	0	0	0	0	0	0	100	0	5
	LUTON	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	0	60	31	5
	LUTON	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	0	60	31	5

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
REUS	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	0	100	0	5
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	0	100	0	5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	8	0	0	88	0	0	0	13	0	25	88	16	8
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	8	0	0	100	0	0	0	0	0	1	75	25	8
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	0	25	0	63	50	71	8
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	0	25	0	73	50	71	8
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	8	0	0	100	0	0	0	0	0	0	75	6	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	8	0	0	88	13	0	0	0	0	7	25	135	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	12	0	0	92	0	8	0	0	0	4	54	71	13
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	12	0	0	100	0	0	0	0	0	0	54	42	13
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	8	0	0	100	0	0	0	0	0	0	78	15	9
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	8	0	0	88	13	0	0	0	0	6	78	16	9
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	0	0	0	25	114	75	5	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	0	25	0	25	140	100	7	4
	STANSTED	RYANAIR	S	A	62	0	0	95	3	2	0	0	0	2	0	0	0
	STANSTED	RYANAIR	S	D	62	0	0	77	13	10	0	0	0	10	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	5	100	0	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	19	100	1	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	8	0	0	50	13	13	0	25	0	67	80	8	10
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	8	0	0	38	25	13	0	25	0	74	90	13	10
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	1	100	1	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	80	4	5
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL REUS</b>					<b>422</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>85</b>	<b>15</b>	<b>15</b>
RHODES	BIRMINGHAM	AIR MALTA	C	A	4	0	0	50	25	0	25	0	0	22	0	0	0
	BIRMINGHAM	AIR MALTA	C	D	4	0	0	50	25	0	25	0	0	26	0	0	0
	MANCHESTER	AIR MALTA	C	A	5	0	0	80	20	0	0	0	0	9	0	0	0
	MANCHESTER	AIR MALTA	C	D	5	0	0	80	20	0	0	0	0	5	0	0	0
	MANCHESTER	ASTRAEUS LTD	C	A	4	0	0	100	0	0	0	0	0	0	50	26	2
	MANCHESTER	ASTRAEUS LTD	C	D	5	0	0	80	20	0	0	0	0	5	67	18	3
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	7	60	31	5

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
RHODES																		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	13	60	25	5	
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	88	0	13	0	0	0	7	90	3	10	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	100	0	0	0	0	0	3	91	4	11	
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	1	0	100	0	0	0	0	0	2	60	16	5	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	13	60	20	5	
	LUTON	BRITANNIA AIRWAYS	C	A	3	0	0	100	0	0	0	0	0	4	100	1	9	
	LUTON	BRITANNIA AIRWAYS	C	D	4	1	0	75	25	0	0	0	0	11	100	3	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	75	0	0	13	0	13	122	78	71	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	78	11	0	11	0	0	15	67	41	9	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	2	80	6	5	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	5	100	1	5	
	STANSTED	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	0	100	0	4	
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	3	100	3	4	
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	0	0	0	
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	15	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	18	0	0	67	0	17	11	0	6	55	95	5	21	
	GATWICK	EXCEL AIRWAYS LTD	C	D	21	0	0	71	14	10	5	0	0	12	95	5	21	
	GLASGOW	EXCEL AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	3	78	10	9	
	GLASGOW	EXCEL AIRWAYS LTD	C	D	9	0	0	78	22	0	0	0	0	7	67	12	9	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	8	0	0	75	0	13	0	0	13	135	100	0	1	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	8	0	0	75	13	0	13	0	0	24	100	0	1	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	9	0	0	67	22	0	11	0	0	14	0	0	0	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	9	0	0	67	11	22	0	0	0	12	0	0	0	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	100	0	5	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	1	100	0	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	7	0	0	43	29	29	0	0	0	19	83	13	23	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	38	50	13	0	0	0	18	65	13	23	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	40	0	0	0	0	11	80	4	5	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	11	80	6	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	40	0	0	0	0	9	94	3	18	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	6	0	0	83	17	0	0	0	0	7	94	3	18	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	5	60	21	5	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	9	100	3	5	

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
RHODES	BIRMINGHAM	ISLANDSFLUG	C	A	5	0	0	80	20	0	0	0	0	6	67	52	9
	BIRMINGHAM	ISLANDSFLUG	C	D	5	0	0	80	0	20	0	0	0	10	78	38	9
	STANSTED	ISLANDSFLUG	C	A	5	0	0	20	40	20	20	0	0	36	100	3	4
	STANSTED	ISLANDSFLUG	C	D	5	0	0	20	0	60	20	0	0	47	100	11	4
	BIRMINGHAM	MONARCH AIRLINES	C	A	3	0	0	33	0	67	0	0	0	30	25	26	8
	BIRMINGHAM	MONARCH AIRLINES	C	D	3	0	0	67	33	0	0	0	0	15	38	25	8
	EDINBURGH	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	1	60	47	5
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	6	60	84	5
	GATWICK	MONARCH AIRLINES	C	A	12	1	0	83	0	8	8	0	0	22	79	11	14
	GATWICK	MONARCH AIRLINES	C	D	13	1	0	62	23	8	0	8	0	26	67	16	15
	MANCHESTER	MONARCH AIRLINES	C	A	19	0	0	58	26	16	0	0	0	13	76	11	21
	MANCHESTER	MONARCH AIRLINES	C	D	21	0	0	76	5	19	0	0	0	11	77	7	22
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	20	0	0	0	12	40	35	5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	8	60	35	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	21	67	16	9
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	50	0	0	0	31	33	16	9
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	75	0	0	0	0	20	40	26	5
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	75	0	0	0	0	23	40	25	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	44	22	11	22	0	0	33	33	25	9
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	56	11	22	11	0	0	32	67	12	9
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	20	0	0	17	80	33	5
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	7	60	34	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	1	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	0	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	13	0	0	69	15	15	0	0	0	12	100	1	19
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	13	0	0	85	8	8	0	0	0	6	95	3	19
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	0	77	0	0	23	0	0	27	89	13	19
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	13	0	0	69	0	0	31	0	0	28	95	13	19
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	0	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	3	5
<b>TOTAL RHODES</b>					<b>470</b>	<b>4</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>19</b>	<b>76</b>	<b>17</b>	<b>17</b>
RIGA	HEATHROW	AIR BALTIC CORPORATION SIA	S	A	26	0	0	77	15	8	0	0	0	11	0	0	0

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)											
RIGA	HEATHROW	AIR BALTIC CORPORATION SIA	S	D	26	0	0	77	12	12	0	0	0	10	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	91	5	5	0	0	0	6	90	7	20
	HEATHROW	BRITISH AIRWAYS PLC	S	D	23	0	0	43	22	13	22	0	0	35	71	18	21
<b>TOTAL RIGA</b>					<b>97</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>80</b>	<b>13</b>	<b>13</b>
RIJEKA	STANSTED	AIR ADRIATIC	C	A	2	0	0	100	0	0	0	0	0	9	100	5	4
	STANSTED	AIR ADRIATIC	C	D	3	1	0	100	0	0	0	0	0	7	100	6	4
<b>TOTAL RIJEKA</b>					<b>5</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>8</b>	<b>100</b>	<b>5</b>	<b>5</b>
RIMINI	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	50	0	50	0	0	0	31	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	50	0	50	0	0	0	27	0	0	0
	GLASGOW	MALMO AVIATION	C	A	4	0	0	50	50	0	0	0	0	16	50	18	4
	GLASGOW	MALMO AVIATION	C	D	4	0	0	100	0	0	0	0	0	0	100	6	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	3	100	5	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	4	100	5	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	4	20	91	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	40	102	5
<b>TOTAL RIMINI</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>62</b>	<b>26</b>	<b>26</b>
RIO DE JANEIRO (GALEAO)	HEATHROW	BRITISH AIRWAYS PLC	S	A	12	1	1	100	0	0	0	0	0	0	82	7	17
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	85	8	0	8	0	0	9	47	28	17
	HEATHROW	VARIG	S	A	30	1	0	40	3	23	27	7	0	57	61	23	31
	HEATHROW	VARIG	S	D	30	1	0	30	30	20	20	0	0	35	16	30	31
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>					<b>85</b>	<b>3</b>	<b>1</b>	<b>52</b>	<b>13</b>	<b>15</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>34</b>	<b>48</b>	<b>23</b>	<b>23</b>
RIYADH	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	78	11	0	11	0	0	10	78	6	18
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	28	39	11	22	0	0	33	56	33	18
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	18	0	0	67	33	0	0	0	0	11	59	20	17
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	18	0	0	56	22	11	11	0	0	21	71	11	17
<b>TOTAL RIYADH</b>					<b>72</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>26</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>66</b>	<b>17</b>	<b>17</b>
RODEZ	STANSTED	RYANAIR	S	A	31	0	0	97	0	0	3	0	0	3	94	3	31



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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)											
RODEZ	STANSTED	RYANAIR		S D	31	0	0	97	0	0	3	0	0	5	77	7	31
<b>TOTAL RODEZ</b>					<b>62</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>85</b>	<b>5</b>	<b>5</b>
ROME (CIAMPINO)	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	62	0	0	73	11	8	6	0	2	21	73	16	62
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	62	0	0	65	21	11	2	2	0	18	56	25	62
	STANSTED	RYANAIR		S A	173	0	0	92	4	2	1	0	1	6	93	3	187
	STANSTED	RYANAIR		S D	173	0	0	77	14	7	2	0	0	12	77	10	188
<b>TOTAL ROME (CIAMPINO)</b>					<b>470</b>	<b>3</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>10</b>	<b>10</b>
ROME (FIUMICINO)	HEATHROW	ALITALIA		S A	155	0	0	71	18	8	3	0	0	12	38	28	159
	HEATHROW	ALITALIA		S D	155	0	0	46	19	25	10	0	0	25	36	36	159
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S A	31	0	0	65	16	6	13	0	0	18	39	31	18
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S D	31	0	0	84	6	6	3	0	0	10	72	19	18
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD		S D	26	0	0	96	0	0	4	0	0	6	93	9	27
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	53	0	0	70	15	9	6	0	0	15	50	33	52
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S D	53	0	0	75	13	6	4	2	0	15	59	25	54
	GATWICK	BRITISH AIRWAYS PLC		S A	32	0	0	38	31	16	16	0	0	30	71	11	62
	GATWICK	BRITISH AIRWAYS PLC		S D	31	0	0	77	16	3	3	0	0	13	74	14	62
	HEATHROW	BRITISH AIRWAYS PLC		S A	155	0	0	41	24	19	15	1	0	31	66	18	149
	HEATHROW	BRITISH AIRWAYS PLC		S D	155	0	0	52	28	15	5	0	0	19	70	14	150
	EDINBURGH	CHANNEL EXPRESS (AIR SVS)		S A	5	0	0	40	40	20	0	0	0	20	0	0	0
	EDINBURGH	CHANNEL EXPRESS (AIR SVS)		S D	4	0	0	25	50	25	0	0	0	22	0	0	0
	GLASGOW	CHANNEL EXPRESS (AIR SVS)		S A	5	0	0	20	60	20	0	0	0	23	0	0	0
	GLASGOW	CHANNEL EXPRESS (AIR SVS)		S D	5	0	0	80	20	0	0	0	0	8	0	0	0
	STANSTED	CHANNEL EXPRESS (AIR SVS)		C A	3	0	0	0	0	33	67	0	0	70	0	0	0
	STANSTED	CHANNEL EXPRESS (AIR SVS)		C D	3	0	0	67	33	0	0	0	0	14	0	0	0
	GLASGOW	FLYGLOBESPAN		S A	4	0	0	25	0	25	50	0	0	77	0	0	0
	GLASGOW	FLYGLOBESPAN		S D	4	0	0	50	25	0	25	0	0	22	0	0	0
<b>TOTAL ROME (FIUMICINO)</b>					<b>916</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>20</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>52</b>	<b>25</b>	<b>25</b>

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)													
ROTTERDAM																			
	HEATHROW	KLM	S	A	96	0	1	91	5	2	2	0	0	5	0	0	0		
	HEATHROW	KLM	S	D	96	0	1	93	4	2	1	0	0	5	0	0	0		
	HEATHROW	KLM CITYHOPPER	S	A	4	0	0	100	0	0	0	0	0	1	87	8	108		
	HEATHROW	KLM CITYHOPPER	S	D	4	0	0	100	0	0	0	0	0	8	79	11	107		
	STANSTED	TRANSAVIA	S	A	62	0	0	100	0	0	0	0	0	0	0	0	0		
	STANSTED	TRANSAVIA	S	D	62	0	0	84	13	3	0	0	0	7	0	0	0		
	LONDON CITY	VLM (BELGIUM)	S	A	134	0	1	97	1	1	0	0	0	1	96	1	159		
	LONDON CITY	VLM (BELGIUM)	S	D	134	0	1	96	4	0	0	0	0	3	99	2	160		
<b>TOTAL ROTTERDAM</b>					<b>592</b>	<b>2</b>	<b>4</b>	<b>94</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>91</b>	<b>5</b>	<b>5</b>		

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
SALAMANCA																		
<b>TOTAL SALAMANCA</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>
SALONIKA																		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	0	50	0	0	54	100	3	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	25	25	0	0	44	100	0	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	3	75	15	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	100	1	4	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	25	25	0	0	30	100	2	4	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	21	100	0	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	23	75	10	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	100	1	4	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	1	100	0	4	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	100	0	5	
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	40	0	60	0	0	0	31	100	0	6	
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	20	60	0	20	0	0	26	100	6	6	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	11	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	5	0	0	60	40	0	0	0	0	11	0	0	0	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	3	0	0	0	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	4	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	22	0	0	73	9	14	5	0	0	14	60	20	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	60	0	40	0	0	0	24	40	27	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	12	0	0	100	0	0	0	0	0	2	100	5	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	0	20	21	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	1	0	100	0	0	0	0	0	0	60	9	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	1	20	37	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	5	80	12	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	80	15	5	
	GATWICK	OLYMPIC AIRWAYS	S	A	22	0	0	59	27	9	5	0	0	18	95	9	22	
	GATWICK	OLYMPIC AIRWAYS	S	D	22	0	0	50	23	23	5	0	0	25	50	25	22	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	0	20	20	0	0	39	100	0	3	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	20	0	0	24	100	5	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	2	83	24	6	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	2	86	25	7	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	0	0	40	0	0	29	67	49	6	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
SALONIKA																		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	20	0	0	17	67	53	6	
<b>TOTAL SALONIKA</b>					<b>204</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>10</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>74</b>	<b>28</b>	<b>28</b>	
SALZBURG																		
	GATWICK	ASTRAEUS LTD	C	A	4	0	0	100	0	0	0	0	0	3	0	0	0	
	GATWICK	ASTRAEUS LTD	C	D	3	0	0	67	33	0	0	0	0	7	0	0	0	
	MANCHESTER	ASTRAEUS LTD	C	A	8	1	0	75	13	13	0	0	0	10	0	0	0	
	MANCHESTER	ASTRAEUS LTD	C	D	9	0	0	78	11	0	0	11	0	36	0	0	0	
	NEWCASTLE	AUSTRIAN AIRLINES	C	A	4	0	0	75	25	0	0	0	0	6	0	0	0	
	NEWCASTLE	AUSTRIAN AIRLINES	C	D	4	0	0	75	25	0	0	0	0	9	0	0	0	
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	5	
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	0	5	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	3	100	0	9	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	1	100	0	9	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	14	75	6	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	0	0	20	0	0	25	50	15	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	67	22	11	0	0	0	10	89	17	9	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	78	11	11	0	0	0	10	89	21	9	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	31	0	0	94	3	3	0	0	0	2	0	0	0	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	31	0	0	74	16	6	3	0	0	14	0	0	0	
	GLASGOW	MALMO AVIATION	C	A	10	0	0	90	0	10	0	0	0	6	75	6	8	
	GLASGOW	MALMO AVIATION	C	D	10	0	0	70	30	0	0	0	0	8	100	2	7	
	STANSTED	RYANAIR	S	A	62	0	0	89	5	3	3	0	0	6	92	4	62	
	STANSTED	RYANAIR	S	D	62	0	0	81	11	6	2	0	0	11	81	10	62	
	NEWCASTLE	SN BRUSSELS AIRLINES	C	A	5	0	0	80	20	0	0	0	0	5	0	0	0	
	NEWCASTLE	SN BRUSSELS AIRLINES	C	D	5	0	0	80	0	20	0	0	0	10	0	0	0	
<b>TOTAL SALZBURG</b>					<b>304</b>	<b>2</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>7</b>	<b>7</b>	
SAMOS																		
	MANCHESTER	ASTRAEUS LTD	C	A	2	2	0	100	0	0	0	0	0	0	60	47	5	
	MANCHESTER	ASTRAEUS LTD	C	D	4	0	0	100	0	0	0	0	0	5	20	57	5	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	2	100	2	5	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	5	100	3	5	
	GATWICK	EXCEL AIRWAYS LTD	C	A	10	0	0	90	10	0	0	0	0	5	100	6	8	
	GATWICK	EXCEL AIRWAYS LTD	C	D	10	0	0	90	0	10	0	0	0	6	75	8	8	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
SAMOS																		
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	5	0	0	20	20	40	0	0	20	91	80	18	5	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	5	0	0	20	60	0	0	20	79	100	5	5		
<b>TOTAL SAMOS</b>					<b>44</b>	<b>2</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>23</b>	<b>86</b>	<b>12</b>	<b>12</b>	
SAN DIEGO																		
SAN FRANCISCO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	94	5	2	0	0	3	85	15	62		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	31	29	24	15	2	0	33	35	37	62	
	HEATHROW	UNITED AIRLINES	S	A	62	0	0	76	16	5	3	0	11	93	3	72		
	HEATHROW	UNITED AIRLINES	S	D	62	0	1	71	10	10	8	2	0	21	84	8	62	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	93	0	3	0	3	11	90	9	31		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	29	26	29	13	3	0	39	55	26	31	
<b>TOTAL SAN FRANCISCO</b>					<b>309</b>	<b>0</b>	<b>1</b>	<b>66</b>	<b>15</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>75</b>	<b>16</b>	<b>16</b>	
SAN JUAN (PUERTO RICO)																		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	2	0	0	50	0	50	0	0	0	25	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	13	0	0	0	
<b>TOTAL SAN JUAN (PUERTO RICO)</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	
SANAA																		
	HEATHROW	YEMENIA	S	A	9	0	0	33	22	22	22	0	0	27	100	3	8	
	HEATHROW	YEMENIA	S	D	9	0	0	22	33	22	22	0	0	35	44	32	9	
<b>TOTAL SANAA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>28</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>65</b>	<b>19</b>	<b>19</b>	
SANDEFJORD(TORP)																		
	STANSTED	RYANAIR	S	A	83	0	0	95	4	1	0	0	2	81	9	85		
	STANSTED	RYANAIR	S	D	83	0	0	77	16	7	0	0	10	73	15	85		
<b>TOTAL SANDEFJORD(TORP)</b>					<b>168</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>77</b>	<b>12</b>	<b>12</b>	
SANFORD																		
	GATWICK	AIR ATLANTA EUROPE LTD	C	A	16	1	0	50	6	6	31	6	0	50	0	0	0	
	GATWICK	AIR ATLANTA EUROPE LTD	C	D	23	0	0	0	9	30	52	9	0	93	0	49	2	
	GLASGOW	AIR ATLANTA EUROPE LTD	C	A	13	0	0	23	15	8	31	15	8	177	0	0	0	
	GLASGOW	AIR ATLANTA EUROPE LTD	C	D	11	1	0	0	18	27	36	18	0	106	0	0	0	
	MANCHESTER	AIR ATLANTA EUROPE LTD	C	A	17	0	0	76	6	6	12	0	0	20	0	0	0	
	MANCHESTER	AIR ATLANTA EUROPE LTD	C	D	27	0	0	7	30	30	22	7	4	70	0	0	0	
	GLASGOW	AIR CORDIAL LTD	C	A	3	0	0	100	0	0	0	0	0	0	0	0	0	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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																		
	GLASGOW	AIR CORDIAL LTD	C	D	3	0	0	0	0	67	33	0	0	54	0	0	0	0
	MANCHESTER	AIR CORDIAL LTD	C	D	4	0	0	75	0	25	0	0	0	14	0	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	6	0	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	56	22	11	0	11	0	44	67	16	9	9
	GATWICK	BRITANNIA AIRWAYS	C	D	10	0	0	70	20	0	10	0	0	15	80	7	10	10
	GLASGOW	BRITANNIA AIRWAYS	C	A	3	0	0	33	33	0	0	33	0	98	50	63	2	2
	GLASGOW	BRITANNIA AIRWAYS	C	D	2	0	0	0	0	0	0	100	0	270	0	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	A	14	0	0	57	21	0	14	7	0	39	71	29	7	7
	MANCHESTER	BRITANNIA AIRWAYS	C	D	15	0	0	87	0	0	0	13	0	34	88	5	8	8
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	6	0	0	83	0	0	0	17	0	47	100	0	4	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	7	0	0	43	43	0	0	14	0	39	75	13	4	4
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	7	0	0	86	0	0	14	0	0	16	75	9	4	4
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	6	0	0	67	17	0	17	0	0	26	75	11	4	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	0	0	20	20	0	57	100	0	4	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	60	20	0	20	0	0	23	100	5	4	4
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	40	20	0	20	20	0	64	50	105	2	2
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	40	20	20	0	20	0	57	67	13	3	3
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	50	13	13	25	0	0	31	0	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	10	0	0	60	10	10	20	0	0	39	0	0	0	0
	NEWCASTLE	MONARCH AIRLINES	C	A	4	0	0	50	25	0	25	0	0	45	50	69	4	4
	NEWCASTLE	MONARCH AIRLINES	C	D	4	0	0	50	25	0	25	0	0	51	25	58	4	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	13	100	0	4	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	8	50	11	4	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	13	0	0	46	0	31	15	8	0	48	69	14	13	13
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	14	0	0	43	36	7	7	7	0	41	43	45	14	14
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	9	0	0	78	11	11	0	0	0	8	63	33	8	8
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	10	0	0	50	30	20	0	0	0	18	89	28	9	9
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	14	0	0	64	14	7	14	0	0	25	61	39	18	18
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	17	0	0	53	12	18	18	0	0	31	65	23	20	20
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	20	0	0	0	13	75	31	4	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	20	20	20	40	0	0	58	100	5	4	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	20	0	0	21	50	59	4	4

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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)												
SANFORD																		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	3	50	20	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	17	50	20	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	20	20	40	20	0	0	40	50	47	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	5	100	1	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	20	0	20	0	0	23	100	0	5	
<b>TOTAL SANFORD</b>					<b>379</b>	<b>2</b>	<b>0</b>	<b>51</b>	<b>14</b>	<b>12</b>	<b>16</b>	<b>6</b>	<b>1</b>	<b>46</b>	<b>64</b>	<b>27</b>	<b>27</b>	
SANTIAGO DE COMPOSTELA																		
	HEATHROW	IBERIA	S	A	31	0	0	87	3	10	0	0	0	8	97	2	31	
	HEATHROW	IBERIA	S	D	31	0	0	68	23	3	6	0	0	13	84	6	31	
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>90</b>	<b>4</b>	<b>4</b>	
SARAJEVO																		
SEATTLE (TACOMA)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	90	6	3	0	0	0	5	81	109	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	32	29	29	10	0	0	29	29	82	31	
<b>TOTAL SEATTLE (TACOMA)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>18</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>55</b>	<b>95</b>	<b>95</b>	
SEOUL (INCHEON)																		
	HEATHROW	ASIANA AIRLINES	S	A	16	0	0	75	6	19	0	0	0	11	100	1	16	
	HEATHROW	ASIANA AIRLINES	S	D	16	0	0	88	13	0	0	0	0	6	88	7	16	
	HEATHROW	KOREAN AIR	S	A	28	3	3	96	4	0	0	0	0	2	91	4	23	
	HEATHROW	KOREAN AIR	S	D	31	0	0	55	42	3	0	0	0	13	71	9	24	
<b>TOTAL SEOUL (INCHEON)</b>					<b>91</b>	<b>3</b>	<b>3</b>	<b>77</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>6</b>	<b>6</b>	
SEVILLE																		
	GATWICK	GB AIRWAYS LTD	S	A	26	0	0	77	19	0	0	4	0	18	79	15	19	
	GATWICK	GB AIRWAYS LTD	S	D	26	0	0	88	8	0	0	4	0	17	74	18	19	
	HEATHROW	IBERIA	S	A	31	0	0	74	6	10	6	0	3	28	77	10	31	
	HEATHROW	IBERIA	S	D	31	0	0	52	16	23	6	3	0	34	58	19	31	
<b>TOTAL SEVILLE</b>					<b>114</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>12</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>25</b>	<b>71</b>	<b>15</b>	<b>15</b>	
SEYCHELLES																		
	HEATHROW	AIR SEYCHELLES	S	A	9	0	0	89	11	0	0	0	0	4	75	8	8	
	HEATHROW	AIR SEYCHELLES	S	D	9	0	0	44	22	33	0	0	0	25	50	18	8	
<b>TOTAL SEYCHELLES</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>22</b>	<b>22</b>	

SFAX

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

Origin / Destinations: S

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					Actual (7)	Plan (8)												
SFAX																		
	GATWICK	NOUVELAIR TUNISIE	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	0
	GATWICK	NOUVELAIR TUNISIE	C	D	4	0	0	100	0	0	0	0	0	7	0	0	0	0
<b>TOTAL SFAX</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
SHANGHAI (PU DONG)																		
	HEATHROW	CHINA EASTERN AIRLINES	S	A	14	0	0	64	21	14	0	0	0	14	0	0	0	0
	HEATHROW	CHINA EASTERN AIRLINES	S	D	14	0	0	71	21	0	7	0	0	12	0	0	0	0
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	20	1	2	75	5	10	10	0	0	16	81	11	16	16
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	22	0	1	36	9	18	36	0	0	51	47	29	17	17
<b>TOTAL SHANGHAI (PU DONG)</b>					<b>70</b>	<b>1</b>	<b>3</b>	<b>60</b>	<b>13</b>	<b>11</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>64</b>	<b>21</b>	<b>21</b>	<b>21</b>
SHANNON																		
	HEATHROW	AER LINGUS	S	A	119	0	0	68	15	9	6	2	0	17	72	14	121	121
	HEATHROW	AER LINGUS	S	D	120	0	0	71	11	12	6	1	0	16	71	13	120	120
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	30	0	0	80	10	7	3	0	0	10	71	19	31	31
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	31	0	0	84	0	10	6	0	0	11	88	5	32	32
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	31	0	0	84	6	0	10	0	0	10	66	31	35	35
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	31	0	0	84	6	3	6	0	0	12	54	40	35	35
	STANSTED	RYANAIR	S	A	62	0	0	95	0	3	2	0	0	5	80	9	128	128
	STANSTED	RYANAIR	S	D	62	0	0	89	5	3	3	0	0	8	80	10	128	128
<b>TOTAL SHANNON</b>					<b>486</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>8</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>14</b>	<b>14</b>	<b>14</b>
SHARM EL SHEIKH (OPHIRA)																		
	GATWICK	AIR ATLANTA EUROPE LTD	C	A	2	0	0	0	0	0	100	0	0	106	0	0	0	0
	GATWICK	AIR ATLANTA EUROPE LTD	C	D	2	0	0	0	0	0	100	0	0	97	0	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	6	75	8	4	4
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	10	100	2	4	4
	HEATHROW	EGYPT AIR	S	A	4	0	0	100	0	0	0	0	0	0	0	0	0	0
	HEATHROW	EGYPT AIR	S	D	4	0	0	100	0	0	0	0	0	0	0	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	9	0	0	33	22	22	22	0	0	37	75	13	4	4
	GATWICK	EXCEL AIRWAYS LTD	C	D	9	0	0	67	22	0	11	0	0	18	60	34	5	5
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	67	33	0	0	0	0	14	25	68	4	4
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	67	22	11	0	0	0	15	0	81	4	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	10	0	0	90	0	0	10	0	0	8	100	1	5	5



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

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					Actual (7)	Plan (8)											
SHARM EL SHEIKH (OPHIRA)	GATWICK	THOMAS COOK AIRLINES LTD	C	D	10	0	0	80	10	10	0	0	0	9	100	4	5
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>					<b>78</b>	<b>2</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>6</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>69</b>	<b>25</b>	<b>25</b>
SINGAPORE	HEATHROW	SINGAPORE AIRLINES	S	A	93	0	0	87	3	9	1	0	0	6	90	6	93
	HEATHROW	SINGAPORE AIRLINES	S	D	93	0	0	47	31	18	3	0	0	21	51	20	93
	MANCHESTER	SINGAPORE AIRLINES	S	A	31	0	0	84	16	0	0	0	0	4	95	2	21
	MANCHESTER	SINGAPORE AIRLINES	S	D	31	0	0	87	6	3	3	0	0	10	76	8	21
<b>TOTAL SINGAPORE</b>					<b>248</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>12</b>	<b>12</b>
SION																	
SKIATHOS	BIRMINGHAM	AIR MALTA	C	A	5	0	0	20	40	0	40	0	0	48	0	0	0
	MANCHESTER	ASTRAEUS LTD	C	A	5	0	0	80	0	20	0	0	0	10	83	5	6
	MANCHESTER	ASTRAEUS LTD	C	D	10	0	0	70	30	0	0	0	0	10	75	27	4
	GATWICK	EXCEL AIRWAYS LTD	C	A	18	0	0	72	11	11	6	0	0	17	100	1	19
	GATWICK	EXCEL AIRWAYS LTD	C	D	14	0	0	71	0	21	7	0	0	23	83	13	12
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	7	2	0	57	0	29	14	0	0	36	100	1	5
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	9	0	0	56	11	11	22	0	0	37	100	5	8
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	18	0	0	50	11	28	11	0	0	26	50	22	18
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	6	1	0	83	0	17	0	0	0	11	85	121	13
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	13	0	0	54	8	38	0	0	0	19	69	42	13
	NEWCASTLE	ISLANDSFLUG	C	A	5	0	0	60	0	20	20	0	0	42	0	0	0
	NEWCASTLE	ISLANDSFLUG	C	D	5	0	0	40	40	0	0	20	0	50	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	13	0	0	0	0	8	89	5	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	9	100	1	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	3	1	0	67	0	0	33	0	0	34	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	4	100	0	5
<b>TOTAL SKIATHOS</b>					<b>136</b>	<b>4</b>	<b>0</b>	<b>64</b>	<b>12</b>	<b>15</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>76</b>	<b>22</b>	<b>22</b>
SKIROS	STANSTED	EUROPEAN AIR CHARTER	C	A	3	0	0	0	0	67	33	0	0	79	0	0	0
	STANSTED	EUROPEAN AIR CHARTER	C	D	3	0	0	67	0	33	0	0	0	18	0	0	0
<b>TOTAL SKIROS</b>					<b>6</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>0</b>	<b>0</b>	<b>0</b>
SOFIA																	

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

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					Actual (7)	Plan (8)											
SOFIA	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	68	29	3	0	0	0	12	97	2	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	61	29	10	0	0	0	14	81	8	31
<b>TOTAL SOFIA</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>29</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>89</b>	<b>5</b>	<b>5</b>
SOUTHAMPTON	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	127	0	0	80	13	2	5	0	0	12	66	13	104
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	127	0	0	78	13	6	4	0	0	11	72	11	104
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	123	3	0	75	17	5	2	1	0	13	67	13	104
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	125	1	0	86	6	4	3	1	0	9	83	8	104
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	117	0	0	88	7	5	0	0	0	6	75	16	73
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	117	0	0	91	5	3	1	0	0	4	89	4	73
	NEWCASTLE	EASTERN AIRWAYS	S	A	69	0	1	94	1	1	3	0	0	7	85	8	73
	NEWCASTLE	EASTERN AIRWAYS	S	D	70	0	0	94	0	0	4	1	0	9	92	5	73
	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	A	77	0	2	77	17	4	3	0	0	11	0	0	0
	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	D	77	0	2	56	23	17	4	0	0	19	0	0	0
<b>TOTAL SOUTHAMPTON</b>					<b>1029</b>	<b>5</b>	<b>5</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>10</b>	<b>10</b>
SPLIT	STANSTED	AIR ADRIATIC	C	A	5	0	0	80	20	0	0	0	0	8	0	0	0
	STANSTED	AIR ADRIATIC	C	D	5	0	0	80	20	0	0	0	0	13	0	0	0
	GATWICK	CROATIA AIRLINES	S	A	14	0	0	57	14	14	14	0	0	29	62	15	13
	GATWICK	CROATIA AIRLINES	S	D	14	0	0	64	7	14	14	0	0	28	54	20	13
	HEATHROW	CROATIA AIRLINES	S	A	5	0	0	0	0	100	0	0	0	42	50	21	4
	HEATHROW	CROATIA AIRLINES	S	D	5	0	0	0	0	40	60	0	0	65	0	45	4
	MANCHESTER	CROATIA AIRLINES	S	A	4	0	0	100	0	0	0	0	0	6	100	4	4
	MANCHESTER	CROATIA AIRLINES	S	D	4	0	0	100	0	0	0	0	0	3	100	4	4
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	18	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	6	0	0	50	33	0	17	0	0	24	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	5	0	0	80	0	0	0	20	0	46	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	5	0	0	80	0	0	20	0	0	33	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	C	A	5	0	0	60	20	20	0	0	0	14	0	0	0

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					Actual (7)	Plan (8)												
SPLIT																		
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN		C D	5	0	0	20	20	60	0	0	0	33	0	0	0	
<b>TOTAL SPLIT</b>					<b>87</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>10</b>	<b>17</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>57</b>	<b>19</b>	<b>19</b>	
ST ETIENNE																		
	STANSTED	RYANAIR		S A	31	0	0	77	10	10	3	0	0	11	84	6	31	
	STANSTED	RYANAIR		S D	31	0	0	81	10	10	0	0	0	9	90	7	31	
<b>TOTAL ST ETIENNE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>87</b>	<b>6</b>	<b>6</b>		
ST JOHNS																		
ST KITTS																		
	GATWICK	EXCEL AIRWAYS LTD		C D	5	0	0	20	40	20	20	0	0	33	0	0	0	
<b>TOTAL ST KITTS</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>40</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>158</b>	<b>158</b>	
ST LOUIS (LAMBERT)																		
ST LUCIA (HEWANORRA)																		
	GATWICK	BRITISH AIRWAYS PLC		S A	9	0	0	100	0	0	0	0	0	3	78	7	9	
	GATWICK	BRITISH AIRWAYS PLC		S D	8	0	0	88	13	0	0	0	0	8	67	13	9	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S A	13	0	0	85	8	0	8	0	0	11	85	5	13	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S D	13	0	0	46	31	23	0	0	0	21	31	38	13	
<b>TOTAL ST LUCIA (HEWANORRA)</b>					<b>43</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>64</b>	<b>17</b>	<b>17</b>		
ST PETERSBURG																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	31	0	0	90	6	3	0	0	0	4	85	13	20	
	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	0	87	6	6	0	0	0	5	70	19	20	
	GATWICK	PULKOVO AVIATION ENTERPRISE		C A	2	0	0	0	50	0	50	0	0	98	50	17	2	
	GATWICK	PULKOVO AVIATION ENTERPRISE		S A	8	0	0	63	13	25	0	0	0	15	0	0	0	
	GATWICK	PULKOVO AVIATION ENTERPRISE		S D	8	0	0	25	50	13	13	0	0	24	0	0	0	
	HEATHROW	PULKOVO AVIATION ENTERPRISE		S A	5	0	0	40	60	0	0	0	0	13	0	0	0	
	HEATHROW	PULKOVO AVIATION ENTERPRISE		S D	5	0	0	20	40	40	0	0	0	24	0	0	0	
<b>TOTAL ST PETERSBURG</b>					<b>91</b>	<b>0</b>	<b>8</b>	<b>71</b>	<b>16</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>68</b>	<b>18</b>	<b>18</b>		
ST THOMAS ISLANDS																		
STANSTED																		
	MANCHESTER	EASTERN AIRWAYS		S A	66	0	0	92	3	3	2	0	0	5	87	6	68	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
STANSTED																		
	MANCHESTER	EASTERN AIRWAYS		S D	66	0	0	97	2	0	2	0	0	3	96	1	68	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S A	166	0	1	71	8	14	7	0	0	17	53	28	169	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S D	166	0	2	57	16	17	10	0	0	25	42	40	170	
	GLASGOW	EASYJET AIRLINE COMPANY LTD		S A	136	1	0	86	7	4	2	0	0	7	61	22	141	
	GLASGOW	EASYJET AIRLINE COMPANY LTD		S D	137	0	0	82	12	4	1	0	0	9	59	24	143	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S A	115	0	0	79	6	6	6	3	0	18	62	20	115	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S D	115	0	0	79	6	6	4	3	1	25	69	17	115	
<b>TOTAL STANSTED</b>					<b>967</b>	<b>2</b>	<b>3</b>	<b>77</b>	<b>8</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>61</b>	<b>23</b>	<b>23</b>	
STAVANGER																		
	HEATHROW	SAS		S A	52	0	0	90	6	2	2	0	0	4	81	6	54	
	HEATHROW	SAS		S D	52	0	0	81	13	4	2	0	0	9	81	7	54	
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S		S A	55	0	2	93	0	4	4	0	0	8	89	5	35	
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S		S D	53	2	4	79	13	6	2	0	0	10	89	5	35	
<b>TOTAL STAVANGER</b>					<b>214</b>	<b>2</b>	<b>6</b>	<b>86</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>6</b>	<b>6</b>	
STOCKHOLM (ARLANDA)																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	181	0	1	72	12	9	7	0	0	14	80	9	172	
	HEATHROW	BRITISH AIRWAYS PLC		S D	181	0	0	53	23	14	10	0	0	23	75	12	172	
	EDINBURGH	SAS		S A	26	0	0	100	0	0	0	0	0	0	0	0	0	
	EDINBURGH	SAS		S D	26	0	0	85	12	4	0	0	0	8	0	0	0	
	HEATHROW	SAS		S A	143	0	0	84	8	5	3	0	0	9	79	8	153	
	HEATHROW	SAS		S D	144	0	0	69	16	10	4	0	0	15	74	9	153	
	MANCHESTER	SAS		S A	5	0	0	100	0	0	0	0	0	5	0	0	0	
	MANCHESTER	SAS		S D	5	0	0	100	0	0	0	0	0	2	0	0	0	
	BIRMINGHAM	SKYWAYS EXPRESS		S A	48	0	0	92	6	0	2	0	0	7	0	0	0	
	BIRMINGHAM	SKYWAYS EXPRESS		S D	48	0	0	85	13	0	2	0	0	9	0	0	0	
<b>TOTAL STOCKHOLM (ARLANDA)</b>					<b>809</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>14</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>8</b>	<b>8</b>	
STOCKHOLM (SKAVSTA)																		
	STANSTED	RYANAIR		S A	87	0	0	92	2	5	0	1	0	7	89	9	92	
	STANSTED	RYANAIR		S D	87	0	0	86	9	5	0	0	0	7	85	9	93	
<b>TOTAL STOCKHOLM (SKAVSTA)</b>					<b>174</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>9</b>	<b>9</b>	
STORNOWAY																		
	EDINBURGH	BMI REGIONAL		S A	30	0	0	100	0	0	0	0	0	0	90	5	31	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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)											
STORNOWAY	EDINBURGH	BMI REGIONAL	S	D	30	0	0	90	10	0	0	0	0	3	87	9	31
	EDINBURGH	LOGANAIR	S	A	14	0	0	100	0	0	0	0	0	2	100	0	10
	EDINBURGH	LOGANAIR	S	D	53	0	0	55	32	13	0	0	0	16	87	8	31
	GLASGOW	LOGANAIR	S	A	54	2	0	91	2	2	6	0	0	10	0	0	0
	GLASGOW	LOGANAIR	S	D	54	4	0	72	13	9	2	4	0	19	0	0	0
<b>TOTAL STORNOWAY</b>					<b>235</b>	<b>6</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>12</b>	<b>12</b>
STRASBOURG	GATWICK	BRIT AIR	S	A	60	0	0	90	7	2	2	0	0	8	0	0	0
	GATWICK	BRIT AIR	S	D	60	0	0	80	15	5	0	0	0	10	0	0	0
<b>TOTAL STRASBOURG</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>6</b>	<b>6</b>
STUTTART	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	73	0	0	71	27	1	0	0	0	10	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	73	0	0	99	1	0	0	0	0	2	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	47	0	0	91	9	0	0	0	0	4	81	11	27
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	48	0	0	96	4	0	0	0	0	2	89	6	27
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	74	12	11	3	0	0	14	77	10	90
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	68	12	13	8	0	0	18	76	12	90
	MANCHESTER	HAPAG LLOYD EXPRESS	S	A	17	0	0	94	6	0	0	0	0	3	0	0	0
	MANCHESTER	HAPAG LLOYD EXPRESS	S	D	17	0	0	59	18	18	6	0	0	20	0	0	0
	HEATHROW	LUFTHANSA CITY LINE	S	A	93	0	0	80	14	6	0	0	0	9	78	10	93
	HEATHROW	LUFTHANSA CITY LINE	S	D	92	0	0	75	15	8	2	0	0	11	70	14	93
<b>TOTAL STUTTART</b>					<b>646</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>11</b>	<b>11</b>
SUDSVALL																	
SUMBURGH	EDINBURGH	LOGANAIR	S	A	29	0	0	79	10	3	3	0	3	20	42	22	31
	EDINBURGH	LOGANAIR	S	D	29	0	0	83	7	10	0	0	0	11	68	12	31
	GLASGOW	LOGANAIR	S	A	57	0	0	67	18	11	4	0	2	19	94	4	31
	GLASGOW	LOGANAIR	S	D	57	0	0	75	12	11	2	0	0	11	35	47	31
<b>TOTAL SUMBURGH</b>					<b>172</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>15</b>	<b>67</b>	<b>17</b>	<b>17</b>
SWANSEA																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 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)											
SWANSEA	LONDON CITY	AIR WALES LTD	S	A	21	0	3	62	14	5	19	0	0	27	67	22	76
	LONDON CITY	AIR WALES LTD	S	D	20	1	4	55	25	0	20	0	0	31	72	19	76
<b>TOTAL SWANSEA</b>					<b>41</b>	<b>1</b>	<b>7</b>	<b>59</b>	<b>20</b>	<b>2</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>70</b>	<b>20</b>	<b>20</b>
SYDNEY	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	81	8	6	2	3	0	14	85	70	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	1	0	44	21	15	19	0	2	48	29	67	62
	HEATHROW	QANTAS	S	A	71	0	0	87	7	1	4	0	0	6	96	2	57
	HEATHROW	QANTAS	S	D	57	0	0	26	26	37	9	2	0	36	7	65	57
<b>TOTAL SYDNEY</b>					<b>252</b>	<b>1</b>	<b>0</b>	<b>61</b>	<b>15</b>	<b>14</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>55</b>	<b>52</b>	<b>52</b>

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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	13	0	0	77	8	0	0	15	0	43	86	5	14	
	GATWICK	ASTRAEUS LTD	C	D	16	0	0	63	13	6	0	19	0	49	83	9	18	
	MANCHESTER	ASTRAEUS LTD	C	A	8	0	0	88	0	13	0	0	0	5	0	0	0	
	MANCHESTER	ASTRAEUS LTD	C	D	8	0	0	88	0	0	13	0	0	9	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	1	0	80	20	0	0	0	0	4	0	71	3	
	GATWICK	EXCEL AIRWAYS LTD	C	D	6	0	0	100	0	0	0	0	0	5	0	110	3	
<b>TOTAL TABA</b>					<b>56</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>27</b>	<b>71</b>	<b>19</b>	<b>19</b>	
TAIPEI																		
	HEATHROW	EVA AIR	S	A	22	0	0	86	9	5	0	0	0	6	100	0	17	
	HEATHROW	EVA AIR	S	D	22	0	0	50	32	9	9	0	0	22	67	12	18	
<b>TOTAL TAIPEI</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>20</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>83</b>	<b>6</b>	<b>6</b>	
TALLIN																		
	EDINBURGH	ESTONIAN AIR	C	A	2	0	0	50	50	0	0	0	0	11	100	5	1	
	EDINBURGH	ESTONIAN AIR	C	D	2	0	0	100	0	0	0	0	0	8	100	3	1	
	GATWICK	ESTONIAN AIR	S	A	40	0	0	75	15	10	0	0	0	11	100	3	26	
	GATWICK	ESTONIAN AIR	S	D	40	0	0	85	10	5	0	0	0	8	96	5	26	
<b>TOTAL TALLIN</b>					<b>84</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>98</b>	<b>4</b>	<b>4</b>	
TAMPA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	22	0	0	68	9	9	14	0	0	19	75	17	20	
	GATWICK	BRITISH AIRWAYS PLC	S	D	23	0	0	43	30	4	17	4	0	30	67	23	21	
<b>TOTAL TAMPA</b>					<b>45</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>20</b>	<b>7</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>71</b>	<b>20</b>	<b>20</b>	
TAMPERE																		
	STANSTED	RYANAIR	S	A	31	0	0	97	3	0	0	0	0	2	0	0	0	
	STANSTED	RYANAIR	S	D	31	0	0	97	0	3	0	0	0	5	0	0	0	
<b>TOTAL TAMPERE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>2</b>	<b>2</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)																		
	HEATHROW	ROYAL AIR MAROC	S	A	10	0	0	10	30	50	10	0	0	37	63	11	8	
	HEATHROW	ROYAL AIR MAROC	S	D	10	0	0	20	0	40	40	0	0	56	38	20	8	
<b>TOTAL TANGIERS (IBN BATUTA)</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>15</b>	<b>45</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>50</b>	<b>16</b>	<b>16</b>	
TARBES-LOURDES INTERNA																		
	STANSTED	CHANNEL EXPRESS (AIR SVS)	C	A	5	0	0	40	40	0	20	0	0	32	67	48	3	
	STANSTED	CHANNEL EXPRESS (AIR SVS)	C	D	2	1	0	50	0	50	0	0	0	28	100	6	2	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 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)												
TARBES-LOURDES INTERNA																		
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	6	0	0	33	33	0	0	33	0	76	0	85	7	
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	7	0	0	71	0	14	0	14	0	36	14	65	7	
	STANSTED	TITAN AIRWAYS LTD	C	A	9	1	0	44	44	0	0	11	0	50	0	117	1	
	STANSTED	TITAN AIRWAYS LTD	C	D	8	2	0	50	38	13	0	0	0	16	0	0	0	
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>					<b>50</b>	<b>4</b>	<b>0</b>	<b>46</b>	<b>22</b>	<b>18</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>40</b>	<b>18</b>	<b>75</b>	<b>75</b>	
TASHKENT																		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	14	0	0	57	21	21	0	0	0	16	92	5	13	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	13	0	0	15	23	31	31	0	0	52	38	42	13	
	BIRMINGHAM	UZBEKISTAN AIRLINES	S	A	17	0	1	100	0	0	0	0	0	100	0	0	18	
	BIRMINGHAM	UZBEKISTAN AIRLINES	S	D	18	0	0	78	11	6	6	0	0	11	67	17	18	
	HEATHROW	UZBEKISTAN AIRLINES	S	A	18	0	0	94	6	0	0	0	0	2	94	5	17	
	HEATHROW	UZBEKISTAN AIRLINES	S	D	18	0	0	72	6	22	0	0	0	12	76	9	17	
<b>TOTAL TASHKENT</b>					<b>98</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>10</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>79</b>	<b>12</b>	<b>12</b>	
TBILISI																		
TEESSIDE																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	83	0	0	93	4	4	0	0	0	4	77	14	83	
	HEATHROW	BMI BRITISH MIDLAND	S	D	83	0	0	78	11	10	1	0	0	10	67	19	84	
<b>TOTAL TEESSIDE</b>					<b>166</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>72</b>	<b>17</b>	<b>17</b>	
TEHRAN																		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	26	0	0	73	8	4	12	4	0	30	73	32	22	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	27	0	0	48	30	0	19	4	0	31	78	34	23	
	HEATHROW	IRAN AIR	S	A	18	0	0	22	33	39	6	0	0	30	28	36	18	
	HEATHROW	IRAN AIR	S	D	18	0	0	11	22	28	39	0	0	56	28	29	18	
<b>TOTAL TEHRAN</b>					<b>89</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>22</b>	<b>15</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>36</b>	<b>54</b>	<b>33</b>	<b>33</b>	
TEL AVIV																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	81	5	11	3	0	0	10	63	52	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	73	10	15	3	0	0	15	68	54	62	
	HEATHROW	EL AL	S	A	47	0	0	64	11	13	11	2	0	27	88	6	50	
	HEATHROW	EL AL	S	D	47	0	0	57	21	15	4	2	0	25	64	19	50	
	STANSTED	EL AL	S	A	7	0	0	86	0	14	0	0	0	5	89	6	9	



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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)													
TEL AVIV																			
	STANSTED	EL AL		S D	6	0	0	50	33	17	0	0	0	18	67	16	9		
	GATWICK	EXCEL AIRWAYS LTD		C A	6	0	0	67	17	0	17	0	0	17	100	3	2		
	GATWICK	EXCEL AIRWAYS LTD		C D	6	0	0	67	17	0	17	0	0	19	100	1	3		
	GATWICK	ISRAIR LTD		C A	15	0	0	73	13	13	0	0	0	11	0	0	0		
	GATWICK	ISRAIR LTD		C D	15	0	0	67	20	13	0	0	0	15	0	0	0		
	GATWICK	MONARCH AIRLINES		C A	13	0	0	15	38	31	15	0	0	38	31	19	13		
	GATWICK	MONARCH AIRLINES		C D	14	0	0	79	7	7	7	0	0	11	64	10	14		
<b>TOTAL TEL AVIV</b>					<b>302</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>13</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>68</b>	<b>28</b>	<b>28</b>		
TENERIFE (SURREINA SOFIA)																			
	GLASGOW	AIR CORDIAL LTD		C A	5	0	0	40	0	20	40	0	0	47	0	0	0		
	GLASGOW	AIR CORDIAL LTD		C D	5	0	0	0	20	40	40	0	0	74	0	0	0		
	MANCHESTER	AIR CORDIAL LTD		C A	15	0	0	40	0	20	33	7	0	58	76	14	17		
	MANCHESTER	AIR CORDIAL LTD		C D	15	1	0	33	7	40	20	0	0	34	71	18	17		
	GLASGOW	AIR EUROPA		C A	4	0	0	75	0	25	0	0	0	10	100	0	5		
	GLASGOW	AIR EUROPA		C D	3	0	0	67	0	33	0	0	0	16	75	8	4		
	BIRMINGHAM	AIR MALTA		C A	5	0	0	60	0	0	40	0	0	33	0	0	0		
	BIRMINGHAM	AIR MALTA		C D	5	0	0	40	20	0	40	0	0	43	0	0	0		
	GATWICK	ASTRAEUS LTD		C A	5	0	0	60	0	20	0	20	0	70	80	10	5		
	GATWICK	ASTRAEUS LTD		C D	5	0	0	60	0	20	0	20	0	75	83	7	6		
	MANCHESTER	ASTRAEUS LTD		C A	7	0	0	86	0	0	14	0	0	11	0	0	0		
	MANCHESTER	ASTRAEUS LTD		C D	7	0	0	86	0	14	0	0	0	5	0	20	1		
	BIRMINGHAM	BRITANNIA AIRWAYS		C A	9	0	0	100	0	0	0	0	0	0	78	45	9		
	BIRMINGHAM	BRITANNIA AIRWAYS		C D	9	0	0	78	22	0	0	0	0	7	67	42	9		
	GATWICK	BRITANNIA AIRWAYS		C A	18	0	0	89	0	6	6	0	0	7	86	7	22		
	GATWICK	BRITANNIA AIRWAYS		C D	18	0	0	83	6	6	6	0	0	10	82	10	22		
	GLASGOW	BRITANNIA AIRWAYS		C A	9	0	0	78	0	11	11	0	0	23	100	0	8		
	GLASGOW	BRITANNIA AIRWAYS		C D	9	0	0	67	11	0	22	0	0	31	88	5	8		
	LUTON	BRITANNIA AIRWAYS		C A	9	0	0	89	0	0	11	0	0	10	78	12	9		
	LUTON	BRITANNIA AIRWAYS		C D	9	0	0	89	0	0	11	0	0	15	89	14	9		
	MANCHESTER	BRITANNIA AIRWAYS		C A	14	0	0	100	0	0	0	0	0	2	100	1	17		
	MANCHESTER	BRITANNIA AIRWAYS		C D	15	0	0	87	13	0	0	0	0	4	82	6	17		
	NEWCASTLE	BRITANNIA AIRWAYS		C A	4	0	0	100	0	0	0	0	0	0	100	2	9		
	NEWCASTLE	BRITANNIA AIRWAYS		C D	4	0	0	100	0	0	0	0	0	0	78	7	9		

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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)																			
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	100	2	4		
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	5	100	4	4		
	GATWICK	EXCEL AIRWAYS LTD	C	A	19	1	0	84	5	5	5	0	0	15	100	1	16		
	GATWICK	EXCEL AIRWAYS LTD	C	D	20	0	0	85	10	0	0	5	0	12	75	9	16		
	GLASGOW	EXCEL AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	5	50	17	4		
	GLASGOW	EXCEL AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	5	100	5	4		
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	14	0	0	21	64	14	0	0	0	23	100	4	13		
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	14	0	0	93	0	7	0	0	0	8	100	3	14		
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	5	0	0	60	40	0	0	0	0	13	100	3	4		
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	10	0	26	4		
	STANSTED	EXCEL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	3	0	0	0		
	STANSTED	EXCEL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	2	0	0	0		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	10	0	0	60	10	0	10	10	10	191	100	2	13		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	11	0	0	73	0	9	9	9	0	44	93	3	14		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	20	1	0	70	15	0	15	0	0	15	86	15	28		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	21	1	0	76	5	14	5	0	0	14	90	7	29		
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	2	100	6	3		
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	3	100	2	4		
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	20	20	0	0	0	12	75	45	4		
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	10	75	43	4		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	32	0	0	81	16	0	0	3	0	13	83	13	30		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	34	0	0	74	21	3	0	3	0	15	88	9	32		
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4		
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	100	2	4		
	GLASGOW	FLYGLOBESPAN	S	A	9	0	0	89	0	0	0	0	11	96	0	0	0		
	GLASGOW	FLYGLOBESPAN	S	D	9	0	0	100	0	0	0	0	0	2	0	0	0		
	GATWICK	FLYJET LTD	C	A	7	0	0	29	0	29	43	0	0	59	0	43	1		
	GATWICK	FLYJET LTD	C	D	7	0	0	29	0	29	43	0	0	52	0	17	1		
	MANCHESTER	FLYJET LTD	C	A	2	0	0	50	0	0	50	0	0	42	0	0	0		
	MANCHESTER	FLYJET LTD	C	D	2	0	0	0	0	50	50	0	0	50	0	0	0		
	GATWICK	FUTURA AIRLINES	C	D	2	0	0	100	0	0	0	0	0	0	50	227	2		
	GLASGOW	FUTURA AIRLINES	C	A	5	0	0	80	20	0	0	0	0	4	100	0	4		
	GLASGOW	FUTURA AIRLINES	C	D	3	0	0	100	0	0	0	0	0	3	100	1	3		

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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)																		
	NEWCASTLE	FUTURA AIRLINES	C	A	5	0	0	100	0	0	0	0	0	3	0	0	0	0
	NEWCASTLE	FUTURA AIRLINES	C	D	5	0	0	100	0	0	0	0	0	3	0	0	0	0
	GATWICK	GB AIRWAYS LTD	S	A	13	0	0	46	23	15	15	0	0	27	77	11	13	13
	GATWICK	GB AIRWAYS LTD	S	D	13	0	0	31	31	23	15	0	0	36	46	23	13	13
	BIRMINGHAM	IBERWORLD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	5	5
	BIRMINGHAM	IBERWORLD	C	D	4	0	0	100	0	0	0	0	0	0	100	4	5	5
	EDINBURGH	IBERWORLD	C	A	5	0	0	80	20	0	0	0	0	6	100	1	8	8
	EDINBURGH	IBERWORLD	C	D	5	0	0	80	20	0	0	0	0	9	100	3	8	8
	GLASGOW	IBERWORLD	C	A	5	0	0	100	0	0	0	0	0	0	100	0	4	4
	GLASGOW	IBERWORLD	C	D	5	0	0	100	0	0	0	0	0	5	0	17	2	2
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	6	100	0	11	11
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	75	0	0	25	0	0	16	100	1	11	11
	EDINBURGH	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	5	100	1	4	4
	EDINBURGH	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	0	75	5	4	4
	GATWICK	MONARCH AIRLINES	C	A	10	0	0	90	0	0	0	10	0	23	89	7	19	19
	GATWICK	MONARCH AIRLINES	C	D	11	0	0	91	0	0	0	9	0	25	84	6	19	19
	LUTON	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	0	75	24	4	4
	LUTON	MONARCH AIRLINES	S	A	18	0	0	72	22	0	6	0	0	15	56	16	9	9
	LUTON	MONARCH AIRLINES	S	D	17	1	1	65	18	12	6	0	0	20	56	20	9	9
	LUTON	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	2	75	30	4	4
	MANCHESTER	MONARCH AIRLINES	S	A	31	0	0	74	6	16	3	0	0	14	0	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	A	11	0	0	55	18	18	9	0	0	29	45	85	11	11
	MANCHESTER	MONARCH AIRLINES	S	D	31	0	0	84	0	13	3	0	0	10	0	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	11	0	0	55	27	0	18	0	0	26	40	98	10	10
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	9	0	0	89	11	0	0	0	0	2	85	4	13	13
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	9	0	0	89	0	11	0	0	0	9	85	6	13	13
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	78	0	11	0	11	0	34	50	32	12	12
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	78	0	0	11	11	0	38	57	47	14	14
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	14	0	0	57	7	14	0	14	7	112	77	9	13	13
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	14	0	0	79	7	0	7	7	0	32	67	14	12	12
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	19	0	0	63	21	0	16	0	0	22	59	63	22	22
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	18	1	0	72	6	11	11	0	0	19	59	66	22	22
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	9	0	0	100	0	0	0	0	0	1	100	0	9	9

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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)																			
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	9	0	0	89	11	0	0	0	0	4	100	1	9		
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	20	0	0	0	11	100	1	4		
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	0	20	0	0	20	100	0	4		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	10	0	0	100	0	0	0	0	0	0	100	2	8		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	10	0	0	90	10	0	0	0	0	5	63	10	8		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	18	0	0	78	22	0	0	0	0	4	89	10	27		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	18	0	0	89	0	11	0	0	0	7	80	20	30		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	0	0	11	11	0	37	82	9	11		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	10	0	0	70	0	0	10	20	0	73	83	12	12		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	23	0	0	83	9	4	4	0	0	11	83	20	29		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	23	0	0	83	4	9	4	0	0	11	83	20	29		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	14	0	0	93	0	7	0	0	0	4	100	0	8		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	14	0	0	100	0	0	0	0	0	2	100	0	8		
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	2	100	0	4		
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	3	50	10	4		
	BIRMINGHAM	VOLAR AIRLINES	C	A	10	0	0	80	0	10	10	0	0	15	0	46	1		
	BIRMINGHAM	VOLAR AIRLINES	C	D	10	0	0	50	20	10	20	0	0	25	50	36	2		
	GLASGOW	VOLAR AIRLINES	C	A	9	0	0	89	11	0	0	0	0	6	77	11	13		
	GLASGOW	VOLAR AIRLINES	C	D	7	0	0	43	43	14	0	0	0	17	90	7	10		
	MANCHESTER	VOLAR AIRLINES	C	A	2	0	0	50	0	0	50	0	0	43	50	32	2		
	MANCHESTER	VOLAR AIRLINES	C	D	4	0	0	25	25	25	25	0	0	38	33	32	3		
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>					<b>1073</b>	<b>6</b>	<b>1</b>	<b>76</b>	<b>9</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>80</b>	<b>17</b>	<b>17</b>		
THIRA (SANTORINI)																			
	MANCHESTER	AIR MALTA	C	A	4	0	0	100	0	0	0	0	0	1	0	0	0		
	MANCHESTER	AIR MALTA	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0		
	GATWICK	EXCEL AIRWAYS LTD	C	A	8	0	0	38	38	0	0	13	13	88	90	31	10		
	GATWICK	EXCEL AIRWAYS LTD	C	D	8	0	0	50	13	13	0	13	13	87	90	6	10		
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	0	90	2	10		
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	7	100	2	10		
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	0	0	0		
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	6	0	0	0		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	8	80	46	5		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	5	80	53	5		

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)											
THIRA (SANTORINI)	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	6	40	99	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	10	80	10	5
<b>TOTAL THIRA (SANTORINI)</b>					<b>55</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>29</b>	<b>84</b>	<b>19</b>	<b>19</b>
TIREE	GLASGOW	LOGANAIR	S	A	27	0	0	81	11	4	4	0	0	10	81	10	26
	GLASGOW	LOGANAIR	S	D	27	0	0	85	4	7	4	0	0	12	85	9	26
<b>TOTAL TIREE</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>9</b>	<b>9</b>
TIVAT	HEATHROW	JATAIRWAYS	S	A	5	0	0	40	40	0	20	0	0	24	100	4	4
	HEATHROW	JATAIRWAYS	S	D	5	0	0	0	20	20	60	0	0	76	25	22	4
<b>TOTAL TIVAT</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>30</b>	<b>10</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>63</b>	<b>13</b>	<b>13</b>
TOBAGO	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	100	0	0	0	0	0	1	88	14	8
	GATWICK	BRITISH AIRWAYS PLC	S	D	10	0	0	70	20	0	10	0	0	20	78	11	9
	GATWICK	EXCEL AIRWAYS LTD	C	A	8	0	0	38	38	13	0	0	13	121	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	20	40	40	0	0	0	30	0	0	0
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	4	0	0	75	25	0	0	0	0	8	100	1	2
<b>TOTAL TOBAGO</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>22</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>38</b>	<b>68</b>	<b>29</b>	<b>29</b>
TOKYO (NARITA)	HEATHROW	ALL NIPPON AIRWAYS	S	A	31	0	0	87	6	6	0	0	0	5	97	2	31
	HEATHROW	ALL NIPPON AIRWAYS	S	D	31	0	0	71	23	3	3	0	0	13	84	9	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	81	10	3	5	2	0	12	87	17	61
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	45	21	21	13	0	0	30	51	37	61
	HEATHROW	JAPAN AIRLINES	S	A	62	0	0	74	18	8	0	0	0	9	97	2	37
	HEATHROW	JAPAN AIRLINES	S	D	62	0	0	55	27	13	3	0	2	35	57	18	37
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	77	10	3	10	0	0	12	93	20	15
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	3	33	37	27	0	0	45	29	36	31
<b>TOTAL TOKYO (NARITA)</b>					<b>370</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>19</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>72</b>	<b>19</b>	<b>19</b>
TORONTO	GLASGOW	AIR CANADA	S	A	31	0	0	61	19	6	13	0	0	22	56	18	27
	GLASGOW	AIR CANADA	S	D	31	0	0	58	23	6	13	0	0	24	59	21	27
	HEATHROW	AIR CANADA	S	A	155	0	0	59	12	19	8	1	1	26	76	14	156

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
TORONTO																		
	HEATHROW	AIR CANADA	S	D	155	0	0	29	32	20	17	1	0	36	68	15	156	
	BIRMINGHAM	AIR TRANSAT	S	A	9	0	0	67	11	0	22	0	0	17	67	30	9	
	BIRMINGHAM	AIR TRANSAT	S	D	9	0	0	56	0	33	11	0	0	26	78	33	9	
	EDINBURGH	AIR TRANSAT	S	A	5	0	0	20	20	20	40	0	0	49	75	13	4	
	EDINBURGH	AIR TRANSAT	S	D	5	0	0	0	60	20	20	0	0	44	25	28	4	
	GATWICK	AIR TRANSAT	S	A	31	0	0	77	10	3	10	0	0	17	63	16	30	
	GATWICK	AIR TRANSAT	S	D	31	0	0	68	13	6	13	0	0	22	40	31	30	
	GLASGOW	AIR TRANSAT	S	A	14	0	0	79	0	14	7	0	0	12	69	54	13	
	GLASGOW	AIR TRANSAT	S	D	14	0	0	71	14	7	7	0	0	14	46	58	13	
	MANCHESTER	AIR TRANSAT	S	A	13	0	0	69	23	8	0	0	0	8	46	30	13	
	MANCHESTER	AIR TRANSAT	S	D	13	0	0	62	31	0	0	8	0	25	31	105	13	
	NEWCASTLE	AIR TRANSAT	S	A	5	0	0	40	60	0	0	0	0	13	0	80	4	
	NEWCASTLE	AIR TRANSAT	S	D	5	0	0	40	60	0	0	0	0	14	0	96	4	
	MANCHESTER	BMI BRITISH MIDLAND	S	A	29	0	2	69	7	3	7	14	0	43	0	0	0	
	MANCHESTER	BMI BRITISH MIDLAND	S	D	30	0	1	67	20	3	3	7	0	29	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	80	0	0	66	14	11	9	0	0	20	75	21	75	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	81	0	0	30	31	25	14	1	0	33	32	49	76	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	3	0	0	0	67	33	0	0	0	31	75	15	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	3	0	0	0	67	33	0	0	0	36	75	45	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	13	0	0	31	23	8	38	0	0	55	71	27	17	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	14	0	0	14	43	7	21	14	0	63	35	35	17	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	38	13	25	13	13	0	63	45	130	11	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	78	0	11	0	11	0	46	17	66	12	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	9	0	0	56	33	11	0	0	0	13	0	0	0	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	9	0	0	67	11	0	22	0	0	24	0	0	0	
	BIRMINGHAM	SKYSERVICE F B O Inc	C	D	4	0	0	50	25	0	25	0	0	41	0	0	0	
	GATWICK	SKYSERVICE F B O Inc	C	A	13	0	0	77	8	8	8	0	0	14	0	0	0	
	GATWICK	SKYSERVICE F B O Inc	C	D	13	0	0	31	31	8	31	0	0	36	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	10	0	0	90	0	10	0	0	0	7	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	10	0	0	90	10	0	0	0	0	3	0	0	0	
	EDINBURGH	THOMAS COOK AIRLINES LTD	S	A	5	0	0	80	0	0	20	0	0	22	0	0	0	
	EDINBURGH	THOMAS COOK AIRLINES LTD	S	D	5	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	17	0	1	65	18	18	0	0	0	12	0	0	0	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
TORONTO																		
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	15	1	0	93	7	0	0	0	0	3	0	0	0	0
	GLASGOW	THOMAS COOK AIRLINES LTD	S	A	22	0	0	77	18	0	0	5	0	17	0	0	0	0
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	19	0	0	79	5	0	11	5	0	29	0	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	3	0	0	100	0	0	0	0	0	6	0	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	4	0	0	100	0	0	0	0	0	0	0	0	0	0
	GATWICK	ZOOM AIRLINES	S	A	9	0	2	67	11	22	0	0	0	16	0	0	0	0
	GATWICK	ZOOM AIRLINES	S	D	9	0	1	56	22	11	0	0	11	107	0	0	0	0
	GLASGOW	ZOOM AIRLINES	S	A	10	0	6	50	10	40	0	0	0	20	0	0	0	0
	GLASGOW	ZOOM AIRLINES	S	D	9	0	5	67	11	22	0	0	0	17	0	0	0	0
<b>TOTAL TORONTO</b>					<b>992</b>	<b>1</b>	<b>18</b>	<b>55</b>	<b>19</b>	<b>13</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>60</b>	<b>27</b>	<b>27</b>	
TORREJON DE ARDOZ																		
TOULON / HYERES																		
	GATWICK	GB AIRWAYS LTD	S	A	31	0	0	71	13	3	6	6	0	26	81	12	27	
	GATWICK	GB AIRWAYS LTD	S	D	31	0	0	77	10	0	6	6	0	24	85	9	27	
<b>TOTAL TOULON / HYERES</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>2</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>25</b>	<b>83</b>	<b>10</b>	<b>10</b>	
TOULOUSE (BLAGNAC)																		
	MANCHESTER	BMI REGIONAL	S	A	30	0	0	63	20	10	3	3	0	21	68	16	31	
	MANCHESTER	BMI REGIONAL	S	D	30	0	0	90	3	0	7	0	0	9	90	4	31	
	GATWICK	BRITISH AIRWAYS PLC	S	A	88	0	0	61	17	16	6	0	0	20	89	6	89	
	GATWICK	BRITISH AIRWAYS PLC	S	D	88	0	0	66	19	11	3	0	0	15	79	12	89	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	68	19	11	2	0	0	13	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	52	32	10	6	0	0	19	0	0	0	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	31	0	0	74	19	0	6	0	0	17	37	46	27	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	31	0	0	77	16	3	0	3	0	15	30	50	27	
<b>TOTAL TOULOUSE (BLAGNAC)</b>					<b>422</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>19</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>76</b>	<b>13</b>	<b>13</b>	
TOURS																		
	STANSTED	RYANAIR	S	A	31	0	0	97	3	0	0	0	0	1	90	5	30	
	STANSTED	RYANAIR	S	D	31	0	0	90	3	6	0	0	0	6	87	10	30	
<b>TOTAL TOURS</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>88</b>	<b>8</b>	<b>8</b>	
TREVISO																		
	STANSTED	RYANAIR	S	A	93	0	0	92	2	3	1	1	0	6	93	5	120	
	STANSTED	RYANAIR	S	D	93	0	0	82	14	4	0	0	0	8	78	10	120	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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)											
TREVISO																	
<b>TOTAL TREVISO</b>					<b>186</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>7</b>	<b>7</b>
TRIESTE (RONCHI DEI LEGIO)																	
	STANSTED	RYANAIR	S	A	31	0	0	94	3	3	0	0	0	3	87	17	31
	STANSTED	RYANAIR	S	D	31	0	0	65	29	3	3	0	0	13	90	7	31
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>16</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>12</b>	<b>12</b>
TRIPOLI																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	59	23	14	5	0	0	17	85	8	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	45	36	18	0	0	0	19	85	10	13
	HEATHROW	LIBYAN ARAB AIRLINES	S	A	9	0	0	56	33	11	0	0	0	13	25	29	4
	HEATHROW	LIBYAN ARAB AIRLINES	S	D	9	0	0	33	11	33	22	0	0	35	0	0	0
<b>TOTAL TRIPOLI</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>27</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>77</b>	<b>12</b>	<b>12</b>
TROMSOE																	
TRONDHEIM (VAERNES)																	
<b>TOTAL TRONDHEIM (VAERNES)</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>80</b>	<b>12</b>	<b>12</b>
TUNIS																	
	GATWICK	GB AIRWAYS LTD	S	A	17	0	0	29	35	29	6	0	0	25	75	11	12
	GATWICK	GB AIRWAYS LTD	S	D	17	0	0	41	29	24	6	0	0	25	58	18	12
	HEATHROW	TUNISAIR	S	A	18	0	0	28	33	11	28	0	0	34	88	7	17
	HEATHROW	TUNISAIR	S	D	18	0	0	33	17	17	33	0	0	41	53	19	17
<b>TOTAL TUNIS</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>29</b>	<b>20</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>69</b>	<b>14</b>	<b>14</b>
TURIN																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	52	19	29	0	0	0	21	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	52	26	19	3	0	0	18	0	0	0
	STANSTED	RYANAIR	S	A	31	0	0	87	13	0	0	0	0	4	87	10	31
	STANSTED	RYANAIR	S	D	31	0	0	90	6	3	0	0	0	8	90	5	31
<b>TOTAL TURIN</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>16</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>87</b>	<b>8</b>	<b>8</b>



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

Origin / Destinations: U

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

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)											
VAGAR	STANSTED	ATLANTIC AIRWAYS	S	A	9	0	0	33	56	11	0	0	0	17	56	37	9
	STANSTED	ATLANTIC AIRWAYS	S	D	9	0	0	44	22	22	11	0	0	25	88	21	8
<b>TOTAL VAGAR</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>39</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>71</b>	<b>30</b>	<b>30</b>
VALENCIA	GATWICK	GB AIRWAYS LTD	S	A	31	0	0	42	19	13	26	0	0	40	88	7	52
	GATWICK	GB AIRWAYS LTD	S	D	31	0	0	52	6	16	26	0	0	40	79	12	52
	HEATHROW	IBERIA	S	A	31	0	0	65	10	16	10	0	0	24	71	17	31
	HEATHROW	IBERIA	S	D	31	0	0	61	10	19	10	0	0	27	74	13	31
	MANCHESTER	SPANAIR	C	A	2	0	0	50	0	0	50	0	0	36	0	47	3
	STANSTED	SPANAIR	C	A	2	0	0	0	0	50	50	0	0	101	0	0	0
<b>TOTAL VALENCIA</b>					<b>132</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>11</b>	<b>17</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>35</b>	<b>77</b>	<b>13</b>	<b>13</b>
VALLADOLID	STANSTED	RYANAIR	S	A	31	0	0	94	0	6	0	0	0	3	0	0	0
	STANSTED	RYANAIR	S	D	31	0	0	61	26	10	3	0	0	16	0	0	0
<b>TOTAL VALLADOLID</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>50</b>	<b>26</b>	<b>26</b>
VANCOUVER	HEATHROW	AIR CANADA	S	A	93	0	0	69	12	13	3	3	0	20	57	15	93
	HEATHROW	AIR CANADA	S	D	93	0	0	39	27	15	18	1	0	37	74	17	93
	GATWICK	AIR TRANSAT	S	A	14	0	0	64	21	14	0	0	0	10	69	12	13
	GATWICK	AIR TRANSAT	S	D	14	0	0	50	29	21	0	0	0	16	46	18	13
	GLASGOW	AIR TRANSAT	S	A	8	0	0	75	0	13	13	0	0	14	78	9	9
	GLASGOW	AIR TRANSAT	S	D	8	0	0	63	13	25	0	0	0	20	50	19	8
	MANCHESTER	AIR TRANSAT	S	A	9	0	0	67	11	0	22	0	0	25	100	2	8
	MANCHESTER	AIR TRANSAT	S	D	9	0	0	44	11	33	11	0	0	29	75	9	8
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	87	3	6	3	0	0	9	74	30	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	39	13	32	16	0	0	34	23	46	31
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	25	25	50	0	0	60	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	2	0	0	50	50	0	0	0	0	9	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	0	40	40	0	0	44	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	0	5	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	40	0	20	0	0	33	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	0	40	0	0	0	20	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	14	0	0	57	14	14	14	0	0	31	0	0	0

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
VANCOUVER																		
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	14	0	0	57	0	21	21	0	0	29	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	4	0	0	100	0	0	0	0	0	3	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	4	0	0	75	0	0	25	0	0	32	0	0	0	
	GATWICK	ZOOM AIRLINES	S	A	4	0	1	25	0	50	0	0	25	247	0	0	0	
	GATWICK	ZOOM AIRLINES	S	D	4	0	2	75	0	0	25	0	0	49	0	0	0	
	GLASGOW	ZOOM AIRLINES	S	A	6	0	3	50	17	33	0	0	0	18	0	0	0	
	GLASGOW	ZOOM AIRLINES	S	D	6	0	2	50	33	0	17	0	0	31	0	0	0	
	STANSTED	ZOOM AIRLINES	S	A	2	0	1	50	0	0	50	0	0	52	0	0	0	
	STANSTED	ZOOM AIRLINES	S	D	2	0	1	50	0	50	0	0	0	30	0	0	0	
<b>TOTAL VANCOUVER</b>					<b>394</b>	<b>0</b>	<b>10</b>	<b>56</b>	<b>15</b>	<b>16</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>64</b>	<b>20</b>	<b>20</b>	
VARADERO																		
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	8	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	20	40	20	20	0	0	34	50	96	4	
	MANCHESTER	MONARCH AIRLINES	C	A	6	1	0	50	0	33	17	0	0	33	50	45	2	
	MANCHESTER	MONARCH AIRLINES	C	D	3	0	0	0	0	33	67	0	0	62	0	68	2	
<b>TOTAL VARADERO</b>					<b>23</b>	<b>1</b>	<b>0</b>	<b>57</b>	<b>9</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>56</b>	<b>48</b>	<b>48</b>	
VARNA																		
	MANCHESTER	ASTRAEUS LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	ASTRAEUS LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	BH AIR	C	A	5	0	0	80	0	20	0	0	0	9	50	11	4	
	BIRMINGHAM	BH AIR	C	D	5	0	0	60	40	0	0	0	0	15	25	22	4	
	EDINBURGH	BH AIR	C	A	4	0	0	0	25	50	25	0	0	51	75	5	4	
	EDINBURGH	BH AIR	C	D	4	0	0	0	0	50	50	0	0	61	75	9	4	
	GATWICK	BH AIR	C	A	5	0	0	40	20	40	0	0	0	21	0	35	4	
	GATWICK	BH AIR	C	D	5	0	0	60	0	40	0	0	0	21	0	33	4	
	GLASGOW	BH AIR	C	A	4	0	0	0	75	25	0	0	0	26	50	31	4	
	GLASGOW	BH AIR	C	D	4	0	0	0	75	0	25	0	0	39	50	30	4	
	MANCHESTER	BH AIR	C	A	14	0	0	21	21	57	0	0	0	28	50	21	8	
	MANCHESTER	BH AIR	C	D	14	0	0	29	14	50	7	0	0	32	33	42	9	
	NEWCASTLE	BH AIR	C	A	5	0	0	80	0	20	0	0	0	10	50	29	4	
	NEWCASTLE	BH AIR	C	D	5	0	0	80	0	0	20	0	0	22	50	32	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	14	0	0	0	

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
VARNA																		
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	11	75	7	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	60	20	0	20	0	0	20	80	12	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	10	0	0	80	20	0	0	0	0	6	100	0	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	10	0	0	90	10	0	0	0	0	2	100	0	5	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	4	0	0	0	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	7	0	0	0	
<b>TOTAL VARNA</b>					<b>130</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>16</b>	<b>21</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>55</b>	<b>20</b>	<b>20</b>	
VASTERAS																		
	STANSTED	RYANAIR	S	A	62	0	1	89	6	3	0	2	0	7	75	13	57	
	STANSTED	RYANAIR	S	D	62	0	0	50	32	15	3	0	0	19	67	15	58	
<b>TOTAL VASTERAS</b>					<b>124</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>19</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>14</b>	<b>14</b>	
VENICE																		
	GATWICK	ASTRAEUS LTD	C	A	4	0	0	25	0	50	0	0	25	150	0	0	0	
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	75	0	0	0	0	25	141	0	0	0	
	GLASGOW	BMI BRITISH MIDLAND	C	A	4	0	0	50	0	50	0	0	0	33	100	0	2	
	GLASGOW	BMI BRITISH MIDLAND	C	D	4	0	0	75	25	0	0	0	0	5	100	8	2	
	HEATHROW	BMI BRITISH MIDLAND	S	A	31	0	0	26	16	48	6	0	3	48	71	11	31	
	HEATHROW	BMI BRITISH MIDLAND	S	D	31	0	0	29	48	19	3	0	0	23	65	12	31	
	NEWCASTLE	BMI BRITISH MIDLAND	C	A	4	0	0	0	50	25	25	0	0	37	0	0	0	
	NEWCASTLE	BMI BRITISH MIDLAND	C	D	4	0	0	50	25	0	25	0	0	22	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	0	0	0	20	186	50	12	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	0	0	0	20	182	75	11	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	40	0	40	0	0	20	97	50	19	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	3	75	13	4	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	4	0	0	25	50	25	0	0	0	27	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	30	0	0	37	40	10	10	3	0	34	24	25	29	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	31	0	0	87	6	3	3	0	0	11	90	8	30	
	GATWICK	BRITISH AIRWAYS PLC	S	A	98	0	0	46	27	17	9	0	1	33	70	17	124	

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)											
VENICE	GATWICK	BRITISH AIRWAYS PLC	S	D	98	0	0	56	29	7	8	0	0	20	72	15	124
	EDINBURGH	CHANNEL EXPRESS (AIR SVS)	S	A	4	0	0	25	0	75	0	0	0	33	0	0	0
	EDINBURGH	CHANNEL EXPRESS (AIR SVS)	S	D	5	0	0	40	60	0	0	0	0	19	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	58	23	11	8	0	0	21	60	23	60
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	58	27	6	8	0	0	22	47	31	62
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	0	25	25	0	0	33	100	2	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	9	100	3	4
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	50	50	0	0	0	0	14	67	21	3
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	1	100	0	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	21	0	36	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	50	25	0	0	0	26	50	20	4
	HEATHROW	QANTAS	C	A	2	0	0	0	50	50	0	0	0	34	0	41	2
	HEATHROW	QANTAS	C	D	2	0	0	100	0	0	0	0	0	6	50	19	2
<b>TOTAL VENICE</b>					<b>538</b>	<b>4</b>	<b>0</b>	<b>52</b>	<b>25</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>30</b>	<b>66</b>	<b>21</b>	<b>21</b>
VERONA	GLASGOW	BMI BRITISH MIDLAND	C	A	5	0	0	0	0	0	60	40	0	137	0	122	4
	GLASGOW	BMI BRITISH MIDLAND	C	D	5	0	0	0	0	0	80	20	0	106	0	98	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	56	22	11	11	0	0	23	67	19	9
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	78	0	11	11	0	0	17	100	3	9
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	67	22	11	0	0	0	13	20	30	5
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	89	11	0	0	0	0	5	100	5	5
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	18	40	33	5
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	3	80	18	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	67	0	11	22	0	0	28	89	13	9
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	89	11	0	0	0	0	4	100	2	9
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	5	5	0	20	0	40	0	20	20	154	0	100	9
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	8	2	0	50	13	25	0	0	13	71	0	58	8
	GATWICK	BRITISH AIRWAYS PLC	S	A	67	0	0	51	25	9	13	1	0	28	93	5	61
	GATWICK	BRITISH AIRWAYS PLC	S	D	66	0	0	47	27	17	9	0	0	24	61	21	61
	STANSTED	EUROPEAN AIR CHARTER	C	A	4	0	0	100	0	0	0	0	0	5	80	11	5
	STANSTED	EUROPEAN AIR CHARTER	C	D	4	0	0	25	75	0	0	0	0	16	40	17	5
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	3	0	0	67	0	33	0	0	0	12	60	12	5

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)													
VERONA																			
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	7	100	2	5		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	33	22	22	11	11	0	47	77	10	13		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	56	0	33	0	11	0	42	62	19	13		
	NEWCASTLE	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	14	100	2	5		
	NEWCASTLE	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	12	100	0	5		
	NEWCASTLE	TITAN AIRWAYS LTD	C	A	5	0	0	20	0	60	20	0	0	41	67	8	3		
	NEWCASTLE	TITAN AIRWAYS LTD	C	D	5	0	0	40	20	0	40	0	0	35	50	23	4		
<b>TOTAL VERONA</b>					<b>270</b>	<b>7</b>	<b>0</b>	<b>53</b>	<b>19</b>	<b>14</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>31</b>	<b>69</b>	<b>19</b>	<b>19</b>		
VIENNA																			
	HEATHROW	AUSTRIAN AIRLINES	S	A	150	0	0	67	18	13	2	0	0	14	85	7	145		
	HEATHROW	AUSTRIAN AIRLINES	S	D	149	0	0	46	31	16	7	0	0	23	66	15	145		
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	25	0	0	72	16	8	4	0	0	13	0	0	0		
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	26	0	0	77	8	12	4	0	0	14	0	0	0		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	31	0	0	58	23	13	6	0	0	23	84	9	31		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	31	0	0	68	19	3	10	0	0	18	65	17	31		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	124	0	0	71	12	9	7	1	0	16	74	13	119		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	124	0	0	58	19	15	7	1	0	22	74	13	119		
<b>TOTAL VIENNA</b>					<b>660</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>20</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>76</b>	<b>12</b>	<b>12</b>		
VILNIUS																			
	GATWICK	LITHUANIA AIRLINES	S	A	53	0	0	75	11	9	4	0	0	12	94	4	31		
	GATWICK	LITHUANIA AIRLINES	S	D	53	0	0	89	6	2	4	0	0	9	97	6	31		
<b>TOTAL VILNIUS</b>					<b>108</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>95</b>	<b>5</b>	<b>5</b>		
VOLOS																			
	BIRMINGHAM	AIR MALTA	C	D	4	0	0	25	0	0	75	0	0	63	0	0	0		
	MANCHESTER	ASTRAEUS LTD	C	A	5	0	0	80	0	20	0	0	0	12	0	0	0		
	HEATHROW	BMI BRITISH MIDLAND	C	A	4	0	0	75	25	0	0	0	0	13	25	24	4		
	HEATHROW	BMI BRITISH MIDLAND	C	D	4	0	0	100	0	0	0	0	0	4	50	10	4		
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	4	0	0	100	0	0	0	0	0	3	100	0	4		
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	4	0	0	75	0	25	0	0	0	15	100	2	4		
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	40	40	0	20	0	0	33	100	5	4		

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JULY 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)												
VOLOS	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	40	0	0	0	0	15	100	3	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	60	40	0	0	0	0	13	100	3	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	7	100	2	4	
<b>TOTAL VOLOS</b>					<b>45</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>4</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>81</b>	<b>7</b>	<b>7</b>	

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

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JULY 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)												
WARSAW																		
	STANSTED	AIR POLONIA	S	A	26	0	0	69	19	8	4	0	0	14	0	0	0	
	STANSTED	AIR POLONIA	S	D	26	0	0	54	8	35	4	0	0	25	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	92	0	1	64	16	10	9	1	0	23	74	14	91	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	60	16	17	6	0	0	21	74	14	91	
	HEATHROW	LOT-POLISH AIRLINES	S	A	93	0	0	56	20	17	6	0	0	21	73	11	93	
	HEATHROW	LOT-POLISH AIRLINES	S	D	93	0	0	69	23	5	3	0	0	14	81	12	93	
	MANCHESTER	LOT-POLISH AIRLINES	S	A	26	0	0	92	4	4	0	0	0	4	96	4	27	
	MANCHESTER	LOT-POLISH AIRLINES	S	D	27	0	0	85	15	0	0	0	0	6	100	1	27	
	STANSTED	SKY EUROPE	S	A	31	0	0	74	6	3	16	0	0	21	0	0	0	
	STANSTED	SKY EUROPE	S	D	31	0	0	58	16	10	16	0	0	30	0	0	0	
<b>TOTAL WARSAW</b>					<b>538</b>	<b>0</b>	<b>1</b>	<b>65</b>	<b>17</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>78</b>	<b>12</b>	<b>12</b>	
WASHINGTON (DULLES)																		
	MANCHESTER	BMI BRITISH MIDLAND	S	A	27	0	0	59	4	11	19	4	4	82	77	55	26	
	MANCHESTER	BMI BRITISH MIDLAND	S	D	27	0	0	59	22	15	0	0	4	59	85	24	26	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	92	0	0	77	11	2	8	2	0	18	88	7	92	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	92	0	0	55	23	12	8	1	1	30	51	35	92	
	HEATHROW	UNITED AIRLINES	S	A	69	0	0	46	16	14	16	7	0	44	76	20	114	
	HEATHROW	UNITED AIRLINES	S	D	95	0	0	68	19	6	6	0	0	16	72	12	124	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	44	0	1	55	18	7	18	0	2	39	90	4	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	44	0	0	27	45	20	2	2	2	43	58	16	31	
<b>TOTAL WASHINGTON (DULLES)</b>					<b>490</b>	<b>0</b>	<b>1</b>	<b>59</b>	<b>19</b>	<b>10</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>33</b>	<b>73</b>	<b>19</b>	<b>19</b>	
WATERFORD																		
	LUTON	AER ARRAN	S	A	62	0	0	74	18	8	0	0	0	9	71	15	31	
	LUTON	AER ARRAN	S	D	62	0	0	68	11	18	3	0	0	15	77	13	31	
	MANCHESTER	AER ARRAN	S	A	13	0	0	62	8	23	0	8	0	33	0	0	0	
	MANCHESTER	AER ARRAN	S	D	13	0	0	85	8	0	0	8	0	20	0	0	0	
<b>TOTAL WATERFORD</b>					<b>150</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>13</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>14</b>	<b>14</b>	



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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)											
ZADAR	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	10	0	0	0
<b>TOTAL ZADAR</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>100</b>	<b>2</b>	<b>2</b>
ZAGREB	HEATHROW	CROATIA AIRLINES	S	A	35	0	0	77	9	11	3	0	0	11	67	18	36
	HEATHROW	CROATIA AIRLINES	S	D	35	0	0	57	17	17	9	0	0	22	47	27	36
<b>TOTAL ZAGREB</b>					<b>70</b>	<b>4</b>	<b>0</b>	<b>67</b>	<b>13</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>66</b>	<b>18</b>	<b>18</b>
ZAKINTHOS	BIRMINGHAM	AIR MALTA	C	A	4	0	0	0	25	0	75	0	0	89	0	0	0
	BIRMINGHAM	AIR MALTA	C	D	4	0	0	0	25	0	75	0	0	94	0	0	0
	GATWICK	ASTRAEUS LTD	C	A	9	1	0	44	33	11	11	0	0	25	25	30	4
	GATWICK	ASTRAEUS LTD	C	D	9	0	0	67	22	11	0	0	0	12	25	34	4
	MANCHESTER	ASTRAEUS LTD	C	A	5	0	0	20	0	20	40	20	0	76	88	101	8
	MANCHESTER	ASTRAEUS LTD	C	D	5	0	0	40	40	20	0	0	0	18	75	153	8
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	100	3	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	2	100	0	4
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	89	0	11	0	0	0	7	100	3	8
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	89	11	0	0	0	0	5	88	4	8
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	19	0	0	0
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	8	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	78	11	11	0	0	0	8	75	22	8
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	89	0	11	0	0	0	9	100	1	8
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	75	7	4
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	100	1	4
	GATWICK	EXCEL AIRWAYS LTD	C	A	9	0	0	78	11	11	0	0	0	10	53	26	17
	GATWICK	EXCEL AIRWAYS LTD	C	D	10	0	0	90	10	0	0	0	0	4	88	4	17
	GLASGOW	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	100	0	3
	GLASGOW	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	75	10	4
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	9	0	0	89	0	0	11	0	0	13	75	15	12
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	9	0	0	78	11	11	0	0	0	7	67	22	12
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	50	33	4
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	0	54	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	5
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	1	5

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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
ZAKINTHOS																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	16	0	0	88	6	6	0	0	0	6	61	17	18	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	16	0	0	81	13	6	0	0	0	9	50	25	18	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	100	0	4	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	0	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	63	38	0	0	0	0	9	64	23	14	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	63	38	0	0	0	0	10	79	17	14	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	60	10	5	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	60	15	5	
	NEWCASTLE	ISLANDSFLUG	C	A	4	0	0	25	0	25	50	0	0	63	0	0	0	
	NEWCASTLE	ISLANDSFLUG	C	D	4	0	0	25	0	25	50	0	0	54	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	0	0	40	60	0	0	58	50	20	4	
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	0	40	20	40	0	0	46	80	15	5	
	EDINBURGH	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	3	80	5	5	
	EDINBURGH	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	3	80	4	5	
	GATWICK	MONARCH AIRLINES	C	A	11	0	0	91	0	0	9	0	0	10	91	1	11	
	GATWICK	MONARCH AIRLINES	C	D	11	0	0	91	0	0	9	0	0	10	91	5	11	
	LUTON	MONARCH AIRLINES	C	A	5	0	0	40	0	60	0	0	0	31	20	31	5	
	LUTON	MONARCH AIRLINES	C	D	5	0	0	60	40	0	0	0	0	13	40	24	5	
	MANCHESTER	MONARCH AIRLINES	C	A	13	0	0	77	23	0	0	0	0	8	75	8	4	
	MANCHESTER	MONARCH AIRLINES	C	D	13	0	0	69	23	8	0	0	0	13	50	13	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	40	19	5	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	4	60	13	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	50	25	0	13	13	0	40	33	59	9	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	38	25	38	0	0	0	22	56	46	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	18	0	0	78	17	6	0	0	0	9	63	33	24	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	18	0	0	83	17	0	0	0	0	8	63	30	24	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	5	60	14	5	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	1	80	13	5	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	20	20	0	0	0	15	100	1	5	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	40	20	0	0	0	20	60	13	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	3	100	0	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	40	0	0	0	0	17	100	3	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	22	0	0	91	9	0	0	0	0	4	90	5	20	

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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)													
ZAKINTHOS																			
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	23	0	0	74	26	0	0	0	0	7	76	12	21		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	9	0	0	56	22	11	11	0	0	28	89	3	9		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	9	0	0	56	33	11	0	0	0	14	67	7	9		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	18	0	0	67	11	0	22	0	0	32	76	15	17		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	18	0	0	78	6	0	11	6	0	27	89	15	18		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	44	100	5	4		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	25	0	0	0	20	100	6	4		
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	1	50	23	4		
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	75	0	0	0	0	16	50	18	4		
<b>TOTAL ZAKINTHOS</b>					<b>514</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>72</b>	<b>19</b>	<b>19</b>		
ZURICH																			
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	53	0	0	60	23	8	9	0	0	19	64	14	50		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	53	0	0	77	9	9	4	0	0	12	82	7	50		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	176	0	0	58	24	13	5	0	0	18	69	15	172		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	176	0	0	63	20	13	5	0	0	17	78	11	172		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	93	0	0	57	17	13	13	0	0	24	78	15	50		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	93	0	0	58	20	13	9	0	0	22	66	22	50		
	EDINBURGH	GERMANIA FLUGGESELLSCHAFT	C	A	5	0	0	80	0	20	0	0	0	10	0	0	0		
	EDINBURGH	GERMANIA FLUGGESELLSCHAFT	C	D	5	0	0	0	60	20	20	0	0	33	0	0	0		
	BIRMINGHAM	SWISS AIRLINES	S	A	84	0	9	65	26	7	1	0	0	15	58	16	81		
	BIRMINGHAM	SWISS AIRLINES	S	D	84	0	9	35	45	18	2	0	0	24	46	20	81		
	EDINBURGH	SWISS AIRLINES	C	A	5	0	0	20	60	20	0	0	0	24	0	0	0		
	EDINBURGH	SWISS AIRLINES	C	D	5	0	0	20	40	40	0	0	0	28	0	0	0		
	HEATHROW	SWISS AIRLINES	S	A	217	0	0	68	22	7	3	0	0	13	85	7	217		
	HEATHROW	SWISS AIRLINES	S	D	217	0	0	55	24	17	5	0	0	19	76	10	217		
	LONDON CITY	SWISS AIRLINES	S	A	106	0	0	83	14	3	0	0	0	9	65	15	126		
	LONDON CITY	SWISS AIRLINES	S	D	106	0	0	55	30	14	1	0	0	18	54	21	126		
	MANCHESTER	SWISS AIRLINES	S	A	62	0	0	56	32	10	2	0	0	17	66	17	93		
	MANCHESTER	SWISS AIRLINES	S	D	62	0	0	92	6	2	0	0	0	4	74	13	93		
<b>TOTAL ZURICH</b>					<b>1602</b>	<b>7</b>	<b>18</b>	<b>62</b>	<b>23</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>71</b>	<b>14</b>	<b>14</b>		

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2004

Reporting Airport: BIRMINGHAM (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)	1991	15	0	72	10	7	8	2	0	21	78	15	2054
SCHEDULED FLIGHTS(ALL ROUTES)	7915	19	145	79	10	6	4	0	0	12	72	17	8649
AIRPORT TOTAL	9906	34	145	78	10	6	5	1	0	14	73	17	10703

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2004

Reporting Airport: EDINBURGH (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)	458	23	0	67	13	10	7	2	1	26	69	27	468
SCHEDULED FLIGHTS(ALL ROUTES)	8793	57	74	73	14	8	4	0	0	14	70	16	7931
AIRPORT TOTAL	9251	80	74	73	14	8	4	0	0	15	70	16	8399

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2004

Reporting Airport: GATWICK (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)	5758	57	0	71	11	9	7	2	1	22	77	17	6255
SCHEDULED FLIGHTS(ALL ROUTES)	17353	15	85	68	16	10	5	1	0	17	77	13	16057
AIRPORT TOTAL	23111	72	85	69	15	9	5	1	0	19	77	14	22312

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2004

Reporting Airport: GLASGOW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)	1700	21	0	65	13	10	9	2	1	31	73	18	1761
SCHEDULED FLIGHTS(ALL ROUTES)	7166	56	40	75	12	8	5	0	0	14	73	15	6714
AIRPORT TOTAL	8866	77	40	73	12	8	6	1	0	17	73	16	8475

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2004

Reporting Airport: HEATHROW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)	108	1	0	31	21	31	18	0	0	35	47	22	68
SCHEDULED FLIGHTS(ALL ROUTES)	40672	24	54	64	17	12	7	0	0	19	71	17	39418
AIRPORT TOTAL	40780	25	54	64	17	12	7	0	0	19	71	17	39486



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2004

Reporting Airport: LONDON CITY (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)	4265	4	64	87	9	3	1	0	0	7	81	10	4198
AIRPORT TOTAL	4265	20	64	87	9	3	1	0	0	7	81	10	4198

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2004

Reporting Airport: LUTON (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)	604	112	0	85	6	5	3	0	0	10	84	13	646
SCHEDULED FLIGHTS(ALL ROUTES)	5071	12	8	71	14	9	5	1	0	16	69	18	4444
AIRPORT TOTAL	5675	124	8	73	13	9	5	1	0	15	71	17	5090

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2004

Reporting Airport: MANCHESTER (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)	5169	69	0	70	10	9	8	1	1	26	75	22	5357
SCHEDULED FLIGHTS(ALL ROUTES)	14471	39	35	79	10	6	4	0	0	13	82	10	13156
AIRPORT TOTAL	19640	108	35	77	10	7	5	1	0	16	80	14	18513

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2004

Reporting Airport: NEWCASTLE (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)	1229	16	0	80	8	6	6	0	0	12	75	16	1149
SCHEDULED FLIGHTS(ALL ROUTES)	3416	7	19	80	9	7	4	0	0	12	80	12	2859
AIRPORT TOTAL	4645	23	19	80	9	6	5	0	0	12	79	13	4008

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2004

Reporting Airport: STANSTED (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)	897	14	0	72	11	8	7	1	1	20	81	17	857
SCHEDULED FLIGHTS(ALL ROUTES)	13789	10	46	76	13	7	3	0	0	13	76	13	13610
AIRPORT TOTAL	14686	24	46	76	13	7	3	0	0	13	76	13	14467