

# Punctuality Statistics

Economic Regulation Group

Aviation Data Unit



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

**Full and Summary Analysis**

**August 2004**

**Disclaimer**

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

## Contents

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

## FOREWORD

### 1 CONTENT

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

### 2 ENQUIRIES

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

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

Tel: 020-7453-6258  
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or email [aduoutput@caaerg.org.uk](mailto:aduoutput@caaerg.org.uk)

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

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

2.4 Coverage

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

## INTRODUCTORY NOTES

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

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

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

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

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



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

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2003		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
INNSBRUCK	AUSTRIAN AIRLINES	C	8	0	0	75	25	0	0	0	0	7	80	6	10
<b>TOTAL INNSBRUCK</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>7</b>	<b>80</b>	<b>6</b>	<b>10</b>
<b>SALZBURG</b>															
	EXCEL AIRWAYS LTD	C	8	0	0	75	13	0	13	0	0	12	88	9	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	5	60	24	10
	FLYBE.BRITISH EUROPEAN	S	62	0	0	76	11	3	3	6	0	24	0	0	0
<b>TOTAL SALZBURG</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>20</b>	<b>72</b>	<b>17</b>	<b>18</b>
<b>VIENNA</b>															
	BRITISH AIRWAYS CITIEXPRESS L	S	50	0	0	74	12	8	6	0	0	17	0	0	0
<b>TOTAL VIENNA</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>97</b>	<b>6</b>	<b>62</b>
<b>TOTAL AUSTRIA</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>90</b>	<b>8</b>	<b>90</b>
<b>BELGIUM</b>															
BRUSSELS	SN BRUSSELS AIRLINES	S	176	0	3	73	18	9	0	0	0	10	96	3	151
<b>TOTAL BRUSSELS</b>			<b>176</b>	<b>0</b>	<b>3</b>	<b>73</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>96</b>	<b>3</b>	<b>151</b>
<b>TOTAL BELGIUM</b>			<b>176</b>	<b>0</b>	<b>3</b>	<b>73</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>96</b>	<b>3</b>	<b>151</b>
<b>BULGARIA</b>															
BURGAS	BH AIR	C	8	0	0	38	38	25	0	0	0	26	40	18	10
<b>TOTAL BURGAS</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>26</b>	<b>40</b>	<b>18</b>	<b>10</b>
VARNA	BH AIR	C	8	0	0	75	25	0	0	0	0	9	70	22	10
<b>TOTAL VARNNA</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>9</b>	<b>70</b>	<b>22</b>	<b>10</b>
<b>TOTAL BULGARIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>31</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>55</b>	<b>20</b>	<b>20</b>
<b>CANADA</b>															
TORONTO	AIR TRANSAT	S	18	0	0	67	28	0	6	0	0	13	39	135	18
	MY TRAVEL AIRWAYS UK	C	4	0	0	50	0	0	25	25	0	83	50	62	8
	THOMAS COOK AIRLINES LTD	S	16	0	0	69	25	0	6	0	0	15	0	0	0
<b>TOTAL TORONTO</b>			<b>38</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>24</b>	<b>0</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>40</b>	<b>74</b>	<b>55</b>
<b>TOTAL CANADA</b>			<b>38</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>24</b>	<b>0</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>40</b>	<b>74</b>	<b>55</b>
<b>CROATIA</b>															
DUBROVNIK	FLYBE.BRITISH EUROPEAN	C	10	0	0	80	20	0	0	0	0	6	70	38	10
<b>TOTAL DUBROVNIK</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>6</b>	<b>70</b>	<b>38</b>	<b>10</b>
SPLIT	FLYBE.BRITISH EUROPEAN	C	8	0	0	13	25	13	50	0	0	54	0	0	0
<b>TOTAL SPLIT</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>25</b>	<b>13</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>44</b>	<b>15</b>	<b>9</b>
<b>TOTAL CROATIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>22</b>	<b>6</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>58</b>	<b>27</b>	<b>19</b>
<b>CYPRUS</b>															
LARNACA	AIR MALTA	C	8	0	0	63	13	0	25	0	0	22	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	75	0	0	0	0	25	99	50	62	10
	CYPRUS AIRWAYS	S	18	0	0	83	11	6	0	0	0	7	50	22	18
	EUROCYPRIA AIRLINES LTD	C	26	0	0	35	23	38	4	0	0	26	67	19	30
	FIRST CHOICE AIRWAYS LTD	C	9	1	0	56	22	22	0	0	0	16	100	3	9
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	50	25	0	0	0	26	25	71	8

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 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)										
LARNACA	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	9	100	1	8
<b>TOTAL LARNACA</b>			<b>85</b>	<b>1</b>	<b>0</b>	<b>58</b>	<b>19</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>26</b>	<b>64</b>	<b>27</b>	<b>83</b>
PAPHOS	BRITANNIA AIRWAYS	C	16	0	0	44	13	13	31	0	0	42	50	20	18
	FIRST CHOICE AIRWAYS LTD	S	8	0	0	63	13	0	25	0	0	28	100	3	8
	MONARCH AIRLINES	C	8	0	0	63	25	13	0	0	0	14	88	2	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	0	0	40	0	0	33	20	47	10
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	2	88	4	8
<b>TOTAL PAPHOS</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>10</b>	<b>6</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>65</b>	<b>22</b>	<b>60</b>
<b>TOTAL CYPRUS</b>			<b>137</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>15</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>26</b>	<b>64</b>	<b>25</b>	<b>143</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	CSA	S	85	0	0	74	22	4	0	0	0	9	84	9	51
<b>TOTAL PRAGUE</b>			<b>85</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>22</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>9</b>	<b>51</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>85</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>22</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>9</b>	<b>51</b>
<b>DENMARK</b>															
COPENHAGEN	SAS	S	139	0	4	83	8	5	3	1	0	12	93	6	112
<b>TOTAL COPENHAGEN</b>			<b>139</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>92</b>	<b>7</b>	<b>255</b>
<b>TOTAL DENMARK</b>			<b>139</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>92</b>	<b>7</b>	<b>255</b>
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	BRITANNIA AIRWAYS	C	9	0	0	78	11	0	11	0	0	22	0	0	0
	MY TRAVEL AIRWAYS UK	C	4	0	0	75	25	0	0	0	0	12	0	52	4
<b>TOTAL PUERTO PLATA</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>52</b>	<b>4</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>52</b>	<b>4</b>
<b>FINLAND</b>															
HELSINKI	CITY AIRLINE	S	34	0	0	88	6	0	3	3	0	15	0	0	0
<b>TOTAL HELSINKI</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL FINLAND</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>FRANCE</b>															
BASTIA	FLYBE.BRITISH EUROPEAN	C	10	0	0	100	0	0	0	0	0	5	40	45	10
<b>TOTAL BASTIA</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>5</b>	<b>40</b>	<b>45</b>	<b>10</b>
LYON	BRITISH AIRWAYS CITIEXPRESS L	S	100	0	0	74	18	6	2	0	0	12	0	0	0
<b>TOTAL LYON</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>18</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>89</b>	<b>10</b>	<b>104</b>
NICE	BRITISH AIRWAYS CITIEXPRESS L	S	8	0	0	75	0	0	0	25	0	81	0	0	0
<b>TOTAL NICE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>81</b>	<b>90</b>	<b>9</b>	<b>92</b>
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS CITIEXPRESS L	S	223	0	0	84	7	8	1	0	0	8	73	14	256
	FLYBE.BRITISH EUROPEAN	S	302	2	0	76	14	6	3	0	0	12	59	22	297
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>525</b>	<b>2</b>	<b>3</b>	<b>79</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>66</b>	<b>18</b>	<b>577</b>
PERPIGNAN	FLYBE.BRITISH EUROPEAN	S	62	0	0	55	13	23	10	0	0	24	0	0	0
<b>TOTAL PERPIGNAN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>13</b>	<b>23</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

Reporting Airport: BIRMINGHAM (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)										
TOULOUSE (BLAGNAC)	FLYBE.BRITISH EUROPEAN	S	62	1	0	74	13	8	5	0	0	16	63	21	52
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>62</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>64</b>	<b>21</b>	<b>72</b>
<b>TOTAL FRANCE</b>			<b>768</b>	<b>3</b>	<b>3</b>	<b>76</b>	<b>12</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>17</b>	<b>901</b>
<b>GERMANY</b>															
DUSSELDORF	BRITISH AIRWAYS CITIEXPRESS L	S	207	0	0	89	8	3	0	0	0	4	76	12	137
	EUROWINGS LUFTVERKEHRS	S	119	0	0	82	12	5	1	0	0	8	86	8	98
<b>TOTAL DUSSELDORF</b>			<b>326</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>11</b>	<b>299</b>
FRANKFURT MAIN	BRITISH AIRWAYS CITIEXPRESS L	S	234	0	0	91	4	2	3	0	0	6	0	0	0
	LUFTHANSA	S	186	0	0	82	12	5	2	0	0	9	84	9	184
<b>TOTAL FRANKFURT MAIN</b>			<b>420</b>	<b>0</b>	<b>15</b>	<b>87</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>8</b>	<b>428</b>
HAMBURG	BRITISH AIRWAYS CITIEXPRESS L	S	91	0	0	88	7	4	1	0	0	5	0	0	0
<b>TOTAL HAMBURG</b>			<b>91</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>94</b>	<b>5</b>	<b>102</b>
HANOVER	BRITISH AIRWAYS CITIEXPRESS L	S	62	0	0	95	0	2	3	0	0	5	0	0	0
<b>TOTAL HANOVER</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>77</b>	<b>13</b>	<b>61</b>
MUNICH	EUROWINGS LUFTVERKEHRS	S	114	0	0	87	9	4	1	0	0	8	68	13	62
	LUFTHANSA CITY LINE	S	62	0	0	87	10	2	2	0	0	7	76	12	175
<b>TOTAL MUNICH</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>74</b>	<b>12</b>	<b>237</b>
MUNSTER-OSNABRUCK	EUROPEAN AIR CHARTER	C	8	0	0	88	13	0	0	0	0	3	80	5	10
<b>TOTAL MUNSTER-OSNABRUCK</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>80</b>	<b>5</b>	<b>10</b>
PADERBORN	EUROPEAN AIR CHARTER	C	10	0	0	100	0	0	0	0	0	0	80	39	10
<b>TOTAL PADERBORN</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>39</b>	<b>10</b>
STUTTGART	BRITISH AIRWAYS CITIEXPRESS L	S	147	0	0	77	17	5	1	0	0	9	0	0	0
<b>TOTAL STUTTGART</b>			<b>147</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>17</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>89</b>	<b>8</b>	<b>140</b>
<b>TOTAL GERMANY</b>			<b>1240</b>	<b>1</b>	<b>20</b>	<b>86</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>10</b>	<b>1379</b>
<b>GREECE</b>															
CHANIA	ISLANDSFLUG	C	10	0	0	10	40	30	20	0	0	38	0	0	0
<b>TOTAL CHANIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>40</b>	<b>30</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>42</b>	<b>8</b>
CORFU	AIR MALTA	C	10	0	0	0	0	20	30	50	0	162	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	78	11	6	6	0	0	15	90	7	20
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	90	0	10	0	0	0	3	100	2	8
	MONARCH AIRLINES	C	20	0	0	70	5	5	20	0	0	23	94	3	16
	MY TRAVEL AIRWAYS UK	C	10	0	0	40	10	10	20	20	0	64	63	29	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	4	63	15	8
<b>TOTAL CORFU</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>5</b>	<b>8</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>39</b>	<b>85</b>	<b>10</b>	<b>78</b>
HERAKLION	AIR MALTA	C	10	0	0	90	10	0	0	0	0	4	0	0	0
	BRITANNIA AIRWAYS	C	10	0	0	20	40	20	20	0	0	37	63	15	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	5	90	7	10
	MONARCH AIRLINES	C	27	0	0	78	22	0	0	0	0	6	85	18	26
	MY TRAVEL AIRWAYS UK	C	18	0	0	78	11	11	0	0	0	10	56	48	18
	THOMAS COOK AIRLINES LTD	C	9	0	0	100	0	0	0	0	0	2	100	1	8
<b>TOTAL HERAKLION</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>18</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>30</b>	<b>86</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 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)											
KALAMATA	AIR MALTA	C	10	0	0	50	10	20	20	0	0	32	0	0	0
<b>TOTAL KALAMATA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>10</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>
KAVALLA	BRITANNIA AIRWAYS	C	10	0	0	100	0	0	0	0	0	3	100	0	10
<b>TOTAL KAVALLA</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>3</b>	<b>100</b>	<b>0</b>	<b>10</b>
KEFALLINIA	BRITANNIA AIRWAYS	C	8	0	0	75	25	0	0	0	0	7	100	0	8
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	0	100	0	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	20	10	0	0	0	9	25	91	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	2	100	0	10
<b>TOTAL KEFALLINIA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>82</b>	<b>21</b>	<b>34</b>	
KOS	BRITANNIA AIRWAYS	C	9	0	0	78	11	0	11	0	0	24	60	101	10
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	100	2	8
	MONARCH AIRLINES	C	9	0	0	44	33	22	0	0	0	16	90	8	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	0	25	0	51	89	12	9
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	0	75	6	8
<b>TOTAL KOS</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>18</b>	<b>82</b>	<b>28</b>	<b>45</b>
RHODES	AIR MALTA	C	8	0	0	50	0	0	50	0	0	49	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	75	13	0	13	0	0	13	75	9	8
	EXCEL AIRWAYS LTD	C	8	0	0	63	13	13	13	0	0	20	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	1	0	88	0	13	0	0	0	5	100	1	8
	ISLANDSFLUG	C	8	0	0	75	0	25	0	0	0	16	89	3	18
	MONARCH AIRLINES	C	8	0	0	50	50	0	0	0	0	13	50	15	16
	MY TRAVEL AIRWAYS UK	C	8	1	0	38	25	25	13	0	0	27	38	24	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	3	88	4	8
	<b>TOTAL RHODES</b>			<b>64</b>	<b>2</b>	<b>0</b>	<b>67</b>	<b>13</b>	<b>9</b>	<b>11</b>	<b>0</b>	<b>18</b>	<b>73</b>	<b>9</b>	<b>66</b>
SALONIKA	BRITANNIA AIRWAYS	C	10	0	0	60	10	20	0	0	10	66	88	2	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	10	89	4	9
<b>TOTAL SALONIKA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>41</b>	<b>76</b>	<b>6</b>	<b>25</b>
SKIATHOS	AIR MALTA	C	7	0	0	0	71	14	14	0	0	32	0	0	0
<b>TOTAL SKIATHOS</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>100</b>	<b>4</b>	<b>3</b>
ZAKINTHOS	AIR MALTA	C	10	0	0	60	10	30	0	0	0	20	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	4	90	11	10
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	1	88	4	8
	MONARCH AIRLINES	C	8	0	0	50	13	38	0	0	0	22	67	14	9
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	0	50	60	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	38	13	0	0	0	15	88	5	8
<b>TOTAL ZAKINTHOS</b>			<b>52</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>20</b>	<b>53</b>	
<b>TOTAL GREECE</b>			<b>412</b>	<b>4</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>78</b>	<b>18</b>	<b>423</b>
<b>IRISH REPUBLIC</b>															
CONNAUGHT	MY TRAVEL AIRWAYS UK	S	62	0	0	29	27	24	16	3	0	38	40	39	62
<b>TOTAL CONNAUGHT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>27</b>	<b>24</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>38</b>	<b>40</b>	<b>39</b>	<b>62</b>
CORK	AER ARRAN	S	116	0	0	60	15	11	9	5	0	32	62	34	102
<b>TOTAL CORK</b>			<b>117</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>15</b>	<b>11</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>31</b>	<b>58</b>	<b>36</b>	<b>162</b>
DUBLIN	AER LINGUS	S	212	0	0	77	10	7	5	0	0	12	78	25	313

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ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
DUBLIN	MY TRAVEL AIRWAYS UK	S	132	0	2	47	27	16	10	0	0	24	0	0	0
	RYANAIR	S	158	0	82	66	18	10	4	1	1	18	84	9	185
<b>TOTAL DUBLIN</b>			<b>503</b>	<b>0</b>	<b>84</b>	<b>66</b>	<b>17</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>80</b>	<b>19</b>	498
GALWAY	AER ARRAN	S	54	0	0	74	19	2	2	4	0	23	0	0	0
<b>TOTAL GALWAY</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>19</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	0
SHANNON	FLYBE.BRITISH EUROPEAN	S	61	0	1	61	20	11	5	3	0	26	59	34	71
<b>TOTAL SHANNON</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>20</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>59</b>	<b>34</b>	71
<b>TOTAL IRISH REPUBLIC</b>			<b>797</b>	<b>0</b>	<b>85</b>	<b>62</b>	<b>18</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>71</b>	<b>25</b>	793
ITALY															
ALGHERO/SASSARI	FLYBE.BRITISH EUROPEAN	C	8	0	0	75	25	0	0	0	0	7	0	0	0
<b>TOTAL ALGHERO/SASSARI</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>7</b>	<b>50</b>	<b>76</b>	10
BERGAMO	BRITISH AIRWAYS CITIEXPRESS L	C	4	4	0	100	0	0	0	0	0	5	0	0	0
	EUROPEAN AIR CHARTER	C	8	0	0	63	25	13	0	0	0	11	0	0	0
<b>TOTAL BERGAMO</b>			<b>12</b>	<b>4</b>	<b>0</b>	<b>75</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>31</b>	<b>42</b>	62
BRESCIA/MONTICHIARI	EXCEL AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	5	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>5</b>	<b>0</b>	<b>0</b>	0
MILAN (MALPENSA)	BRITISH AIRWAYS CITIEXPRESS L	S	160	0	0	89	5	3	4	0	0	7	0	0	0
<b>TOTAL MILAN (MALPENSA)</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>6</b>	103
NAPLES	BRITANNIA AIRWAYS	C	8	0	0	88	0	13	0	0	0	5	90	36	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	13	13	0	0	0	8	50	26	10
<b>TOTAL NAPLES</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>31</b>	20
PISA	BRITISH AIRWAYS CITIEXPRESS L	C	8	0	0	63	13	25	0	0	0	14	40	22	10
<b>TOTAL PISA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>21</b>	72
ROME (FIUMICINO)	BRITISH AIRWAYS CITIEXPRESS L	S	62	0	0	84	8	6	2	0	0	8	68	14	62
<b>TOTAL ROME (FIUMICINO)</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>0</b>	<b>8</b>	<b>66</b>	<b>14</b>	65
VENICE	BRITISH AIRWAYS CITIEXPRESS L	C	10	0	0	60	20	0	20	0	0	35	0	0	0
<b>TOTAL VENICE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>80</b>	<b>7</b>	46
VERONA VILLAFRANCA	BRITANNIA AIRWAYS	C	16	0	0	81	19	0	0	0	0	7	72	16	18
<b>TOTAL VERONA VILLAFRANCA</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>72</b>	<b>16</b>	18
<b>TOTAL ITALY</b>			<b>294</b>	<b>4</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>71</b>	<b>19</b>	400
MALTA															
MALTA	AIR MALTA	S	26	0	0	27	31	23	19	0	0	37	63	12	27
	BRITANNIA AIRWAYS	C	10	0	0	80	10	10	0	0	0	9	38	113	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	90	10	0	0	0	0	5	38	39	8
	THOMAS COOK AIRLINES LTD	C	9	0	0	78	0	0	22	0	0	35	100	0	8
<b>TOTAL MALTA</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>18</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>61</b>	<b>30</b>	51
<b>TOTAL MALTA</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>18</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>61</b>	<b>30</b>	51
MEXICO															
CANCUN	MY TRAVEL AIRWAYS UK	C	6	0	0	33	50	0	17	0	0	37	50	18	4

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 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 CANCUN			6	0	0	33	50	0	17	0	0	37	50	18	4
TOTAL MEXICO			6	0	0	33	50	0	17	0	0	37	50	18	4
NETHERLANDS															
AMSTERDAM	KLM CITYHOPPER	S	302	5	0	76	14	6	4	0	0	13	71	18	348
TOTAL AMSTERDAM			302	5	0	76	14	6	4	0	0	13	70	20	438
TOTAL NETHERLANDS			302	5	0	76	14	6	4	0	0	13	70	20	438
PAKISTAN															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	37	0	0	81	11	3	5	0	0	11	83	10	36
TOTAL ISLAMABAD			37	0	0	81	11	3	5	0	0	11	83	10	36
LAHORE	PAKISTAN INTL AIRLINES	S	2	5	6	100	0	0	0	0	0	0	0	0	0
TOTAL LAHORE			2	5	6	100	0	0	0	0	0	0	0	0	0
TOTAL PAKISTAN			39	5	6	82	10	3	5	0	0	11	77	16	86
PORTUGAL(EXCLUDING MADEIRA)															
FARO	AIR MALTA	C	16	0	0	94	0	6	0	0	0	4	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	94	6	0	0	0	0	2	89	13	18
	EUROATLANTIC AIRWAYS	C	8	0	0	38	13	25	25	0	0	51	0	0	0
	EUROPEAN AIR CHARTER	C	10	0	0	100	0	0	0	0	0	1	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	75	19	6	0	0	0	8	72	7	18
	MONARCH AIRLINES	C	8	0	0	63	38	0	0	0	0	11	93	3	28
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	13	13	0	0	12	63	15	8
	MY TRAVEL AIRWAYS UK	S	45	0	0	62	16	4	16	2	0	27	76	19	62
	THOMAS COOK AIRLINES LTD	C	26	0	0	88	4	0	8	0	0	11	86	11	28
TOTAL FARO			155	0	0	77	10	5	8	1	0	15	82	12	173
TOTAL PORTUGAL(EXCLUDING MADEIRA)			155	0	0	77	10	5	8	1	0	15	82	12	173
PORTUGAL(MADEIRA)															
FUNCHAL	FIRST CHOICE AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	1	100	0	8
TOTAL FUNCHAL			10	0	0	100	0	0	0	0	0	1	100	0	8
TOTAL PORTUGAL(MADEIRA)			10	0	0	100	0	0	0	0	0	1	100	0	8
SLOVAK REPUBLIC															
BRATISLAVA	AIR SLOVAKIA BWJ	S	29	3	12	55	17	7	21	0	0	28	25	307	4
TOTAL BRATISLAVA			29	3	12	55	17	7	21	0	0	28	25	307	4
TOTAL SLOVAK REPUBLIC			29	3	12	55	17	7	21	0	0	28	25	307	4
SPAIN															
ALICANTE	BRITANNIA AIRWAYS	C	19	0	0	58	21	11	11	0	0	24	72	16	18
	BRITISH AIRWAYS CITIEXPRESS L	C	8	0	0	63	25	13	0	0	0	14	70	51	10
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	89	6	0	6	0	0	12	90	3	10
	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	0	10	82	9	28
	MY TRAVEL AIRWAYS UK	C	14	3	0	71	7	7	14	0	0	20	83	8	18
	MY TRAVEL AIRWAYS UK	S	112	4	7	62	9	17	13	0	0	26	57	51	124
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	1	90	5	10

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

Reporting Airport: BIRMINGHAM (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 ALICANTE</b>			<b>187</b>	<b>7</b>	<b>7</b>	<b>67</b>	<b>10</b>	<b>12</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>68</b>	<b>35</b>	<b>220</b>
<b>ALMERIA</b>	EUROPEAN AIR CHARTER	C	8	0	0	100	0	0	0	0	0	5	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	100	1	8
	MY TRAVEL AIRWAYS UK	S	26	0	0	77	4	12	0	8	0	23	0	0	0
<b>TOTAL ALMERIA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>15</b>	<b>77</b>	<b>36</b>	<b>26</b>
<b>BARCELONA</b>	BRITISH AIRWAYS CITIEXPRESS L	S	62	0	0	89	5	3	3	0	0	7	52	25	62
	MY TRAVEL AIRWAYS UK	C	2	0	0	0	0	0	0	100	0	302	0	0	0
	MY TRAVEL AIRWAYS UK	S	62	0	0	42	26	18	15	0	0	32	56	36	62
<b>TOTAL BARCELONA</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>15</b>	<b>10</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>54</b>	<b>31</b>	<b>124</b>
<b>GERONA</b>	BRITANNIA AIRWAYS	C	9	0	0	89	0	0	0	11	0	34	100	0	8
	MY TRAVEL AIRWAYS UK	C	9	0	0	67	11	22	0	0	0	15	90	6	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	3	84	13	19
<b>TOTAL GERONA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>18</b>	<b>89</b>	<b>8</b>	<b>37</b>
<b>IBIZA</b>	BRITANNIA AIRWAYS	C	26	0	0	73	23	0	4	0	0	9	67	19	36
	BRITISH AIRWAYS CITIEXPRESS L	C	10	0	0	100	0	0	0	0	0	4	90	7	10
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	60	10	30	0	0	0	17	90	4	10
	MONARCH AIRLINES	C	10	0	0	90	0	10	0	0	0	5	0	0	0
	MY TRAVEL AIRWAYS UK	C	18	0	0	78	17	6	0	0	0	10	57	44	28
	THOMAS COOK AIRLINES LTD	C	9	0	0	89	0	0	11	0	0	15	90	3	10
<b>TOTAL IBIZA</b>			<b>84</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>20</b>	<b>104</b>
<b>MADRID</b>	BRITISH AIRWAYS CITIEXPRESS L	S	62	0	0	79	6	3	11	0	0	16	57	22	61
<b>TOTAL MADRID</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>6</b>	<b>3</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>56</b>	<b>22</b>	<b>62</b>
<b>MAHON</b>	BRITANNIA AIRWAYS	C	18	0	0	89	0	0	11	0	0	11	100	0	17
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	1	100	2	8
	MONARCH AIRLINES	C	16	0	0	88	13	0	0	0	0	7	65	16	20
	MY TRAVEL AIRWAYS UK	C	16	0	0	75	6	13	6	0	0	13	83	10	18
	THOMAS COOK AIRLINES LTD	C	18	0	0	89	0	0	11	0	0	11	90	12	20
<b>TOTAL MAHON</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>4</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>11</b>	<b>91</b>
<b>MALAGA</b>	BMI BRITISH MIDLAND	C	8	0	0	0	25	38	38	0	0	51	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	89	11	0	0	0	0	4	79	23	28
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	83	0	17	0	0	0	10	90	5	20
	MONARCH AIRLINES	C	10	0	0	70	20	10	0	0	0	9	75	13	20
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	10	0	20	0	0	29	70	51	10
	MY TRAVEL AIRWAYS UK	S	123	0	0	49	21	16	10	3	1	34	38	42	124
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	6	90	7	10
<b>TOTAL MALAGA</b>			<b>195</b>	<b>1</b>	<b>0</b>	<b>57</b>	<b>17</b>	<b>14</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>27</b>	<b>54</b>	<b>36</b>	<b>253</b>
<b>MURCIA SAN JAVIER</b>	BRITISH AIRWAYS CITIEXPRESS L	C	8	0	0	100	0	0	0	0	0	2	78	10	9
	MY TRAVEL AIRWAYS UK	S	62	0	0	47	23	13	15	3	0	43	54	55	84
<b>TOTAL MURCIA SAN JAVIER</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>20</b>	<b>11</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>38</b>	<b>56</b>	<b>51</b>	<b>93</b>
<b>PALMA DE MALLORCA</b>	AIR MALTA	C	8	0	0	38	63	0	0	0	0	16	0	0	0
	BRITANNIA AIRWAYS	C	60	0	0	72	5	5	17	0	2	29	79	11	80
	BRITISH AIRWAYS CITIEXPRESS L	C	16	0	0	38	44	19	0	0	0	18	32	53	28
	EUROPEAN AIR CHARTER	C	10	0	0	100	0	0	0	0	0	2	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	44	0	0	86	9	5	0	0	0	5	89	8	45



## CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			Actual (7)	Plan (8)											
PALMA DE MALLORCA	IBERWORLD	C	6	0	0	83	17	0	0	0	0	4	0	0	0
	MONARCH AIRLINES	C	8	0	0	38	25	38	0	0	0	24	95	3	20
	MY TRAVEL AIRWAYS UK	C	52	2	0	65	12	12	10	0	2	28	58	23	65
	MY TRAVEL AIRWAYS UK	S	61	1	1	30	20	21	23	7	0	54	47	53	74
	THOMAS COOK AIRLINES LTD	C	38	0	0	89	5	3	3	0	0	9	94	5	34
<b>TOTAL PALMA DE MALLORCA</b>			<b>304</b>	<b>3</b>	<b>1</b>	<b>64</b>	<b>14</b>	<b>10</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>25</b>	<b>68</b>	<b>24</b>	<b>357</b>
REUS	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	1	100	2	8
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	67	11	11	11	0	0	18	100	0	8
	MY TRAVEL AIRWAYS UK	C	18	0	0	67	6	6	17	6	0	41	88	11	17
<b>TOTAL REUS</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>6</b>	<b>6</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>94</b>	<b>6</b>	<b>33</b>
<b>TOTAL SPAIN</b>			<b>1210</b>	<b>12</b>	<b>8</b>	<b>68</b>	<b>12</b>	<b>10</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>66</b>	<b>28</b>	<b>1400</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR MALTA	C	8	0	0	25	13	13	50	0	0	72	0	0	0
	BRITANNIA AIRWAYS	C	10	0	0	90	0	10	0	0	0	6	89	5	9
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	0	25	0	0	0	14	100	1	16
	MONARCH AIRLINES	C	8	0	0	50	38	13	0	0	0	13	100	1	8
	MY TRAVEL AIRWAYS UK	C	18	0	0	56	17	17	11	0	0	23	100	3	17
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	13	0	13	0	48	75	124	8
<b>TOTAL ARRECIFE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>12</b>	<b>15</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>95</b>	<b>19</b>	<b>58</b>
FUERTEVENTURA	BRITANNIA AIRWAYS	C	10	0	0	70	20	10	0	0	0	11	75	22	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	8	100	1	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	0	13	0	0	0	6	44	21	16
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	2	88	2	8
<b>TOTAL FUERTEVENTURA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>13</b>	<b>40</b>	
LAS PALMAS	AIR MALTA	C	9	0	0	89	0	11	0	0	0	6	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	83	17	0	0	0	0	5	100	1	16
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	1	100	3	10
	MY TRAVEL AIRWAYS UK	C	27	0	0	56	11	26	7	0	0	19	44	42	27
	THOMAS COOK AIRLINES LTD	C	19	0	0	100	0	0	0	0	0	1	100	3	10
<b>TOTAL LAS PALMAS</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>17</b>	<b>71</b>	
TENERIFE (SURREINA SOFIA)	AIR MALTA	C	8	0	0	63	13	25	0	0	0	17	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	89	11	0	0	0	0	4	100	3	17
	FIRST CHOICE AIRWAYS LTD	C	26	0	0	58	8	15	19	0	0	26	89	4	28
	IBERWORLD	C	10	0	0	80	0	20	0	0	0	10	100	0	8
	MONARCH AIRLINES	C	9	0	0	100	0	0	0	0	0	1	79	12	28
	MY TRAVEL AIRWAYS UK	C	18	0	0	61	39	0	0	0	0	9	86	13	28
	THOMAS COOK AIRLINES LTD	C	16	0	0	100	0	0	0	0	0	2	100	2	20
	VOLAR AIRLINES	C	22	0	0	82	0	18	0	0	0	8	53	13	19
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>127</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>9</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>85</b>	<b>8</b>	<b>148</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>303</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>10</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>13</b>	<b>84</b>	<b>13</b>	<b>317</b>	
<b>SWEDEN</b>															
GOTEBORG	CITY AIRLINE	S	44	0	0	84	11	0	2	2	0	14	0	0	0
<b>TOTAL GOTEBORG</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>79</b>	<b>14</b>	<b>78</b>
STOCKHOLM (ARLANDA)	SKYWAYS EXPRESS	S	98	0	0	86	13	1	0	0	0	7	0	0	0

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			Actual (7)	Plan (8)											
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>92</b>	<b>6</b>	<b>78</b>
STOCKHOLM (SKAVSTA)	BLUE LINE	C	6	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SWEDEN</b>			<b>148</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>10</b>	<b>156</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	SWISS AIRLINES	S	89	1	4	94	6	0	0	0	0	4	94	4	86
<b>TOTAL BASLE MULHOUSE</b>			<b>89</b>	<b>1</b>	<b>4</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>94</b>	<b>4</b>	<b>86</b>
ZURICH	SWISS AIRLINES	S	168	0	18	66	25	7	2	0	0	15	71	13	156
<b>TOTAL ZURICH</b>			<b>168</b>	<b>0</b>	<b>18</b>	<b>66</b>	<b>25</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>13</b>	<b>156</b>
<b>TOTAL SWITZERLAND</b>			<b>257</b>	<b>1</b>	<b>22</b>	<b>76</b>	<b>18</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>10</b>	<b>330</b>
<b>TUNISIA</b>															
MONASTIR	BRITANNIA AIRWAYS	C	8	0	0	50	13	38	0	0	0	21	50	27	8
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	70	30	0	0	0	0	11	100	1	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	20	30	0	20	30	0	83	56	61	18
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	20	0	0	0	0	4	78	7	9
<b>TOTAL MONASTIR</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>24</b>	<b>8</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>30</b>	<b>69</b>	<b>31</b>	<b>45</b>
<b>TOTAL TUNISIA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>24</b>	<b>8</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>30</b>	<b>69</b>	<b>31</b>	<b>45</b>
<b>TURKEY</b>															
ANTALYA	THOMAS COOK AIRLINES LTD	C	10	0	0	70	10	0	20	0	0	16	100	4	9
<b>TOTAL ANTALYA</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>16</b>	<b>100</b>	<b>4</b>	<b>9</b>
BODRUM (MILAS)	BRITANNIA AIRWAYS	C	10	0	0	90	0	0	0	10	0	34	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	1	100	1	9
	MONARCH AIRLINES	C	10	0	0	90	10	0	0	0	0	7	100	3	9
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	10	0	20	0	0	23	25	77	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	10	0	0	0	0	3	100	2	8
<b>TOTAL BODRUM (MILAS)</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>20</b>	<b>34</b>
DALAMAN	BRITANNIA AIRWAYS	C	10	0	0	50	10	20	20	0	0	38	100	1	8
	EXCEL AIRWAYS LTD	C	8	0	0	50	13	0	38	0	0	54	100	3	10
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	89	11	0	0	0	0	4	78	7	9
	MONARCH AIRLINES	C	10	0	0	40	0	60	0	0	0	25	0	0	0
	MY TRAVEL AIRWAYS UK	C	25	0	0	80	16	0	4	0	0	8	95	6	20
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	3	90	9	10
<b>TOTAL DALAMAN</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>10</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>93</b>	<b>5</b>	<b>57</b>
IZMIR (ADNAM MENDERES)	THOMAS COOK AIRLINES LTD	C	10	0	0	90	10	0	0	0	0	4	100	2	8
<b>TOTAL IZMIR (ADNAM MENDERES)</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>100</b>	<b>2</b>	<b>8</b>
<b>TOTAL TURKEY</b>			<b>149</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>5</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>91</b>	<b>10</b>	<b>108</b>
<b>TURKMENISTAN</b>															
ASHKHABAD	TURKMENISTAN AIRLINES	S	36	0	0	83	6	3	8	0	0	11	61	23	36
<b>TOTAL ASHKHABAD</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>61</b>	<b>23</b>	<b>36</b>
<b>TOTAL TURKMENISTAN</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>61</b>	<b>23</b>	<b>36</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 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>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	61	1	1	66	25	10	0	0	0	12	53	28	62
TOTAL DUBAI			<b>61</b>	<b>1</b>	<b>1</b>	<b>66</b>	<b>25</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>53</b>	<b>28</b>	<b>62</b>
TOTAL UNITED ARAB EMIRATES			<b>61</b>	<b>1</b>	<b>1</b>	<b>66</b>	<b>25</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>53</b>	<b>28</b>	<b>62</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BRITISH AIRWAYS CITIEXPRESS L	S	158	0	0	90	9	0	1	0	0	4	93	4	151
TOTAL ABERDEEN			<b>158</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>93</b>	<b>4</b>	<b>151</b>	
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	366	0	6	65	15	8	10	1	0	24	60	29	268
TOTAL BELFAST CITY			<b>366</b>	<b>0</b>	<b>6</b>	<b>65</b>	<b>15</b>	<b>8</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>60</b>	<b>29</b>	<b>268</b>
CITY OF DERRY (EGLINTON)	AER ARRAN	S	54	0	0	78	15	4	4	0	0	11	0	0	0
TOTAL CITY OF DERRY (EGLINTON)			<b>54</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>15</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
EDINBURGH	BRITISH AIRWAYS CITIEXPRESS L	S	324	1	0	77	8	7	8	0	0	16	78	11	361
	FLYBE.BRITISH EUROPEAN	S	316	0	12	61	20	11	7	1	0	20	67	22	292
TOTAL EDINBURGH			<b>640</b>	<b>1</b>	<b>12</b>	<b>69</b>	<b>14</b>	<b>9</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>73</b>	<b>16</b>	<b>653</b>
GLASGOW	BRITISH AIRWAYS CITIEXPRESS L	S	309	0	0	85	8	3	4	0	0	8	82	10	343
	FLYBE.BRITISH EUROPEAN	S	318	0	10	69	12	8	10	1	0	19	57	24	293
TOTAL GLASGOW			<b>628</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>10</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>16</b>	<b>637</b>
GUERNSEY	FLYBE.BRITISH EUROPEAN	S	71	0	0	66	14	11	8	0	0	22	44	37	80
TOTAL GUERNSEY			<b>71</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>14</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>44</b>	<b>37</b>	<b>80</b>
INVERNESS	EASTERN AIRWAYS	S	137	0	5	85	10	4	0	0	0	7	0	0	0
TOTAL INVERNESS			<b>137</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>10</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	135	0	7	97	1	1	0	0	0	2	0	0	0
	FLYBE.BRITISH EUROPEAN	S	62	0	0	66	13	5	16	0	0	24	62	21	61
TOTAL ISLE OF MAN			<b>197</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>5</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>14</b>	<b>172</b>
JERSEY	EMERALD AIRWAYS LIMITED	C	8	0	0	13	50	38	0	0	0	30	0	0	0
	FLYBE.BRITISH EUROPEAN	S	79	0	0	59	16	6	15	3	0	33	45	43	135
TOTAL JERSEY			<b>87</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>20</b>	<b>9</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>33</b>	<b>43</b>	<b>43</b>	<b>155</b>
NEWCASTLE	EASTERN AIRWAYS	S	124	0	14	91	6	2	0	1	0	6	89	6	149
TOTAL NEWCASTLE			<b>124</b>	<b>1</b>	<b>14</b>	<b>91</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>6</b>	<b>149</b>
TOTAL UNITED KINGDOM			<b>2462</b>	<b>5</b>	<b>54</b>	<b>75</b>	<b>12</b>	<b>6</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>70</b>	<b>19</b>	<b>2375</b>
<b>USA</b>															
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	124	0	0	77	8	6	6	3	0	19	71	17	62
TOTAL NEW YORK (NEWARK)			<b>124</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>8</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>71</b>	<b>17</b>	<b>62</b>
SANFORD	BRITANNIA AIRWAYS	C	8	0	0	75	13	0	13	0	0	18	0	0	0
	MONARCH AIRLINES	C	8	0	0	38	38	25	0	0	0	21	60	19	5
	MY TRAVEL AIRWAYS UK	C	10	0	0	20	30	20	10	10	10	232	20	45	10
TOTAL SANFORD			<b>26</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>27</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>101</b>	<b>50</b>	<b>25</b>	<b>24</b>
TOTAL USA			<b>150</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>11</b>	<b>7</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>33</b>	<b>59</b>	<b>23</b>	<b>125</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 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)
UZBEKISTAN															
TASHKENT	UZBEKISTAN AIRLINES	S	32	0	4	69	9	22	0	0	0	13	44	39	25
TOTAL TASHKENT			32	0	4	69	9	22	0	0	0	13	44	39	25
TOTAL UZBEKISTAN			32	0	4	69	9	22	0	0	0	13	44	39	25
TOTAL BIRMINGHAM			9746	46	222	74	12	7	5	1	0	16	74	19	10428

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 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	LAUDA-AIR	C	8	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL INNSBRUCK			8	0	0	100	0	0	0	0	0	2	20	39	10
TOTAL AUSTRIA			8	0	0	100	0	0	0	0	0	2	20	39	10
<b>BELGIUM</b>															
BRUSSELS	BMI REGIONAL	S	150	0	0	65	15	13	5	2	0	21	95	4	154
TOTAL BRUSSELS			150	0	0	65	15	13	5	2	0	21	95	4	154
TOTAL BELGIUM			150	0	0	65	15	13	5	2	0	21	95	4	154
<b>BULGARIA</b>															
BURGAS	BH AIR	C	20	0	0	45	10	30	15	0	0	26	64	10	14
TOTAL BURGAS			20	0	0	45	10	30	15	0	0	26	64	10	14
VARNA	BH AIR	C	5	0	0	0	0	60	40	0	0	61	100	4	5
TOTAL VARNA			5	0	0	0	0	60	40	0	0	61	100	4	5
TOTAL BULGARIA			25	0	0	36	8	36	20	0	0	33	74	8	19
<b>CANADA</b>															
TORONTO	AIR TRANSAT	S	8	0	0	38	25	38	0	0	0	24	40	107	10
	THOMAS COOK AIRLINES LTD	S	7	0	1	57	29	14	0	0	0	12	0	0	0
TOTAL TORONTO			15	0	1	47	27	27	0	0	0	18	40	107	10
TOTAL CANADA			15	0	1	47	27	27	0	0	0	18	40	107	10
<b>CYPRUS</b>															
LARNACA	EUROCYPRIA AIRLINES LTD	C	10	0	0	20	40	40	0	0	0	30	0	0	0
TOTAL LARNACA			10	0	0	20	40	40	0	0	0	30	89	10	9
TOTAL CYPRUS			10	0	0	20	40	40	0	0	0	30	90	10	10
<b>CZECH REPUBLIC</b>															
PRAGUE	CSA	S	113	0	0	78	16	4	3	0	0	10	64	15	44
TOTAL PRAGUE			113	0	0	78	16	4	3	0	0	10	64	15	44
TOTAL CZECH REPUBLIC			113	0	0	78	16	4	3	0	0	10	64	15	44
<b>DENMARK</b>															
BILLUND	SUN AIR OF SCANDINAVIA	S	18	2	0	94	0	6	0	0	0	6	83	6	18
TOTAL BILLUND			18	2	0	94	0	6	0	0	0	6	83	6	18
COPENHAGEN	BMI REGIONAL	S	106	0	0	92	4	2	3	0	0	7	0	0	0
TOTAL COPENHAGEN			106	0	0	92	4	2	3	0	0	7	96	2	104
TOTAL DENMARK			124	2	0	92	3	2	2	0	0	6	93	2	123
<b>ESTONIA</b>															
TALLIN	ESTONIAN AIR	C	2	0	0	50	50	0	0	0	0	9	100	0	2
TOTAL TALLIN			2	0	0	50	50	0	0	0	0	9	100	0	2

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 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 ESTONIA			2	0	0	50	50	0	0	0	0	9	100	0	2
FRANCE															
BASTIA	BMI REGIONAL	C	7	2	0	86	14	0	0	0	0	8	0	0	0
TOTAL BASTIA			7	2	0	86	14	0	0	0	0	8	43	19	7
NICE	CHANNEL EXPRESS (AIR SVS)	S	18	0	0	39	56	6	0	0	0	19	72	14	18
TOTAL NICE			18	2	0	39	56	6	0	0	0	19	72	14	18
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS CITIEXPRESS L	S	172	0	0	76	17	6	1	0	0	10	78	11	170
	CITY JET	S	133	0	0	77	15	4	4	0	0	11	74	16	144
TOTAL PARIS (CHARLES DE GAULLE)			305	0	0	77	16	5	2	0	0	11	76	13	314
PARIS (ORLY)	CITY JET	S	9	0	0	100	0	0	0	0	0	3	0	0	0
TOTAL PARIS (ORLY)			9	0	0	100	0	0	0	0	0	3	0	0	0
TOTAL FRANCE			340	6	0	75	18	5	2	0	0	11	77	13	375
GERMANY															
COLOGNE (BONN)	EUROWINGS LUFTVERKEHRS	S	62	0	0	35	39	24	2	0	0	23	95	3	62
TOTAL COLOGNE (BONN)			62	0	0	35	39	24	2	0	0	23	95	3	62
DUSSELDORF	BRITISH AIRWAYS CITIEXPRESS L	S	9	0	0	78	0	0	22	0	0	15	88	5	8
TOTAL DUSSELDORF			9	0	0	78	0	0	22	0	0	15	88	5	8
FRANKFURT MAIN	LUFTHANSA CITY LINE	S	186	0	0	85	11	3	1	1	0	7	0	0	0
TOTAL FRANKFURT MAIN			186	0	0	85	11	3	1	1	0	7	83	8	192
LEIPZIG	CHANNEL EXPRESS (AIR SVS)	C	2	0	0	50	50	0	0	0	0	14	0	0	0
TOTAL LEIPZIG			2	0	0	50	50	0	0	0	0	14	0	0	0
TOTAL GERMANY			259	0	0	73	17	8	2	0	0	11	85	7	315
GREECE															
RHODES	MONARCH AIRLINES	C	8	0	0	75	13	13	0	0	0	8	100	1	8
TOTAL RHODES			8	0	0	75	13	13	0	0	0	8	100	1	8
ZAKINTHOS	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	0	2	88	6	8
TOTAL ZAKINTHOS			8	0	0	88	13	0	0	0	0	2	88	6	8
TOTAL GREECE			16	0	0	81	13	6	0	0	0	5	94	3	16
ICELAND															
KEFLAVIK	AURELA	C	2	0	0	0	100	0	0	0	0	23	0	0	0
TOTAL KEFLAVIK			5	1	0	20	40	0	20	20	0	62	0	33	1
TOTAL ICELAND			5	1	0	20	40	0	20	20	0	62	0	33	1
IRISH REPUBLIC															
CORK	AER ARRAN	S	54	0	0	54	17	15	15	0	0	30	52	43	44
TOTAL CORK			54	0	0	54	17	15	15	0	0	30	52	43	44
DUBLIN	AER LINGUS	S	90	0	0	43	33	18	6	0	0	23	60	28	122
	AIR MALTA	C	2	0	0	0	0	50	50	0	0	59	0	0	0
	RYANAIR	S	176	0	0	69	15	12	3	0	0	14	90	7	238

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 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 DUBLIN</b>			<b>269</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>21</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>80</b>	<b>14</b>	<b>360</b>
GALWAY	AER ARRAN	S	54	0	0	43	19	22	17	0	0	33	0	0	0
<b>TOTAL GALWAY</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>19</b>	<b>22</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>377</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>20</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>77</b>	<b>17</b>	<b>404</b>
<b>ITALY</b>															
BOLOGNA	BMI REGIONAL	C	9	0	0	78	22	0	0	0	0	11	0	0	0
	EUROFLY SPA	C	8	0	0	0	13	63	25	0	0	48	70	12	10
<b>TOTAL BOLOGNA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>18</b>	<b>29</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>79</b>	<b>8</b>	<b>19</b>
MILAN (MALPENSA)	BRITISH AIRWAYS CITIEXPRESS L	S	24	0	0	88	4	0	8	0	0	7	0	0	0
	EUROFLY SPA	C	7	0	0	14	29	14	43	0	0	44	70	9	10
<b>TOTAL MILAN (MALPENSA)</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>10</b>	<b>3</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>70</b>	<b>9</b>	<b>10</b>
PALERMO	AIR MALTA	C	8	0	0	13	13	38	38	0	0	52	0	0	0
<b>TOTAL PALERMO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>38</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>0</b>	<b>0</b>	<b>0</b>
ROME (FIUMICINO)	BRITISH AIRWAYS CITIEXPRESS L	S	21	0	0	95	5	0	0	0	0	5	75	12	24
	CHANNEL EXPRESS (AIR SVS)	S	8	0	0	13	63	25	0	0	0	26	0	0	0
<b>TOTAL ROME (FIUMICINO)</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>21</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>12</b>	<b>24</b>
VENICE	CHANNEL EXPRESS (AIR SVS)	S	10	0	0	50	10	20	20	0	0	33	0	0	0
<b>TOTAL VENICE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>10</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ITALY</b>			<b>95</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>15</b>	<b>14</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>74</b>	<b>11</b>	<b>54</b>
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	123	1	1	54	20	15	11	1	0	25	61	23	124
	KLM CITYHOPPER	S	305	0	0	73	14	7	5	0	0	16	67	21	309
<b>TOTAL AMSTERDAM</b>			<b>428</b>	<b>1</b>	<b>1</b>	<b>68</b>	<b>16</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>65</b>	<b>22</b>	<b>434</b>
<b>TOTAL NETHERLANDS</b>			<b>428</b>	<b>1</b>	<b>1</b>	<b>68</b>	<b>16</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>65</b>	<b>22</b>	<b>434</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	CHANNEL EXPRESS (AIR SVS)	S	8	0	0	75	0	25	0	0	0	12	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	13	0	13	0	0	13	75	10	8
	MONARCH AIRLINES	C	16	0	0	75	25	0	0	0	0	6	100	1	8
<b>TOTAL FARO</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>16</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>13</b>	<b>26</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>16</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>13</b>	<b>26</b>
<b>RUSSIA</b>															
MOSCOW (DOMODEDOVO)	TRANSAERO AIRLINES	S	8	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL MOSCOW (DOMODEDOVO)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL RUSSIA</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>SPAIN</b>															
ALICANTE	CHANNEL EXPRESS (AIR SVS)	S	20	0	0	70	10	0	20	0	0	30	0	0	0
	GREECE AIRWAYS	S	24	1	0	67	25	8	0	0	0	12	0	0	0
	MONARCH AIRLINES	C	18	0	0	94	6	0	0	0	0	3	100	2	8

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 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 ALICANTE</b>			<b>62</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>78</b>	<b>47</b>	<b>32</b>
<b>BARCELONA</b>	AIR EUROPA	C	10	0	0	70	10	20	0	0	0	11	75	56	8
	CHANNEL EXPRESS (AIR SVS)	S	18	0	0	56	28	6	11	0	0	25	83	17	18
	VOLAR AIRLINES	C	8	0	0	63	13	25	0	0	0	17	0	0	0
<b>TOTAL BARCELONA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>19</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>62</b>	<b>44</b>	<b>39</b>
<b>IBIZA</b>	AIR EUROPA	C	8	0	0	38	25	13	25	0	0	55	0	0	0
	IBERWORLD	C	2	0	0	0	100	0	0	0	0	24	0	0	0
	SPANAIR	C	2	0	0	50	50	0	0	0	0	13	25	31	12
<b>TOTAL IBIZA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>42</b>	<b>8</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>25</b>	<b>31</b>	<b>12</b>
<b>MADRID</b>	AIR EUROPA	C	10	0	0	70	10	10	10	0	0	18	75	14	8
	BRITISH AIRWAYS CITIEXPRESS L	S	39	0	0	82	8	3	8	0	0	13	74	11	23
	HOLA AIRLINES	C	10	0	0	60	30	10	0	0	0	16	0	0	0
<b>TOTAL MADRID</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>65</b>	<b>15</b>	<b>94</b>
<b>MAHON</b>	FUTURA AIRLINES	C	8	0	0	75	13	13	0	0	0	10	40	16	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	13	38	25	0	0	40	80	8	10
<b>TOTAL MAHON</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>60</b>	<b>12</b>	<b>20</b>
<b>MALAGA</b>	BRITANNIA AIRWAYS	C	10	0	0	100	0	0	0	0	0	2	0	0	0
	CHANNEL EXPRESS (AIR SVS)	S	24	0	0	67	21	13	0	0	0	12	78	5	18
	GREECE AIRWAYS	S	16	2	0	31	19	38	0	13	0	56	0	0	0
	MONARCH AIRLINES	C	10	0	0	90	10	0	0	0	0	3	90	5	10
<b>TOTAL MALAGA</b>			<b>60</b>	<b>2</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>70</b>	<b>22</b>	<b>33</b>
<b>PALMA DE MALLORCA</b>	AIR EUROPA	C	16	1	0	88	6	6	0	0	0	6	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	75	0	25	0	0	0	10	88	4	8
	CHANNEL EXPRESS (AIR SVS)	S	26	0	0	62	19	12	8	0	0	20	79	13	28
	IBERWORLD	C	19	0	0	89	0	11	0	0	0	8	88	84	16
	MONARCH AIRLINES	C	18	0	0	83	17	0	0	0	0	7	94	3	17
<b>TOTAL PALMA DE MALLORCA</b>			<b>87</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>37</b>	<b>107</b>
<b>TOTAL SPAIN</b>			<b>332</b>	<b>6</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>68</b>	<b>29</b>	<b>337</b>
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	AIR EUROPA	C	8	0	0	13	13	25	50	0	0	69	88	5	8
	IBERWORLD	C	2	0	0	0	0	50	50	0	0	59	0	18	2
<b>TOTAL ARRECIFE</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>9</b>	<b>27</b>	<b>55</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>73</b>	<b>7</b>	<b>11</b>
<b>LAS PALMAS</b>	MONARCH AIRLINES	C	10	0	0	90	10	0	0	0	0	3	89	3	18
<b>TOTAL LAS PALMAS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>83</b>	<b>4</b>	<b>24</b>
<b>TENERIFE (SURREINA SOFIA)</b>	IBERWORLD	C	8	0	0	100	0	0	0	0	0	0	95	3	20
	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	0	6	90	9	10
<b>TOTAL TENERIFE (SURREINA SOFIA)</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>3</b>	<b>93</b>	<b>5</b>	<b>30</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>8</b>	<b>8</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>87</b>	<b>5</b>	<b>69</b>
<b>SWEDEN</b>															
<b>STOCKHOLM (ARLANDA)</b>	SAS	S	54	0	0	93	7	0	0	0	0	5	0	0	0
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>



## CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 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)										
STOCKHOLM (SKAVSTA)	BLUE LINE	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SWEDEN</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>SWITZERLAND</b>															
ZURICH	GERMANIA FLUGGESELLSCHAFT	C	8	0	0	63	38	0	0	0	9	0	0	0	
	SWISS AIRLINES	C	6	0	0	33	50	17	0	0	17	0	0	0	
<b>TOTAL ZURICH</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>47</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SWITZERLAND</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>47</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TURKEY</b>															
BODRUM (MILAS)	ONUR AIR	C	10	0	0	60	30	10	0	0	14	0	0	0	
<b>TOTAL BODRUM (MILAS)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>9</b>	<b>8</b>	
DALAMAN	MONARCH AIRLINES	C	8	0	0	75	25	0	0	0	8	50	10	10	
	ONUR AIR	C	10	0	0	60	20	0	0	20	60	0	0	0	
<b>TOTAL DALAMAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>37</b>	<b>50</b>	<b>10</b>	<b>10</b>	
<b>TOTAL TURKEY</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>25</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>29</b>	<b>61</b>	<b>10</b>	<b>18</b>	
<b>UNITED KINGDOM</b>															
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	216	0	6	60	23	15	2	0	16	0	0	0	
<b>TOTAL BELFAST CITY</b>			<b>216</b>	<b>0</b>	<b>6</b>	<b>60</b>	<b>23</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>79</b>	<b>20</b>	<b>141</b>	
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	227	0	3	58	15	14	10	3	29	78	15	182	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>227</b>	<b>0</b>	<b>3</b>	<b>58</b>	<b>15</b>	<b>14</b>	<b>10</b>	<b>3</b>	<b>29</b>	<b>78</b>	<b>15</b>	<b>182</b>	
BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS L	S	231	1	0	72	13	6	9	0	17	78	12	255	
	FLYBE.BRITISH EUROPEAN	S	318	0	10	65	15	12	7	1	20	73	19	292	
<b>TOTAL BIRMINGHAM</b>			<b>549</b>	<b>7</b>	<b>10</b>	<b>68</b>	<b>14</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>19</b>	<b>75</b>	<b>16</b>	<b>547</b>	
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	204	0	0	73	11	7	8	0	18	86	9	214	
	EASYJET AIRLINE COMPANY LTD	S	160	0	0	63	18	11	8	1	22	53	21	156	
<b>TOTAL BRISTOL</b>			<b>364</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>14</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>19</b>	<b>72</b>	<b>14</b>	<b>370</b>	
CARDIFF WALES	BMIBABY LTD	S	149	0	11	42	15	26	13	3	37	0	0	0	
<b>TOTAL CARDIFF WALES</b>			<b>149</b>	<b>0</b>	<b>11</b>	<b>42</b>	<b>15</b>	<b>26</b>	<b>13</b>	<b>3</b>	<b>37</b>	<b>74</b>	<b>10</b>	<b>114</b>	
EXETER	FLYBE.BRITISH EUROPEAN	S	62	0	0	58	18	24	0	0	17	0	0	0	
<b>TOTAL EXETER</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>18</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>100</b>	<b>11</b>	<b>1</b>	
GATWICK	BRITISH AIRWAYS PLC	S	362	0	0	60	18	14	8	0	20	64	15	322	
	EASYJET AIRLINE COMPANY LTD	S	238	0	2	61	23	11	5	0	17	74	15	270	
<b>TOTAL GATWICK</b>			<b>600</b>	<b>1</b>	<b>2</b>	<b>61</b>	<b>20</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>19</b>	<b>69</b>	<b>15</b>	<b>592</b>	
GLASGOW	GREECE AIRWAYS	S	8	20	1	38	13	25	0	25	87	0	0	0	
<b>TOTAL GLASGOW</b>			<b>8</b>	<b>31</b>	<b>1</b>	<b>38</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>87</b>	<b>0</b>	<b>0</b>	<b>0</b>	
HEATHROW	BMI BRITISH MIDLAND	S	475	0	4	47	22	24	7	0	24	71	13	476	
	BRITISH AIRWAYS PLC	S	642	5	2	41	22	22	14	1	34	68	12	650	
<b>TOTAL HEATHROW</b>			<b>1117</b>	<b>5</b>	<b>6</b>	<b>44</b>	<b>22</b>	<b>23</b>	<b>11</b>	<b>1</b>	<b>30</b>	<b>69</b>	<b>13</b>	<b>1126</b>	
INVERNESS	LOGANAIR	S	72	0	0	51	21	15	11	1	27	80	12	45	

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 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 INVERNESS			72	0	0	51	21	15	11	1	0	27	80	12	45
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	44	0	0	50	16	16	18	0	0	31	0	0	0
	ROSSAIR EUROPE	S	112	0	0	47	18	16	16	3	0	37	0	0	0
TOTAL ISLE OF MAN			156	0	0	48	17	16	17	2	0	35	0	0	0
JERSEY	BMI REGIONAL	S	18	0	0	72	11	6	0	11	0	30	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	C	8	0	0	75	25	0	0	0	0	5	30	36	10
	BRITISH AIRWAYS CITIEXPRESS L	S	42	0	0	50	26	19	2	2	0	22	68	11	40
	FLYBE.BRITISH EUROPEAN	S	8	0	0	25	13	50	13	0	0	44	40	140	10
TOTAL JERSEY			76	1	0	55	21	17	3	4	0	25	70	22	138
KIRKWALL	LOGANAIR	S	74	1	0	55	23	12	9	0	0	22	84	9	87
TOTAL KIRKWALL			74	1	0	55	23	12	9	0	0	22	84	9	87
LEEDS BRADFORD	BMI REGIONAL	S	134	0	0	87	6	4	3	0	0	8	92	3	130
TOTAL LEEDS BRADFORD			134	0	0	87	6	4	3	0	0	8	92	3	130
LONDON CITY	BRITISH AIRWAYS CITIEXPRESS L	S	133	3	0	64	16	8	13	0	0	23	0	0	0
	SCOT AIRWAYS	S	354	2	38	76	18	5	1	0	0	11	85	9	398
TOTAL LONDON CITY			487	5	38	72	17	6	4	0	0	14	85	9	398
LUTON	EASYJET AIRLINE COMPANY LTD	S	333	1	4	63	13	11	12	2	0	26	67	19	332
TOTAL LUTON			333	1	4	63	13	11	12	2	0	26	66	19	334
MANCHESTER	BMI REGIONAL	S	238	0	0	76	16	6	3	0	0	11	88	7	232
	BRITISH AIRWAYS CITIEXPRESS L	S	308	1	0	63	14	12	9	1	0	22	80	10	252
TOTAL MANCHESTER			546	1	0	69	15	9	7	1	0	17	84	8	484
NORWICH	EASTERN AIRWAYS	S	135	0	7	67	16	12	5	0	0	15	89	5	132
TOTAL NORWICH			136	0	7	68	15	12	5	0	0	15	89	5	132
NOTTINGHAM EAST MIDLANDS INT'L	BMIBABY LTD	S	160	0	0	58	18	14	11	0	0	23	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	106	0	0	58	25	10	7	0	0	20	64	16	104
TOTAL NOTTINGHAM EAST MIDLANDS INT'L			266	1	0	58	20	13	9	0	0	22	71	15	260
SOUTHAMPTON	BRITISH AIRWAYS CITIEXPRESS L	S	245	0	0	67	14	13	7	0	0	18	75	10	196
	FLYBE.BRITISH EUROPEAN	S	158	0	2	53	25	16	6	0	0	19	0	0	0
TOTAL SOUTHAMPTON			403	0	2	61	19	14	6	0	0	18	75	10	196
STANSTED	EASYJET AIRLINE COMPANY LTD	S	337	0	0	53	19	12	16	1	0	28	56	25	331
TOTAL STANSTED			337	0	0	53	19	12	16	1	0	28	56	25	331
STORNOWAY	BMI REGIONAL	S	60	0	0	85	8	0	7	0	0	9	95	3	58
	LOGANAIR	S	64	0	0	45	38	17	0	0	0	17	77	8	43
TOTAL STORNOWAY			124	0	0	65	23	9	3	0	0	13	87	5	101
SUMBURGH	LOGANAIR	S	59	0	0	71	8	8	12	0	0	22	67	14	61
TOTAL SUMBURGH			59	0	0	71	8	8	12	0	0	22	67	14	61
WICK	LOGANAIR	S	9	0	0	89	0	0	11	0	0	9	0	0	0
TOTAL WICK			9	0	0	89	0	0	11	0	0	9	0	0	0
TOTAL UNITED KINGDOM			6504	64	90	60	18	13	8	1	0	22	74	14	5771

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE								AUG 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)
USA															
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	62	0	0	61	21	15	3	0	0	17	0	0	0
TOTAL NEW YORK (NEWARK)			62	0	0	61	21	15	3	0	0	17	0	0	0
TOTAL USA			62	0	0	61	21	15	3	0	0	17	0	0	0
TOTAL EDINBURGH			9042	80	92	62	17	12	7	1	0	20	74	14	8195

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 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	0	16	16	43	25	0	0	43	0	0	0
<b>TOTAL ALGIERS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>16</b>	<b>43</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>61</b>	<b>42</b>	<b>18</b>
HASSI MESSAOUD	AIR ALGERIE	C	14	0	0	43	43	14	0	0	0	20	0	0	0
	ASTRAEUS LTD	C	34	0	0	56	18	15	12	0	0	28	75	6	8
<b>TOTAL HASSI MESSAOUD</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>25</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>88</b>	<b>4</b>	<b>24</b>
<b>TOTAL ALGERIA</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>21</b>	<b>28</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>76</b>	<b>20</b>	<b>42</b>
<b>ANTIGUA AND BARBUDA</b>															
ANTIGUA	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	25	13	0	0	0	11	40	37	5
	VIRGIN ATLANTIC AIRWAYS LTD	S	25	0	0	68	16	12	4	0	0	14	79	14	28
<b>TOTAL ANTIGUA</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>18</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>73</b>	<b>17</b>	<b>33</b>
<b>TOTAL ANTIGUA AND BARBUDA</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>18</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>73</b>	<b>17</b>	<b>33</b>
<b>AUSTRIA</b>															
INNSBRUCK	FIRST CHOICE AIRWAYS LTD	C	16	0	0	81	13	6	0	0	0	8	72	18	18
	LAUDA-AIR	S	40	0	0	93	8	0	0	0	0	3	0	0	0
<b>TOTAL INNSBRUCK</b>			<b>56</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>4</b>	<b>72</b>	<b>18</b>	<b>18</b>
SALZBURG	ASTRAEUS LTD	C	3	0	0	100	0	0	0	0	0	2	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	75	6	13	0	6	0	22	89	6	18
<b>TOTAL SALZBURG</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>5</b>	<b>11</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>19</b>	<b>89</b>	<b>6</b>	<b>19</b>
<b>TOTAL AUSTRIA</b>			<b>75</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>12</b>	<b>37</b>
<b>AZERBAIJAN</b>															
BAKU	AZERBAIJAN AIRLINES ( AZAL )	S	26	0	0	65	15	19	0	0	0	16	33	95	18
<b>TOTAL BAKU</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>33</b>	<b>95</b>	<b>18</b>
<b>TOTAL AZERBAIJAN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>33</b>	<b>95</b>	<b>18</b>
<b>BARBADOS</b>															
BRIDGETOWN	BRITISH AIRWAYS PLC	S	62	0	0	74	15	8	3	0	0	14	69	12	62
	MY TRAVEL AIRWAYS UK	C	10	0	0	0	20	40	10	30	0	94	0	79	4
	VIRGIN ATLANTIC AIRWAYS LTD	S	35	0	0	54	26	20	0	0	0	16	77	10	35
<b>TOTAL BRIDGETOWN</b>			<b>107</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>19</b>	<b>15</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>69</b>	<b>14</b>	<b>101</b>
<b>TOTAL BARBADOS</b>			<b>107</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>19</b>	<b>15</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>69</b>	<b>14</b>	<b>101</b>
<b>BELARUS</b>															
MINSK	BELAVIA (BELARUSSIAN AIRLINES)	S	26	0	0	35	31	23	12	0	0	32	28	40	18
<b>TOTAL MINSK</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>31</b>	<b>23</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>28</b>	<b>40</b>	<b>18</b>
<b>TOTAL BELARUS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>31</b>	<b>23</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>28</b>	<b>40</b>	<b>18</b>
<b>BELGIUM</b>															
BRUSSELS	SN BRUSSELS AIRLINES	S	74	0	0	55	28	15	1	0	0	17	0	0	0
<b>TOTAL BRUSSELS</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>28</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>86</b>	<b>7</b>	<b>94</b>
<b>TOTAL BELGIUM</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>28</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>86</b>	<b>7</b>	<b>94</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 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>BERMUDA</b>															
BERMUDA	BRITISH AIRWAYS PLC	S	46	0	0	70	13	9	7	0	2	43	86	17	36
<b>TOTAL BERMUDA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>43</b>	<b>86</b>	<b>17</b>	<b>36</b>
<b>TOTAL BERMUDA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>43</b>	<b>86</b>	<b>17</b>	<b>36</b>
<b>BULGARIA</b>															
BURGAS	BH AIR	C	17	0	0	59	6	29	6	0	0	20	40	50	10
	BRITANNIA AIRWAYS	C	10	0	0	100	0	0	0	0	0	2	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	20	0	0	20	15	20	40	5	0	72	100	1	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	60	40	0	0	0	0	11	75	8	8
<b>TOTAL BURGAS</b>			<b>57</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>14</b>	<b>16</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>34</b>	<b>69</b>	<b>22</b>	<b>26</b>
SOFIA	BULGARIA AIR	S	62	0	0	73	16	5	6	0	0	16	0	0	0
<b>TOTAL SOFIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>16</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
VARNA	BH AIR	C	8	0	0	75	0	0	25	0	0	17	50	16	10
	BRITANNIA AIRWAYS	C	9	0	0	89	11	0	0	0	0	4	0	0	0
	BULGARIA AIR	S	18	0	0	72	17	11	0	0	0	8	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	3	63	12	8
<b>TOTAL VARNA</b>			<b>43</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>8</b>	<b>56</b>	<b>14</b>	<b>18</b>
<b>TOTAL BULGARIA</b>			<b>162</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>14</b>	<b>9</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>64</b>	<b>19</b>	<b>44</b>
<b>CANADA</b>															
HALIFAX INT	THOMAS COOK AIRLINES LTD	S	7	0	0	43	14	0	0	29	14	152	0	0	0
<b>TOTAL HALIFAX INT</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>14</b>	<b>152</b>	<b>0</b>	<b>0</b>	<b>0</b>
MONTREAL (DORVAL)	THOMAS COOK AIRLINES LTD	S	10	0	0	30	10	10	30	20	0	102	0	0	0
<b>TOTAL MONTREAL (DORVAL)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>10</b>	<b>10</b>	<b>30</b>	<b>20</b>	<b>0</b>	<b>102</b>	<b>0</b>	<b>0</b>	<b>0</b>
OTTAWA INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	10	0	0	80	10	10	0	0	0	7	0	0	0
<b>TOTAL OTTAWA INTERNATIONAL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
TORONTO	AIR TRANSAT	S	61	0	0	61	16	8	11	0	3	43	44	51	62
	MY TRAVEL AIRWAYS UK	C	27	0	0	44	15	11	19	11	0	62	29	46	42
	SKYSERVICE F B O Inc	C	28	0	0	46	36	18	0	0	0	16	0	0	0
	THOMAS COOK AIRLINES LTD	S	36	0	0	72	14	6	3	6	0	25	0	0	0
	ZOOM AIRLINES	S	18	0	6	78	6	17	0	0	0	10	0	0	0
<b>TOTAL TORONTO</b>			<b>170</b>	<b>0</b>	<b>6</b>	<b>60</b>	<b>18</b>	<b>11</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>34</b>	<b>36</b>	<b>49</b>	<b>117</b>
VANCOUVER	AIR TRANSAT	S	26	0	0	73	12	4	12	0	0	17	62	32	26
	MY TRAVEL AIRWAYS UK	C	10	0	0	10	30	30	30	0	0	60	0	0	0
	THOMAS COOK AIRLINES LTD	S	25	0	0	76	4	16	4	0	0	14	0	0	0
	ZOOM AIRLINES	S	10	0	6	70	20	10	0	0	0	13	0	0	0
<b>TOTAL VANCOUVER</b>			<b>71</b>	<b>0</b>	<b>6</b>	<b>65</b>	<b>13</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>57</b>	<b>37</b>	<b>58</b>
<b>TOTAL CANADA</b>			<b>268</b>	<b>0</b>	<b>12</b>	<b>60</b>	<b>16</b>	<b>11</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>35</b>	<b>43</b>	<b>52</b>	<b>190</b>
<b>CROATIA</b>															
DUBROVNIK	ASTRAEUS LTD	C	10	0	0	60	20	0	20	0	0	24	0	0	0
	BRITISH AIRWAYS PLC	S	34	0	0	79	15	3	0	3	0	15	0	0	0
	CROATIA AIRLINES	S	37	0	0	46	19	22	14	0	0	29	53	32	34

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			Actual (7)	Plan (8)											
DUBROVNIK	FIRST CHOICE AIRWAYS LTD	C	5	0	0	40	40	20	0	0	0	20	80	8	5
<b>TOTAL DUBROVNIK</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>19</b>	<b>12</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>57</b>	<b>27</b>	<b>49</b>
PULA	BRITANNIA AIRWAYS	C	10	0	0	100	0	0	0	0	2	100	5	10	
	CROATIA AIRLINES	S	10	0	0	70	30	0	0	0	11	88	7	8	
<b>TOTAL PULA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>94</b>	<b>6</b>	<b>18</b>	
SPLIT	CROATIA AIRLINES	S	26	0	0	50	19	19	12	0	26	62	11	26	
	EXCEL AIRWAYS LTD	C	8	0	0	75	13	0	13	0	13	0	0	0	
<b>TOTAL SPLIT</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>18</b>	<b>15</b>	<b>12</b>	<b>0</b>	<b>23</b>	<b>62</b>	<b>11</b>	<b>26</b>	
ZADAR	FIRST CHOICE AIRWAYS LTD	C	5	0	0	40	60	0	0	0	15	100	8	5	
<b>TOTAL ZADAR</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>100</b>	<b>8</b>	<b>5</b>	
<b>TOTAL CROATIA</b>			<b>145</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>19</b>	<b>10</b>	<b>8</b>	<b>1</b>	<b>20</b>	<b>67</b>	<b>18</b>	<b>98</b>	
<b>CUBA</b>															
CUNAGUA	MONARCH AIRLINES	C	7	0	0	43	14	14	14	14	0	56	50	217	4
	THOMAS COOK AIRLINES LTD	C	9	0	0	89	11	0	0	0	7	0	0	0	
<b>TOTAL CUNAGUA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>28</b>	<b>50</b>	<b>217</b>	<b>4</b>	
HAVANA	CUBANA	S	16	0	0	31	0	25	44	0	59	20	50	10	
<b>TOTAL HAVANA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>25</b>	<b>44</b>	<b>0</b>	<b>59</b>	<b>20</b>	<b>50</b>	<b>10</b>	
HOLGUIN (FRANK PAIS)	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	25	13	0	0	11	0	0	0	
	MONARCH AIRLINES	C	4	0	0	0	25	0	75	0	77	71	13	14	
<b>TOTAL HOLGUIN (FRANK PAIS)</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>25</b>	<b>8</b>	<b>25</b>	<b>0</b>	<b>33</b>	<b>71</b>	<b>13</b>	<b>14</b>	
VARADERO	BRITANNIA AIRWAYS	C	8	0	0	75	0	0	0	25	0	54	0	0	
	MONARCH AIRLINES	C	4	0	0	50	0	25	25	0	41	63	99	8	
<b>TOTAL VARADERO</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>17</b>	<b>0</b>	<b>50</b>	<b>63</b>	<b>99</b>	
<b>TOTAL CUBA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>9</b>	<b>13</b>	<b>21</b>	<b>5</b>	<b>43</b>	<b>53</b>	<b>65</b>	<b>36</b>	
<b>CYPRUS</b>															
LARNACA	BRITANNIA AIRWAYS	C	18	0	0	56	28	11	6	0	18	89	4	19	
	CYPRUS AIRWAYS	C	2	0	0	0	0	50	50	0	97	0	0	0	
	EUROCYPRIA AIRLINES LTD	C	34	1	0	24	29	26	21	0	33	40	102	20	
	EXCEL AIRWAYS LTD	C	26	1	0	85	8	0	8	0	11	83	10	18	
	FIRST CHOICE AIRWAYS LTD	S	18	0	0	67	17	17	0	0	14	66	22	32	
	FLYJET LTD	C	10	0	0	0	0	10	80	10	85	20	67	5	
	MONARCH AIRLINES	C	8	0	0	25	0	25	50	0	75	90	5	10	
	MY TRAVEL AIRWAYS UK	C	18	0	0	61	11	22	6	0	19	42	111	24	
	THOMAS COOK AIRLINES LTD	C	24	0	0	83	8	0	8	0	13	97	2	33	
<b>TOTAL LARNACA</b>			<b>159</b>	<b>2</b>	<b>0</b>	<b>54</b>	<b>15</b>	<b>14</b>	<b>16</b>	<b>1</b>	<b>27</b>	<b>66</b>	<b>37</b>	<b>190</b>	
PAPHOS	AIR ATLANTA EUROPE LTD	C	2	0	0	0	0	0	0	50	50	340	0	0	
	ASTRAEUS LTD	C	8	0	0	50	25	0	25	0	27	0	0	0	
	BRITANNIA AIRWAYS	C	24	0	0	83	4	8	4	0	10	73	11	26	
	EXCEL AIRWAYS LTD	C	44	0	0	64	16	11	9	0	20	58	21	36	
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	40	10	20	30	0	38	67	11	9	
	FIRST CHOICE AIRWAYS LTD	S	26	0	0	50	12	12	8	19	70	77	14	26	
	FLYJET LTD	C	16	0	0	75	6	19	0	0	10	47	36	15	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 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)										
PAPHOS	GB AIRWAYS LTD	S	26	0	0	62	12	4	23	0	0	31	0	0	0
	HELIOS AIRWAYS LTD	S	8	0	0	50	13	13	25	0	0	55	0	0	0
	MONARCH AIRLINES	C	8	0	0	50	13	13	0	25	0	92	100	1	16
	MY TRAVEL AIRWAYS UK	C	18	0	0	50	28	11	11	0	0	28	81	16	26
	THOMAS COOK AIRLINES LTD	C	28	1	0	86	4	7	4	0	0	10	92	3	25
<b>TOTAL PAPHOS</b>			<b>218</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>12</b>	<b>10</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>33</b>	<b>76</b>	<b>13</b>	189
<b>TOTAL CYPRUS</b>			<b>377</b>	<b>3</b>	<b>0</b>	<b>59</b>	<b>13</b>	<b>12</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>30</b>	<b>71</b>	<b>25</b>	379
<b>CZECH REPUBLIC</b>															
PRAGUE	BMIBABY LTD	S	61	0	1	66	15	10	8	0	2	25	0	0	0
	BRITISH AIRWAYS PLC	S	54	0	0	59	11	15	15	0	0	24	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	124	0	0	82	12	2	4	0	0	10	0	0	0
<b>TOTAL PRAGUE</b>			<b>239</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>13</b>	<b>7</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL CZECH REPUBLIC</b>			<b>239</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>13</b>	<b>7</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	0
<b>DENMARK</b>															
BILLUND	MAERSK AIR	S	160	0	0	84	12	3	1	0	0	8	90	5	166
<b>TOTAL BILLUND</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>5</b>	166
COPENHAGEN	MAERSK AIR	S	160	0	0	92	4	3	1	0	0	5	91	4	176
<b>TOTAL COPENHAGEN</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>91</b>	<b>4</b>	176
<b>TOTAL DENMARK</b>			<b>320</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>5</b>	342
<b>DJIBOUTI REPUBLIC</b>															
DJIBOUTI	DAALLO AIRLINES	S	16	2	0	44	13	31	0	6	6	93	27	125	15
<b>TOTAL DJIBOUTI</b>			<b>16</b>	<b>2</b>	<b>0</b>	<b>44</b>	<b>13</b>	<b>31</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>93</b>	<b>27</b>	<b>125</b>	15
<b>TOTAL DJIBOUTI REPUBLIC</b>			<b>16</b>	<b>2</b>	<b>0</b>	<b>44</b>	<b>13</b>	<b>31</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>93</b>	<b>27</b>	<b>125</b>	15
<b>DOMINICAN REPUBLIC</b>															
LA ROMANA	MY TRAVEL AIRWAYS UK	C	9	0	0	56	22	22	0	0	0	16	25	26	4
<b>TOTAL LA ROMANA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>84</b>	<b>8</b>	19
PUERTO PLATA	BRITANNIA AIRWAYS	C	18	0	0	94	6	0	0	0	0	5	95	2	19
	EXCEL AIRWAYS LTD	C	10	0	0	30	20	20	20	10	0	61	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	80	0	0	0	0	20	294	78	12	9
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	13	13	0	0	0	10	63	31	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	10	0	0	0	0	6	38	66	8
<b>TOTAL PUERTO PLATA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>67</b>	<b>71</b>	<b>22</b>	52
PUNTA CANA	BRITANNIA AIRWAYS	C	8	0	0	50	13	13	0	25	0	75	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	38	25	38	0	0	0	25	0	0	0
<b>TOTAL PUNTA CANA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>19</b>	<b>25</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>81</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>12</b>	<b>11</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>58</b>	<b>75</b>	<b>18</b>	71
<b>EGYPT</b>															
HURGHADA	EXCEL AIRWAYS LTD	C	16	0	0	81	0	19	0	0	0	9	80	12	10
<b>TOTAL HURGHADA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>65</b>	<b>14</b>	20
LUXOR	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	1	88	6	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

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			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
LUXOR	MONARCH AIRLINES	C	20	0	0	45	20	15	0	10	10	79	50	46	8
<b>TOTAL LUXOR</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>14</b>	<b>11</b>	<b>0</b>	<b>7</b>	<b>7</b>	<b>57</b>	<b>75</b>	<b>18</b>	<b>24</b>
MARSA ALAM	EXCEL AIRWAYS LTD	C	8	0	0	63	0	13	25	0	0	34	0	0	0
<b>TOTAL MARSA ALAM</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>
SHARM EL SHEIKH (OPHIRA)	AIR ATLANTA EUROPE LTD	C	10	0	0	10	40	40	10	0	0	41	0	0	0
	BRITANNIA AIRWAYS	C	10	0	0	100	0	0	0	0	0	2	78	10	9
	EXCEL AIRWAYS LTD	C	18	0	0	83	11	0	6	0	0	13	100	0	8
	MONARCH AIRLINES	C	18	0	0	33	28	6	17	6	11	88	0	100	9
	THOMAS COOK AIRLINES LTD	C	16	0	0	81	19	0	0	0	0	6	100	2	8
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>3</b>	<b>33</b>	<b>68</b>	<b>30</b>	<b>34</b>
TABA	ASTRAEUS LTD	C	43	1	0	70	12	7	7	5	0	22	72	12	32
	EXCEL AIRWAYS LTD	C	18	0	0	89	11	0	0	0	0	4	25	50	8
<b>TOTAL TABA</b>			<b>61</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>63</b>	<b>20</b>	<b>40</b>
<b>TOTAL EGYPT</b>			<b>185</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>14</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>29</b>	<b>65</b>	<b>21</b>	<b>126</b>
EQUATORIAL GUINEA															
MALABO	ASTRAEUS LTD	C	8	0	0	75	0	0	13	13	0	39	0	0	0
<b>TOTAL MALABO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL EQUATORIAL GUINEA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>0</b>
ESTONIA															
TALLIN	ESTONIAN AIR	S	80	0	0	71	15	8	4	3	0	21	83	19	52
<b>TOTAL TALLIN</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>83</b>	<b>19</b>	<b>52</b>
<b>TOTAL ESTONIA</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>83</b>	<b>19</b>	<b>52</b>
FED REP YUGO SERBIA M'ENEGRO															
PRISTINA	BRITISH AIRWAYS PLC	S	34	0	0	38	26	35	0	0	0	23	88	7	34
<b>TOTAL PRISTINA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>26</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>88</b>	<b>7</b>	<b>34</b>
<b>TOTAL FED REP YUGO SERBIA M'ENEGRO</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>26</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>88</b>	<b>7</b>	<b>34</b>
FRANCE															
BASTIA	EXCEL AIRWAYS LTD	C	18	0	0	78	11	0	11	0	0	14	100	2	8
	GB AIRWAYS LTD	S	10	0	0	50	40	10	0	0	0	17	0	0	0
<b>TOTAL BASTIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>21</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>78</b>	<b>15</b>	<b>18</b>
BORDEAUX	BRIT AIR	S	52	0	0	71	21	8	0	0	0	11	85	8	109
	BRITISH AIRWAYS PLC	S	142	0	0	46	37	8	7	1	0	25	72	22	134
<b>TOTAL BORDEAUX</b>			<b>194</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>33</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>78</b>	<b>15</b>	<b>243</b>
CALVI	FIRST CHOICE AIRWAYS LTD	C	10	0	0	80	0	0	20	0	0	16	100	0	10
<b>TOTAL CALVI</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>100</b>	<b>0</b>	<b>10</b>
FIGARI	MONARCH AIRLINES	C	10	0	0	40	10	40	10	0	0	32	0	0	0
<b>TOTAL FIGARI</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>10</b>	<b>40</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>65</b>	<b>16</b>	<b>20</b>
MARSEILLE	BRITISH AIRWAYS PLC	S	184	0	0	81	6	5	8	0	0	12	88	7	238
	EASYJET AIRLINE COMPANY LTD	S	124	0	0	81	12	6	1	0	0	8	0	0	0



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				Actual (7)	Plan (8)										
MARSEILLE	GB AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	7	0	0	0
<b>TOTAL MARSEILLE</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>7</b>	<b>238</b>
MONTPELLIER	GB AIRWAYS LTD	S	70	0	0	46	30	13	11	0	0	33	76	17	72
<b>TOTAL MONTPELLIER</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>30</b>	<b>13</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>76</b>	<b>17</b>	<b>72</b>
NANTES	GB AIRWAYS LTD	S	62	0	0	68	13	15	5	0	0	16	83	9	52
	REGIONAL COMPAGNIE AERIENN	S	158	0	0	87	9	4	0	0	0	6	90	6	166
<b>TOTAL NANTES</b>			<b>220</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>89</b>	<b>6</b>	<b>218</b>
NICE	BRITISH AIRWAYS PLC	S	132	0	0	63	18	14	5	0	0	18	84	9	124
	EASYJET AIRLINE COMPANY LTD	S	186	0	0	80	11	8	2	0	0	9	70	17	185
<b>TOTAL NICE</b>			<b>318</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>14</b>	<b>309</b>
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS PLC	S	260	0	0	54	18	17	10	0	0	25	81	10	324
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>260</b>	<b>1</b>	<b>0</b>	<b>54</b>	<b>18</b>	<b>17</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>81</b>	<b>10</b>	<b>324</b>
STRASBOURG	BRIT AIR	S	108	0	0	84	10	4	2	0	0	11	0	0	0
<b>TOTAL STRASBOURG</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOULON / HYERES	GB AIRWAYS LTD	S	58	0	0	69	10	5	12	3	0	27	90	12	59
<b>TOTAL TOULON / HYERES</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>10</b>	<b>5</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>90</b>	<b>12</b>	<b>59</b>
TOULOUSE (BLAGNAC)	BRITISH AIRWAYS PLC	S	177	0	0	64	14	16	6	0	0	18	84	11	176
	EASYJET AIRLINE COMPANY LTD	S	124	0	0	65	21	12	2	0	0	14	0	0	0
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>301</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>17</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>84</b>	<b>11</b>	<b>176</b>
<b>TOTAL FRANCE</b>			<b>1888</b>	<b>2</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>82</b>	<b>11</b>	<b>1689</b>
<b>GAMBIA</b>															
BANJUL	GAMBIA INTERNATIONAL AIRWAY	S	8	0	0	25	0	38	38	0	0	62	0	0	0
	MONARCH AIRLINES	C	18	0	0	28	33	39	0	0	0	26	0	0	0
<b>TOTAL BANJUL</b>			<b>26</b>	<b>0</b>	<b>1</b>	<b>27</b>	<b>23</b>	<b>38</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>16</b>	<b>57</b>	<b>19</b>
<b>TOTAL GAMBIA</b>			<b>26</b>	<b>0</b>	<b>1</b>	<b>27</b>	<b>23</b>	<b>38</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>16</b>	<b>57</b>	<b>19</b>
<b>GERMANY</b>															
COLOGNE (BONN)	EUROWINGS LUFTVERKEHRS	S	124	0	0	77	15	6	2	0	0	11	0	0	0
<b>TOTAL COLOGNE (BONN)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	84	0	0	81	8	7	4	0	0	11	85	8	104
<b>TOTAL FRANKFURT MAIN</b>			<b>84</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>85</b>	<b>8</b>	<b>104</b>
HANOVER	BRITISH AIRWAYS PLC	S	145	0	0	61	22	11	6	0	0	18	0	0	0
<b>TOTAL HANOVER</b>			<b>145</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>18</b>	<b>84</b>	<b>13</b>	<b>156</b>
MUNICH	BRITISH AIRWAYS PLC	S	169	0	0	81	11	4	4	0	0	13	92	5	166
<b>TOTAL MUNICH</b>			<b>169</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>92</b>	<b>5</b>	<b>166</b>
<b>TOTAL GERMANY</b>			<b>522</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>88</b>	<b>8</b>	<b>582</b>
<b>GHANA</b>															
ACCRA	BRITANNIA AIRWAYS	C	5	0	0	0	0	60	40	0	0	65	0	0	0
	FLYJET LTD	C	10	0	0	10	0	30	40	20	0	95	0	0	0
	GHANA AIRWAYS	S	2	6	0	0	0	0	100	0	0	116	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 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)										
ACCRA	MONARCH AIRLINES	C	9	1	0	11	33	44	11	0	0	38	0	0	0
<b>TOTAL ACCRA</b>			<b>26</b>	<b>7</b>	<b>0</b>	<b>8</b>	<b>12</b>	<b>38</b>	<b>35</b>	<b>8</b>	<b>0</b>	<b>71</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GHANA</b>			<b>26</b>	<b>7</b>	<b>0</b>	<b>8</b>	<b>12</b>	<b>38</b>	<b>35</b>	<b>8</b>	<b>0</b>	<b>71</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>GIBRALTAR</b>															
GIBRALTAR	GB AIRWAYS LTD	S	111	2	7	71	22	5	2	0	0	14	83	9	121
<b>TOTAL GIBRALTAR</b>			<b>111</b>	<b>2</b>	<b>7</b>	<b>71</b>	<b>22</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>83</b>	<b>9</b>	<b>121</b>
<b>TOTAL GIBRALTAR</b>			<b>111</b>	<b>2</b>	<b>7</b>	<b>71</b>	<b>22</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>83</b>	<b>9</b>	<b>121</b>
<b>GREECE</b>															
ATHENS	BRITISH AIRWAYS PLC	S	62	1	0	85	5	6	3	0	0	9	85	6	54
	EASYJET AIRLINE COMPANY LTD	S	64	0	0	75	17	5	3	0	0	12	94	8	62
	EXCEL AIRWAYS LTD	C	41	0	0	90	7	2	0	0	0	5	73	14	26
	HELLAS JET	S	53	0	1	74	17	2	8	0	0	15	0	0	0
<b>TOTAL ATHENS</b>			<b>220</b>	<b>1</b>	<b>1</b>	<b>80</b>	<b>12</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>10</b>	<b>172</b>
<b>CHANIA</b>															
CHANIA	BRITANNIA AIRWAYS	C	10	0	0	70	0	10	20	0	0	25	0	0	0
	EXCEL AIRWAYS LTD	C	10	0	0	80	10	10	0	0	0	8	86	4	7
	FIRST CHOICE AIRWAYS LTD	C	20	0	0	60	20	0	20	0	0	19	100	2	16
	MONARCH AIRLINES	C	20	0	0	50	10	10	20	10	0	60	88	7	16
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	20	0	0	0	0	7	94	3	16
<b>TOTAL CHANIA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>13</b>	<b>6</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>28</b>	<b>93</b>	<b>4</b>	<b>55</b>
<b>CORFU</b>															
CORFU	BRITANNIA AIRWAYS	C	44	0	0	93	2	0	5	0	0	7	88	7	56
	EXCEL AIRWAYS LTD	C	58	0	0	50	17	17	12	0	3	46	68	10	63
	FIRST CHOICE AIRWAYS LTD	C	56	0	0	63	7	18	13	0	0	22	59	19	86
	FLYJET LTD	C	10	0	0	80	0	10	10	0	0	15	13	69	8
	MONARCH AIRLINES	C	46	0	0	59	4	11	22	4	0	45	69	33	42
	MY TRAVEL AIRWAYS UK	C	20	0	0	35	25	0	30	10	0	60	31	58	16
	THOMAS COOK AIRLINES LTD	C	46	0	0	87	2	2	9	0	0	11	82	13	50
<b>TOTAL CORFU</b>			<b>281</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>8</b>	<b>10</b>	<b>13</b>	<b>1</b>	<b>1</b>	<b>29</b>	<b>68</b>	<b>20</b>	<b>323</b>
<b>HERAKLION</b>															
HERAKLION	AIR ATLANTA EUROPE LTD	C	12	0	0	50	17	25	8	0	0	26	0	0	0
	AIR MALTA	C	7	0	0	86	0	14	0	0	0	8	0	0	0
	ASTRAEUS LTD	C	9	1	0	44	11	0	22	22	0	84	63	52	8
	BRITANNIA AIRWAYS	C	17	0	0	88	6	0	6	0	0	7	65	16	26
	EXCEL AIRWAYS LTD	C	18	0	0	89	0	0	0	0	11	67	79	20	33
	FIRST CHOICE AIRWAYS LTD	C	35	0	0	60	14	26	0	0	0	16	76	13	62
	MONARCH AIRLINES	C	45	0	0	56	7	9	22	2	4	64	97	2	34
	MY TRAVEL AIRWAYS UK	C	18	0	0	56	17	6	0	0	22	125	67	43	24
	THOMAS COOK AIRLINES LTD	C	19	0	0	84	5	0	5	5	0	22	71	13	24
<b>TOTAL HERAKLION</b>			<b>181</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>9</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>4</b>	<b>47</b>	<b>76</b>	<b>18</b>	<b>211</b>
<b>KALAMATA</b>															
KALAMATA	ASTRAEUS LTD	C	10	0	0	50	20	10	0	20	0	48	50	32	8
	EXCEL AIRWAYS LTD	C	20	0	0	50	40	10	0	0	0	15	80	7	10
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	80	0	10	10	0	0	17	80	9	10
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	10	0	0	0	0	6	60	15	10
<b>TOTAL KALAMATA</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>22</b>	<b>8</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>20</b>	<b>69</b>	<b>14</b>	<b>54</b>
<b>KAVALLA</b>															
KAVALLA	ASTRAEUS LTD	C	8	0	0	38	50	13	0	0	0	19	0	0	0
	BRITANNIA AIRWAYS	C	10	0	0	80	0	10	10	0	0	10	80	4	10

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ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

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			Actual (7)	Plan (8)											
KAVALLA	EXCEL AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	88	4	16
<b>TOTAL KAVALLA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>3</b>	<b>33</b>
KEFALLINIA	ASTRAEUS LTD	C	10	0	0	100	0	0	0	0	5	0	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	4	88	5	8	8
	EXCEL AIRWAYS LTD	C	26	0	0	73	8	8	12	0	18	85	14	47	47
	FIRST CHOICE AIRWAYS LTD	C	30	0	0	80	3	3	13	0	15	69	29	48	48
	MONARCH AIRLINES	C	10	0	0	70	0	10	20	0	22	0	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	30	0	10	0	15	38	58	8	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	1	100	0	10	10
<b>TOTAL KEFALLINIA</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>4</b>	<b>10</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>21</b>	<b>131</b>	<b>131</b>
KOS	BRITANNIA AIRWAYS	C	17	0	0	88	6	0	6	0	8	90	10	20	20
	EXCEL AIRWAYS LTD	C	41	0	0	80	5	7	7	0	13	88	11	26	26
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	31	13	44	13	0	33	53	32	34	34
	MONARCH AIRLINES	C	34	0	0	50	9	15	12	15	53	50	43	26	26
	MY TRAVEL AIRWAYS UK	C	15	1	0	67	7	20	7	0	16	75	24	8	8
	THOMAS COOK AIRLINES LTD	C	25	0	0	76	16	8	0	0	11	96	24	26	26
<b>TOTAL KOS</b>			<b>148</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>9</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>24</b>	<b>71</b>	<b>26</b>	<b>158</b>	<b>158</b>
LEMNOS	EXCEL AIRWAYS LTD	C	18	0	0	72	28	0	0	0	10	50	19	4	4
<b>TOTAL LEMNOS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>58</b>	<b>51</b>	<b>12</b>	<b>12</b>
MIKONOS	ASTRAEUS LTD	C	16	0	0	31	31	19	6	6	58	0	0	0	0
<b>TOTAL MIKONOS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>31</b>	<b>19</b>	<b>6</b>	<b>6</b>	<b>58</b>	<b>93</b>	<b>4</b>	<b>28</b>	<b>28</b>
MITILINI	ASTRAEUS LTD	C	8	0	0	75	0	0	25	0	36	0	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	6	75	12	8	8
<b>TOTAL MITILINI</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>21</b>	<b>71</b>	<b>48</b>	<b>24</b>	<b>24</b>
<b>TOTAL NEA ANCHIALOS</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>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
PREVEZA	ASTRAEUS LTD	C	10	0	0	40	10	40	10	0	25	80	6	10	10
	EXCEL AIRWAYS LTD	C	36	0	0	81	11	6	3	0	10	86	5	29	29
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	72	6	0	11	11	36	88	4	16	16
	MONARCH AIRLINES	C	20	0	0	80	5	15	0	0	9	100	1	10	10
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	3	100	2	10	10
<b>TOTAL PREVEZA</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>7</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>15</b>	<b>87</b>	<b>10</b>	<b>83</b>	<b>83</b>
RHODES	ASTRAEUS LTD	C	7	0	0	71	14	14	0	0	14	100	5	8	8
	BRITANNIA AIRWAYS	C	18	0	0	83	17	0	0	0	5	81	22	26	26
	EXCEL AIRWAYS LTD	C	43	0	0	58	23	9	9	0	17	96	2	52	52
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	81	13	6	0	0	9	77	10	44	44
	MONARCH AIRLINES	C	33	0	0	85	3	3	9	0	12	88	8	32	32
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	50	0	0	25	78	39	38	18	18
	THOMAS COOK AIRLINES LTD	C	25	0	0	92	8	0	0	0	3	86	16	35	35
<b>TOTAL RHODES</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>15</b>	<b>80</b>	<b>15</b>	<b>225</b>	<b>225</b>
SALONIKA	BRITANNIA AIRWAYS	C	10	0	0	60	20	20	0	0	15	88	6	8	8
	EXCEL AIRWAYS LTD	C	8	0	0	63	25	13	0	0	11	75	9	12	12
	FIRST CHOICE AIRWAYS LTD	C	25	0	0	80	12	4	0	0	4	48	0	53	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	2	88	9	8	8
	OLYMPIC AIRWAYS	S	46	0	0	52	30	17	0	0	16	77	10	44	44

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 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)										
SALONIKA	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	13	0	0	0	14	79	18	19
<b>TOTAL SALONIKA</b>			<b>105</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>21</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>22</b>	<b>73</b>	<b>14</b>	<b>99</b>
SAMOS	BRITANNIA AIRWAYS	C	8	0	0	63	38	0	0	0	12	100	3	8	
	EXCEL AIRWAYS LTD	C	16	0	0	75	0	19	6	0	15	88	7	16	
<b>TOTAL SAMOS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>14</b>	<b>91</b>	<b>6</b>	<b>32</b>	
SKIATHOS	EXCEL AIRWAYS LTD	C	29	0	0	79	3	7	7	3	20	77	15	31	
	FIRST CHOICE AIRWAYS LTD	C	17	0	0	76	12	6	6	0	13	67	22	36	
	THOMAS COOK AIRLINES LTD	C	11	0	0	64	18	9	9	0	16	100	2	11	
<b>TOTAL SKIATHOS</b>			<b>57</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>9</b>	<b>7</b>	<b>7</b>	<b>2</b>	<b>17</b>	<b>72</b>	<b>18</b>	<b>98</b>	
THIRA (SANTORINI)	EXCEL AIRWAYS LTD	C	20	0	0	55	40	5	0	0	13	100	0	16	
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	0	0	20	0	29	63	40	8	
<b>TOTAL THIRA (SANTORINI)</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>27</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>19</b>	<b>88</b>	<b>13</b>	<b>24</b>	
VOLOS	EXCEL AIRWAYS LTD	C	4	0	0	25	25	50	0	0	30	80	8	5	
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	38	50	0	13	0	28	50	60	8	
	THOMAS COOK AIRLINES LTD	C	4	0	0	50	25	0	25	0	28	80	5	5	
<b>TOTAL VOLOS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>28</b>	<b>67</b>	<b>30</b>	<b>18</b>	
ZAKINTHOS	ASTRAEUS LTD	C	18	0	0	50	17	17	6	0	11	94	20	10	
	BRITANNIA AIRWAYS	C	18	0	0	89	11	0	0	0	3	100	2	20	
	EXCEL AIRWAYS LTD	C	30	0	0	87	3	3	7	0	8	74	15	38	
	FIRST CHOICE AIRWAYS LTD	C	39	0	0	69	5	10	15	0	22	64	17	36	
	MONARCH AIRLINES	C	28	0	0	54	18	7	21	0	25	96	2	27	
	MY TRAVEL AIRWAYS UK	C	18	0	0	67	6	17	11	0	19	11	134	18	
	THOMAS COOK AIRLINES LTD	C	43	1	0	79	12	5	5	0	10	88	5	50	
<b>TOTAL ZAKINTHOS</b>			<b>194</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>10</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>22</b>	<b>73</b>	<b>22</b>	<b>208</b>
<b>TOTAL GREECE</b>			<b>1802</b>	<b>4</b>	<b>1</b>	<b>70</b>	<b>12</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>23</b>	<b>76</b>	<b>17</b>	<b>1988</b>
<b>GREENLAND</b>															
SONDRE STROMFJORD	EXCEL AIRWAYS LTD	C	5	0	0	0	100	0	0	0	23	0	0	0	
<b>TOTAL SONDRE STROMFJORD</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL GREENLAND</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>GRENADA</b>															
GRENADA	BRITISH AIRWAYS PLC	S	9	0	0	89	0	11	0	0	6	63	29	8	
	EXCEL AIRWAYS LTD	C	10	0	0	10	0	10	70	10	120	0	0	0	
	VIRGIN ATLANTIC AIRWAYS LTD	S	5	0	0	0	60	20	20	0	34	100	2	3	
<b>TOTAL GRENADA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>13</b>	<b>33</b>	<b>4</b>	<b>59</b>	<b>55</b>	<b>27</b>	<b>20</b>	
<b>TOTAL GRENADA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>13</b>	<b>33</b>	<b>4</b>	<b>59</b>	<b>55</b>	<b>27</b>	<b>20</b>	
<b>HUNGARY</b>															
BUDAPEST	BRITISH AIRWAYS PLC	S	44	1	1	32	36	18	14	0	28	0	0	0	
<b>TOTAL BUDAPEST</b>			<b>44</b>	<b>1</b>	<b>1</b>	<b>32</b>	<b>36</b>	<b>18</b>	<b>14</b>	<b>0</b>	<b>28</b>	<b>87</b>	<b>8</b>	<b>61</b>	
<b>TOTAL HUNGARY</b>			<b>44</b>	<b>1</b>	<b>1</b>	<b>32</b>	<b>36</b>	<b>18</b>	<b>14</b>	<b>0</b>	<b>28</b>	<b>87</b>	<b>8</b>	<b>61</b>	
<b>IRISH REPUBLIC</b>															
CORK	BMIBABY LTD	S	62	0	0	6	31	55	8	0	37	0	0	0	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL CORK</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>31</b>	<b>55</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>
DUBLIN	BRITISH AIRWAYS PLC	S	230	0	0	61	16	13	10	0	0	20	69	19	186
	RYANAIR	S	372	0	0	70	20	5	5	0	0	15	72	15	284
<b>TOTAL DUBLIN</b>			<b>602</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>18</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>71</b>	<b>17</b>	<b>470</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>664</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>19</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>71</b>	<b>17</b>	<b>470</b>
<b>ISLE OF CURACAO NETH.ANTILLES</b>															
ARUBA	FIRST CHOICE AIRWAYS LTD	C	6	0	0	33	17	17	0	17	17	111	50	17	2
<b>TOTAL ARUBA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>17</b>	<b>17</b>	<b>111</b>	<b>50</b>	<b>17</b>	<b>2</b>
<b>TOTAL ISLE OF CURACAO NETH.ANTILLES</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>17</b>	<b>17</b>	<b>111</b>	<b>50</b>	<b>17</b>	<b>2</b>
<b>ISRAEL</b>															
TEL AVIV	EXCEL AIRWAYS LTD	C	27	0	0	67	15	19	0	0	0	14	71	11	17
	ISRAIR LTD	C	28	1	0	29	29	29	14	0	0	36	0	0	0
	MONARCH AIRLINES	C	24	0	0	54	38	8	0	0	0	14	51	20	35
<b>TOTAL TEL AVIV</b>			<b>80</b>	<b>1</b>	<b>0</b>	<b>49</b>	<b>26</b>	<b>20</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>55</b>	<b>24</b>	<b>98</b>
<b>TOTAL ISRAEL</b>			<b>80</b>	<b>1</b>	<b>0</b>	<b>49</b>	<b>26</b>	<b>20</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>55</b>	<b>24</b>	<b>98</b>
<b>ITALY</b>															
ALGHERO/SASSARI	FLYBE.BRITISH EUROPEAN	C	8	0	0	75	13	13	0	0	0	10	0	0	0
<b>TOTAL ALGHERO/SASSARI</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>60</b>	<b>15</b>	<b>10</b>
BARI (PALESE)	BRITISH AIRWAYS PLC	S	26	0	0	54	19	19	8	0	0	23	0	0	0
<b>TOTAL BARI (PALESE)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>19</b>	<b>19</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>
BERGAMO	ASTRAEUS LTD	C	8	0	0	13	25	38	25	0	0	43	0	0	0
<b>TOTAL BERGAMO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>25</b>	<b>38</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>
BOLOGNA	BRITISH AIRWAYS PLC	S	176	0	0	57	23	14	6	0	0	19	82	9	176
<b>TOTAL BOLOGNA</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>23</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>82</b>	<b>9</b>	<b>176</b>
BRESCIA/MONTICHIARI	EXCEL AIRWAYS LTD	C	8	0	0	63	38	0	0	0	0	10	0	0	0
<b>TOTAL BRESCIA/MONTICHIARI</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>8</b>	<b>17</b>
BRINDISI	EXCEL AIRWAYS LTD	C	8	0	0	63	13	25	0	0	0	16	100	3	10
<b>TOTAL BRINDISI</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>100</b>	<b>3</b>	<b>10</b>
CAGLIARI (ELMAS)	BRITISH AIRWAYS PLC	S	26	0	0	42	23	31	4	0	0	26	0	0	0
	MERIDIANA AIR	S	62	0	0	55	29	6	6	3	0	26	0	0	0
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>27</b>	<b>14</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>70</b>	<b>14</b>	<b>10</b>
CATANIA (FONTANAROSSA)	ASTRAEUS LTD	C	8	0	0	88	13	0	0	0	0	7	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	7	30	58	10
	BRITISH AIRWAYS PLC	S	36	0	0	44	17	25	14	0	0	28	0	0	0
	EXCEL AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>69</b>	<b>22</b>	<b>84</b>
FLORENCE	MERIDIANA AIR	S	96	0	2	55	19	16	8	2	0	24	67	18	122
<b>TOTAL FLORENCE</b>			<b>96</b>	<b>0</b>	<b>2</b>	<b>55</b>	<b>19</b>	<b>16</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>67</b>	<b>18</b>	<b>122</b>
GENOA	BRITISH AIRWAYS PLC	S	70	0	0	66	27	3	4	0	0	14	83	11	124

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL GENOA</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>27</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>83</b>	<b>11</b>	<b>124</b>
MILAN (LINATE)	EASYJET AIRLINE COMPANY LTD	S	62	0	0	84	8	3	3	2	0	13	79	14	62
<b>TOTAL MILAN (LINATE)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>79</b>	<b>14</b>	<b>62</b>
NAPLES	BRITANNIA AIRWAYS	C	18	0	0	72	17	11	0	0	0	12	72	12	18
	BRITISH AIRWAYS PLC	S	204	0	0	60	24	12	4	0	0	21	85	8	186
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	73	15	6	6	0	0	13	0	0	0
	EXCEL AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	8	70	12	10
	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	0	6	36	62	11
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	25	25	0	0	0	20	60	22	10
<b>TOTAL NAPLES</b>			<b>316</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>21</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>80</b>	<b>11</b>	<b>245</b>
OLBIA	MERIDIANA AIR	S	18	0	0	78	11	11	0	0	0	10	67	14	18
	MONARCH AIRLINES	C	8	0	0	38	38	0	25	0	0	47	0	0	0
<b>TOTAL OLBIA</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>21</b>	<b>64</b>	<b>14</b>	<b>36</b>
PISA	BRITANNIA AIRWAYS	C	8	0	0	75	25	0	0	0	0	9	50	23	10
	BRITISH AIRWAYS PLC	S	204	0	0	59	23	13	5	0	0	19	75	11	196
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	25	13	38	25	0	0	40	0	0	0
<b>TOTAL PISA</b>			<b>220</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>22</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>75</b>	<b>12</b>	<b>216</b>
RIMINI	MY TRAVEL AIRWAYS UK	C	10	0	0	40	20	0	40	0	0	58	100	1	8
<b>TOTAL RIMINI</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>58</b>	<b>20</b>	<b>52</b>
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	62	0	0	65	18	8	10	0	0	18	85	7	124
<b>TOTAL ROME (FIUMICINO)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>61</b>	<b>17</b>	<b>187</b>
TURIN	BRITISH AIRWAYS PLC	S	60	0	0	42	30	23	5	0	0	26	0	0	0
<b>TOTAL TURIN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>30</b>	<b>23</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>
VENICE	ASTRAEUS LTD	C	10	0	0	40	10	10	20	20	0	109	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	1	80	9	10
	BRITISH AIRWAYS PLC	S	194	0	0	46	24	18	12	0	0	27	77	11	248
	MONARCH AIRLINES	C	10	0	0	60	20	0	0	20	0	47	90	2	10
<b>TOTAL VENICE</b>			<b>222</b>	<b>1</b>	<b>0</b>	<b>49</b>	<b>23</b>	<b>16</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>30</b>	<b>74</b>	<b>13</b>	<b>361</b>
VERONA VILLAFRANCA	BRITANNIA AIRWAYS	C	16	0	0	94	6	0	0	0	0	6	25	45	8
	BRITISH AIRWAYS PLC	S	124	0	0	45	19	29	6	0	0	25	85	7	124
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	44	25	6	13	13	0	48	71	16	28
<b>TOTAL VERONA VILLAFRANCA</b>			<b>157</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>19</b>	<b>24</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>80</b>	<b>10</b>	<b>170</b>
<b>TOTAL ITALY</b>			<b>1684</b>	<b>1</b>	<b>2</b>	<b>58</b>	<b>21</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>74</b>	<b>13</b>	<b>1882</b>
JAMAICA															
KINGSTON	BRITISH AIRWAYS PLC	S	25	1	0	56	24	16	0	0	4	74	46	29	26
<b>TOTAL KINGSTON</b>			<b>25</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>24</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>74</b>	<b>46</b>	<b>29</b>	<b>26</b>
MONTEGO BAY	BRITANNIA AIRWAYS	C	9	0	0	44	44	0	11	0	0	21	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	50	40	10	0	0	0	16	33	31	9
<b>TOTAL MONTEGO BAY</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>42</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>47</b>	<b>27</b>	<b>17</b>
<b>TOTAL JAMAICA</b>			<b>44</b>	<b>1</b>	<b>0</b>	<b>52</b>	<b>32</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>47</b>	<b>28</b>	<b>43</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 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>KENYA</b>															
MOMBASA	AFRICAN SAFARI AIRWAYS-ASA	C	10	0	0	60	30	10	0	0	0	14	50	27	10
<b>TOTAL MOMBASA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>50</b>	<b>27</b>	<b>10</b>
<b>TOTAL KENYA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>50</b>	<b>27</b>	<b>10</b>
<b>LITHUANIA</b>															
VILNIUS	LITHUANIA AIRLINES	S	106	0	0	74	18	6	3	0	0	11	71	15	62
<b>TOTAL VILNIUS</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>18</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>15</b>	<b>62</b>
<b>TOTAL LITHUANIA</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>18</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>15</b>	<b>62</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	BRITISH AIRWAYS PLC	S	86	0	0	63	17	12	7	1	0	22	78	13	94
<b>TOTAL LUXEMBOURG</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>17</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>78</b>	<b>13</b>	<b>94</b>
<b>TOTAL LUXEMBOURG</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>17</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>78</b>	<b>13</b>	<b>94</b>
<b>MALDIVE ISLANDS</b>															
MALE INTERNATIONAL	MONARCH AIRLINES	C	30	1	0	53	10	17	7	7	7	140	50	25	16
<b>TOTAL MALE INTERNATIONAL</b>			<b>30</b>	<b>1</b>	<b>0</b>	<b>53</b>	<b>10</b>	<b>17</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>140</b>	<b>50</b>	<b>25</b>	<b>16</b>
<b>TOTAL MALDIVE ISLANDS</b>			<b>30</b>	<b>1</b>	<b>0</b>	<b>53</b>	<b>10</b>	<b>17</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>140</b>	<b>50</b>	<b>25</b>	<b>16</b>
<b>MALTA</b>															
MALTA	AIR MALTA	S	123	0	1	63	17	15	5	0	0	16	87	8	138
	ASTRAEUS LTD	S	44	0	0	36	9	20	30	5	0	48	67	21	70
	ASTRAEUS LTD	C	8	0	0	13	13	50	25	0	0	49	0	0	0
	BRITANNIA AIRWAYS	C	10	0	0	80	10	10	0	0	0	10	63	17	8
	EXCEL AIRWAYS LTD	S	10	0	0	100	0	0	0	0	0	2	100	3	8
	EXCEL AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	9	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	28	0	0	54	14	7	25	0	0	36	88	11	16
	GB AIRWAYS LTD	S	97	1	0	60	19	12	7	2	0	25	80	15	98
	MY TRAVEL AIRWAYS UK	C	10	0	0	30	50	0	20	0	0	49	63	20	8
	THOMAS COOK AIRLINES LTD	C	14	0	0	93	7	0	0	0	0	4	75	9	8
<b>TOTAL MALTA</b>			<b>352</b>	<b>1</b>	<b>1</b>	<b>59</b>	<b>16</b>	<b>13</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>80</b>	<b>13</b>	<b>354</b>
<b>TOTAL MALTA</b>			<b>352</b>	<b>1</b>	<b>1</b>	<b>59</b>	<b>16</b>	<b>13</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>80</b>	<b>13</b>	<b>354</b>
<b>MEXICO</b>															
CANCUN	BRITANNIA AIRWAYS	C	18	0	0	44	11	28	17	0	0	36	88	4	8
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	78	22	0	0	0	0	6	63	14	8
	MY TRAVEL AIRWAYS UK	C	17	0	0	29	29	24	18	0	0	33	56	15	18
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	10	10	0	0	0	11	56	274	9
<b>TOTAL CANCUN</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>19</b>	<b>19</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>63</b>	<b>67</b>	<b>43</b>
<b>TOTAL MEXICO</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>19</b>	<b>19</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>63</b>	<b>58</b>	<b>51</b>
<b>MOROCCO</b>															
AGADIR	ASTRAEUS LTD	C	18	0	0	56	17	11	11	6	0	35	0	0	0
<b>TOTAL AGADIR</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>17</b>	<b>11</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>35</b>	<b>83</b>	<b>82</b>	<b>18</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 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)										
MARRAKESH	CHANNEL EXPRESS (AIR SVS)	C	2	0	0	50	50	0	0	0	0	15	0	0	0
	GB AIRWAYS LTD	S	10	0	0	50	0	30	20	0	0	25	67	14	9
<b>TOTAL MARRAKESH</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>8</b>	<b>25</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>67</b>	<b>14</b>	<b>9</b>
<b>TOTAL MOROCCO</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>13</b>	<b>17</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>30</b>	<b>78</b>	<b>59</b>	<b>27</b>
<b>NETHERLANDS</b>															
AMSTERDAM	BRITISH AIRWAYS PLC	S	314	0	0	69	15	11	5	0	0	15	87	8	332
	EASYJET AIRLINE COMPANY LTD	S	222	0	0	75	16	6	2	0	0	11	77	18	248
<b>TOTAL AMSTERDAM</b>			<b>536</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>83</b>	<b>12</b>	<b>580</b>
<b>TOTAL NETHERLANDS</b>			<b>536</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>83</b>	<b>12</b>	<b>580</b>
<b>NIGERIA</b>															
PORT HARCOURT	VIRGIN ATLANTIC AIRWAYS LTD	S	17	0	0	35	29	24	12	0	0	28	39	33	18
<b>TOTAL PORT HARCOURT</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>29</b>	<b>24</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>39</b>	<b>33</b>	<b>18</b>
<b>TOTAL NIGERIA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>29</b>	<b>24</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>39</b>	<b>33</b>	<b>18</b>
<b>NORWAY</b>															
BERGEN	ASTRAEUS LTD	C	8	0	0	100	0	0	0	0	0	5	0	0	0
	BRAATHENS ASA	S	62	0	0	77	13	6	3	0	0	12	82	8	62
<b>TOTAL BERGEN</b>			<b>70</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>12</b>	<b>82</b>	<b>8</b>	<b>62</b>
OSLO (GARDERMOEN)	BRAATHENS ASA	S	36	0	0	92	8	0	0	0	0	4	0	0	0
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>36</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>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NORWAY</b>			<b>106</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>9</b>	<b>82</b>	<b>8</b>	<b>62</b>
<b>POLAND</b>															
KRAKOW	BRITISH AIRWAYS PLC	S	46	0	0	76	13	7	4	0	0	14	81	6	26
	LOT-POLISH AIRLINES	S	62	0	0	87	10	3	0	0	0	7	74	13	62
<b>TOTAL KRAKOW</b>			<b>108</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>10</b>	<b>76</b>	<b>11</b>	<b>88</b>
<b>TOTAL POLAND</b>			<b>108</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>11</b>	<b>88</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR CORDIAL LTD	C	2	1	0	0	0	50	50	0	0	102	0	0	0
	ASTRAEUS LTD	C	18	0	0	50	6	17	28	0	0	31	80	30	10
	BRITANNIA AIRWAYS	C	18	0	0	89	11	0	0	0	0	5	89	5	27
	BRITISH AIRWAYS PLC	C	16	0	0	81	6	0	13	0	0	17	70	14	20
	EASYJET AIRLINE COMPANY LTD	S	70	0	0	76	16	6	3	0	0	11	0	0	0
	EUROATLANTIC AIRWAYS	C	2	0	0	50	50	0	0	0	0	13	62	20	21
	EXCEL AIRWAYS LTD	C	30	0	0	80	13	3	3	0	0	11	79	15	28
	FIRST CHOICE AIRWAYS LTD	C	59	1	0	69	14	5	3	7	2	41	78	10	90
	FLYJET LTD	C	8	0	0	38	25	25	13	0	0	25	0	0	0
	GB AIRWAYS LTD	S	194	0	0	75	14	4	6	1	0	16	86	7	142
	MONARCH AIRLINES	C	26	0	0	77	15	0	8	0	0	13	61	49	46
	MONARCH AIRLINES	S	62	0	0	73	3	11	10	3	0	29	92	10	52
	MY TRAVEL AIRWAYS UK	C	16	0	0	75	19	6	0	0	0	10	73	17	11
	THOMAS COOK AIRLINES LTD	C	42	0	0	86	12	2	0	0	0	6	82	9	56
<b>TOTAL FARO</b>			<b>563</b>	<b>2</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>77</b>	<b>16</b>	<b>534</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)										
LISBON	AIR LUXOR	S	62	0	0	42	15	19	21	3	0	44	0	0	0
	AIR PORTUGAL	S	124	0	0	73	12	10	6	0	0	14	51	26	116
<b>TOTAL LISBON</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>13</b>	<b>13</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>51</b>	<b>26</b>	<b>116</b>
OPORTO (PORTUGAL)	GB AIRWAYS LTD	S	62	0	0	79	10	5	6	0	0	15	82	12	62
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>82</b>	<b>12</b>	<b>62</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>811</b>	<b>2</b>	<b>0</b>	<b>72</b>	<b>12</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>73</b>	<b>17</b>	<b>712</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	AIR PORTUGAL	S	26	0	0	62	31	8	0	0	0	15	38	24	8
	BRITANNIA AIRWAYS	C	10	0	0	70	20	10	0	0	0	12	75	13	8
	EXCEL AIRWAYS LTD	C	10	0	0	50	40	10	0	0	0	14	75	12	16
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	40	10	20	30	0	0	34	88	7	8
	GB AIRWAYS LTD	S	26	0	0	69	19	4	0	0	8	41	92	9	36
	THOMAS COOK AIRLINES LTD	C	10	0	0	40	30	30	0	0	0	22	88	6	8
<b>TOTAL FUNCHAL</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>25</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>25</b>	<b>81</b>	<b>11</b>	<b>84</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>25</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>25</b>	<b>81</b>	<b>11</b>	<b>84</b>
<b>PUERTO RICO</b>															
SAN JUAN (PUERTO RICO)	VIRGIN ATLANTIC AIRWAYS LTD	C	8	0	0	13	13	63	13	0	0	43	0	0	0
<b>TOTAL SAN JUAN (PUERTO RICO)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>63</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL PUERTO RICO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>63</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>REPUBLIC OF SOUTH AFRICA</b>															
JOHANNESBURG	NATIONWIDE AIR	S	26	0	0	81	15	4	0	0	0	10	0	0	0
<b>TOTAL JOHANNESBURG</b>			<b>26</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL REPUBLIC OF SOUTH AFRICA</b>			<b>26</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>RUSSIA</b>															
MOSCOW (DOMODEDOVO)	TRANSAERO AIRLINES	S	62	0	0	34	27	23	16	0	0	31	23	46	26
<b>TOTAL MOSCOW (DOMODEDOVO)</b>			<b>62</b>	<b>1</b>	<b>0</b>	<b>34</b>	<b>27</b>	<b>23</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>23</b>	<b>46</b>	<b>26</b>
ST PETERSBURG	PULKOVO AVIATION ENTERPRISE	S	18	0	0	33	39	22	6	0	0	23	0	0	0
	PULKOVO AVIATION ENTERPRISE	C	5	0	0	0	40	0	20	40	0	124	80	10	5
<b>TOTAL ST PETERSBURG</b>			<b>23</b>	<b>0</b>	<b>10</b>	<b>26</b>	<b>39</b>	<b>17</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>45</b>	<b>40</b>	<b>25</b>	<b>25</b>
<b>TOTAL RUSSIA</b>			<b>85</b>	<b>1</b>	<b>10</b>	<b>32</b>	<b>31</b>	<b>21</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>35</b>	<b>31</b>	<b>36</b>	<b>51</b>
<b>SAINT KITTS AND NEVIS</b>															
ST KITTS	EXCEL AIRWAYS LTD	C	4	0	0	25	25	50	0	0	0	30	0	0	0
<b>TOTAL ST KITTS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>78</b>	<b>5</b>
<b>TOTAL SAINT KITTS AND NEVIS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>78</b>	<b>5</b>
<b>SIERRA LEONE</b>															
FREETOWN	ASTRAEUS LTD	C	18	0	0	28	22	39	11	0	0	32	0	0	0
<b>TOTAL FREETOWN</b>			<b>18</b>	<b>0</b>	<b>1</b>	<b>28</b>	<b>22</b>	<b>39</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>9</b>	<b>59</b>	<b>11</b>
<b>TOTAL SIERRA LEONE</b>			<b>18</b>	<b>0</b>	<b>1</b>	<b>28</b>	<b>22</b>	<b>39</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>9</b>	<b>59</b>	<b>11</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 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>SLOVAK REPUBLIC</b>															
BRATISLAVA	AUSTRIAN AIRLINES	S	62	0	0	63	19	13	3	2	0	22	0	0	0
TOTAL BRATISLAVA			<b>62</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>13</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>50</b>	<b>36</b>	<b>2</b>
TOTAL SLOVAK REPUBLIC			<b>62</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>13</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>50</b>	<b>36</b>	<b>2</b>
<b>SLOVENIA</b>															
LJUBLJANA	ADRIA AIRWAYS	S	62	0	0	71	23	6	0	0	0	10	77	12	62
TOTAL LJUBLJANA			<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>23</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>12</b>	<b>62</b>
TOTAL SLOVENIA			<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>23</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>12</b>	<b>62</b>
<b>SPAIN</b>															
ALICANTE	ASTRAEUS LTD	C	26	0	0	69	8	15	8	0	0	25	66	17	44
	BRITANNIA AIRWAYS	C	43	0	0	70	19	12	0	0	0	11	75	26	36
	BRITISH AIRWAYS PLC	C	8	1	0	100	0	0	0	0	0	5	67	14	30
	EASYJET AIRLINE COMPANY LTD	S	133	1	0	81	10	3	6	0	0	13	81	11	124
	EXCEL AIRWAYS LTD	C	45	0	0	82	9	4	2	2	0	14	95	4	43
	FIRST CHOICE AIRWAYS LTD	C	36	0	0	69	17	8	6	0	0	12	75	19	83
	GB AIRWAYS LTD	S	124	1	0	59	14	10	11	6	0	37	83	12	122
	MONARCH AIRLINES	S	123	0	1	71	16	11	2	0	0	13	79	7	62
	MONARCH AIRLINES	C	28	0	0	50	18	11	11	4	7	59	53	35	30
	MY TRAVEL AIRWAYS UK	C	9	0	0	44	11	33	11	0	0	27	89	16	18
	THOMAS COOK AIRLINES LTD	C	27	0	0	93	4	4	0	0	0	3	80	14	44
TOTAL ALICANTE			<b>602</b>	<b>3</b>	<b>1</b>	<b>71</b>	<b>13</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>77</b>	<b>15</b>	<b>657</b>
ALMERIA	ASTRAEUS LTD	C	8	0	0	50	13	13	25	0	0	52	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	1	100	1	8
	EXCEL AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	75	8	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	13	0	13	13	0	55	75	21	8
	GB AIRWAYS LTD	S	36	0	0	58	14	14	14	0	0	22	81	11	26
	MONARCH AIRLINES	C	8	0	0	75	0	25	0	0	0	16	75	5	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	13	13	0	0	18	50	16	8
TOTAL ALMERIA			<b>84</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>8</b>	<b>11</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>77</b>	<b>10</b>	<b>74</b>
ASTURIAS	AIR NOSTRUM	S	27	0	1	63	22	15	0	0	0	13	85	7	26
TOTAL ASTURIAS			<b>27</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>22</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>85</b>	<b>7</b>	<b>26</b>
BARCELONA	BRITISH AIRWAYS PLC	S	186	0	0	62	15	15	9	0	0	21	86	7	186
	EASYJET AIRLINE COMPANY LTD	S	239	0	0	71	14	11	5	0	0	16	65	19	238
TOTAL BARCELONA			<b>426</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>14</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>74</b>	<b>14</b>	<b>436</b>
BILBAO	EASYJET AIRLINE COMPANY LTD	S	62	0	0	81	15	5	0	0	0	8	0	0	0
TOTAL BILBAO			<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>94</b>	<b>5</b>	<b>62</b>
GERONA	BRITANNIA AIRWAYS	C	18	0	0	100	0	0	0	0	0	1	78	15	18
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	0	94	2	18
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	1	25	57	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	0	100	0	10
TOTAL GERONA			<b>43</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>85</b>	<b>9</b>	<b>116</b>
IBIZA	ASTRAEUS LTD	C	10	0	0	50	10	20	0	20	0	78	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 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)											
IBIZA	BRITANNIA AIRWAYS	C	59	0	0	86	3	5	5	0	0	10	74	13	65
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	84	3	5	8	0	12	0	0	0	
	FIRST CHOICE AIRWAYS LTD	C	35	0	0	71	0	17	11	0	20	83	7	46	
	GB AIRWAYS LTD	S	42	0	0	52	19	10	5	14	0	49	0	0	
	MONARCH AIRLINES	C	9	0	0	78	11	0	11	0	11	25	85	20	
	MY TRAVEL AIRWAYS UK	C	28	0	0	43	29	4	18	7	0	53	86	20	28
	THOMAS COOK AIRLINES LTD	C	43	2	0	86	2	2	0	5	5	44	88	8	49
	<b>TOTAL IBIZA</b>			<b>288</b>	<b>2</b>	<b>0</b>	<b>73</b>	<b>8</b>	<b>7</b>	<b>7</b>	<b>4</b>	<b>29</b>	<b>76</b>	<b>18</b>	218
JEREZ	BRITANNIA AIRWAYS	C	10	0	0	60	10	20	10	0	20	100	3	8	
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	25	0	0	75	0	60	0	0	0	
<b>TOTAL JEREZ</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>6</b>	<b>11</b>	<b>39</b>	<b>0</b>	<b>38</b>	<b>100</b>	<b>3</b>	8	
MADRID	AEROLINEAS ARGENTINAS	S	24	4	0	54	8	17	8	4	8	60	81	12	26
	AIR EUROPA	S	18	0	0	78	22	0	0	0	8	76	16	104	
	BRITISH AIRWAYS PLC	S	186	0	0	55	22	14	8	2	0	24	78	10	218
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	61	26	13	0	0	14	79	15	62	
<b>TOTAL MADRID</b>			<b>290</b>	<b>5</b>	<b>0</b>	<b>58</b>	<b>21</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>24</b>	<b>78</b>	<b>12</b>	410	
MAHON	BRITANNIA AIRWAYS	C	42	0	0	93	5	0	2	0	5	89	5	36	
	EXCEL AIRWAYS LTD	C	34	0	0	74	6	9	6	6	25	93	2	27	
	FIRST CHOICE AIRWAYS LTD	C	69	0	0	62	12	6	17	3	30	92	4	72	
	GB AIRWAYS LTD	S	26	0	0	77	4	8	12	0	16	92	2	36	
	MONARCH AIRLINES	C	38	0	0	66	3	8	8	16	0	52	94	7	50
	MY TRAVEL AIRWAYS UK	C	16	0	0	63	6	19	13	0	22	83	9	18	
	THOMAS COOK AIRLINES LTD	C	34	0	0	88	3	3	0	6	0	19	95	10	44
<b>TOTAL MAHON</b>			<b>259</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>6</b>	<b>6</b>	<b>9</b>	<b>5</b>	<b>25</b>	<b>90</b>	<b>6</b>	305	
MALAGA	ASTRAEUS LTD	C	18	0	0	56	17	11	17	0	27	69	13	26	
	BRITANNIA AIRWAYS	C	72	0	0	75	14	7	3	0	15	83	8	46	
	EASYJET AIRLINE COMPANY LTD	S	151	0	0	83	11	3	3	0	9	74	16	154	
	EXCEL AIRWAYS LTD	C	61	0	0	59	18	11	8	3	30	70	14	57	
	FIRST CHOICE AIRWAYS LTD	C	35	0	0	60	23	9	0	6	3	54	79	10	68
	FLYJET LTD	C	10	0	0	20	10	10	20	40	0	129	0	0	
	FUTURA AIRLINES	C	17	0	0	35	24	6	35	0	48	70	14	30	
	GB AIRWAYS LTD	S	255	3	2	69	16	8	5	1	0	17	78	17	187
	MONARCH AIRLINES	C	54	0	0	54	30	4	4	4	6	58	60	45	104
	MONARCH AIRLINES	S	123	0	2	54	20	17	7	2	0	26	85	12	62
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	10	20	0	0	12	37	90	27	
	THOMAS COOK AIRLINES LTD	C	24	0	0	96	4	0	0	0	3	73	23	102	
	<b>TOTAL MALAGA</b>			<b>831</b>	<b>3</b>	<b>4</b>	<b>67</b>	<b>17</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>24</b>	<b>72</b>	<b>22</b>	897
MURCIA SAN JAVIER	ASTRAEUS LTD	C	8	0	0	0	0	38	63	0	74	80	10	10	
	GB AIRWAYS LTD	S	54	0	0	78	17	2	0	4	17	88	8	26	
<b>TOTAL MURCIA SAN JAVIER</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>15</b>	<b>6</b>	<b>8</b>	<b>3</b>	<b>25</b>	<b>74</b>	<b>14</b>	82	
PALMA DE MALLORCA	AIR EUROPA	S	46	0	0	67	26	2	4	0	13	71	25	52	
	AIR EUROPA	C	2	0	0	50	50	0	0	0	9	100	0	2	
	ASTRAEUS LTD	C	17	0	0	41	6	35	18	0	39	0	0	0	
	BRITANNIA AIRWAYS	C	140	0	0	90	4	4	1	1	0	7	87	16	133
	EASYJET AIRLINE COMPANY LTD	S	125	0	0	73	11	9	7	0	16	65	18	124	
	EXCEL AIRWAYS LTD	C	36	0	0	72	14	14	0	0	10	89	9	28	

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)										
PALMA DE MALLORCA	FIRST CHOICE AIRWAYS LTD	C	127	1	0	79	9	7	5	0	0	12	69	21	153
	FUTURA AIRLINES	C	10	0	0	70	30	0	0	0	0	11	30	45	10
	GB AIRWAYS LTD	S	70	0	0	81	14	4	0	0	0	9	77	12	74
	MONARCH AIRLINES	C	37	0	0	54	24	8	14	0	0	26	55	25	38
	MY TRAVEL AIRWAYS UK	C	51	0	0	76	4	0	16	4	0	27	62	59	92
	THOMAS COOK AIRLINES LTD	C	80	0	0	85	10	0	4	1	0	12	87	8	90
<b>TOTAL PALMA DE MALLORCA</b>			<b>742</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>23</b>	<b>839</b>
REUS	BRITANNIA AIRWAYS	C	18	0	0	89	11	0	0	0	0	6	100	0	18
	FIRST CHOICE AIRWAYS LTD	C	28	0	0	68	7	21	4	0	0	16	88	12	26
	MONARCH AIRLINES	C	9	0	0	100	0	0	0	0	0	0	100	0	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	80	0	10	10	0	0	16	33	101	18
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	0	13	0	0	10	91	18	11
<b>TOTAL REUS</b>			<b>73</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>5</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>29</b>	<b>81</b>
SEVILLE	GB AIRWAYS LTD	S	54	0	0	70	15	6	9	0	0	17	78	13	36
<b>TOTAL SEVILLE</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>78</b>	<b>13</b>	<b>36</b>
VALENCIA	GB AIRWAYS LTD	S	62	0	0	52	29	11	8	0	0	20	91	7	104
<b>TOTAL VALENCIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>29</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>91</b>	<b>7</b>	<b>104</b>
<b>TOTAL SPAIN</b>			<b>3923</b>	<b>14</b>	<b>6</b>	<b>70</b>	<b>13</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>76</b>	<b>17</b>	<b>4351</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	BRITANNIA AIRWAYS	C	26	0	0	81	15	0	4	0	0	9	92	18	26
	EXCEL AIRWAYS LTD	C	16	0	0	56	19	13	13	0	0	20	88	9	16
	FIRST CHOICE AIRWAYS LTD	C	34	1	0	32	26	26	12	0	3	44	62	17	58
	FUTURA AIRLINES	C	8	0	0	13	50	13	0	25	0	74	100	0	1
	GB AIRWAYS LTD	S	18	0	0	56	0	0	44	0	0	49	74	12	27
	MONARCH AIRLINES	C	26	1	0	46	12	0	35	4	4	89	33	54	24
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	0	63	13	0	0	38	38	69	8
	THOMAS COOK AIRLINES LTD	C	26	0	0	65	27	4	4	0	0	14	82	33	33
<b>TOTAL ARRECIFE</b>			<b>162</b>	<b>2</b>	<b>0</b>	<b>51</b>	<b>19</b>	<b>11</b>	<b>16</b>	<b>2</b>	<b>1</b>	<b>40</b>	<b>68</b>	<b>25</b>	<b>203</b>
FUERTEVENTURA	BRITANNIA AIRWAYS	C	10	0	0	80	20	0	0	0	0	5	100	1	8
	EXCEL AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	100	1	8
	FIRST CHOICE AIRWAYS LTD	C	26	0	0	96	4	0	0	0	0	3	81	11	16
	GB AIRWAYS LTD	S	8	0	0	38	13	50	0	0	0	24	0	0	0
	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	0	3	100	1	10
	MY TRAVEL AIRWAYS UK	C	16	0	0	69	19	6	6	0	0	19	61	28	18
	THOMAS COOK AIRLINES LTD	C	24	0	0	83	8	4	4	0	0	10	96	3	24
<b>TOTAL FUERTEVENTURA</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>15</b>	<b>101</b>
LAS PALMAS	ASTRAEUS LTD	C	19	0	0	53	11	16	16	5	0	41	0	0	0
	BRITANNIA AIRWAYS	C	37	0	0	95	5	0	0	0	0	2	86	15	35
	EXCEL AIRWAYS LTD	C	10	0	0	70	10	0	20	0	0	31	75	7	8
	FIRST CHOICE AIRWAYS LTD	C	19	0	0	42	21	11	16	11	0	53	78	15	18
	GB AIRWAYS LTD	S	18	0	0	61	28	11	0	0	0	14	88	6	26
	MONARCH AIRLINES	C	10	0	0	80	0	0	0	20	0	44	63	80	8
	MY TRAVEL AIRWAYS UK	C	19	0	0	58	5	0	5	21	11	219	62	32	34
	THOMAS COOK AIRLINES LTD	C	19	0	0	89	11	0	0	0	0	6	89	11	28
<b>TOTAL LAS PALMAS</b>			<b>151</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>11</b>	<b>5</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>47</b>	<b>79</b>	<b>19</b>	<b>166</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
TENERIFE (SURREINA SOFIA)	ASTRAEUS LTD	C	9	0	0	78	0	22	0	0	0	11	90	5	20
	BRITANNIA AIRWAYS	C	36	0	0	81	0	8	11	0	0	14	87	5	45
	EXCEL AIRWAYS LTD	C	44	0	0	61	20	14	5	0	0	17	67	14	30
	FIRST CHOICE AIRWAYS LTD	C	42	0	0	76	7	14	2	0	0	10	72	10	74
	FLYJET LTD	C	24	0	0	29	13	21	33	4	0	64	42	15	12
	FUTURA AIRLINES	C	8	0	0	38	0	13	25	25	0	104	60	18	10
	GB AIRWAYS LTD	S	27	0	1	52	22	7	19	0	0	26	83	9	36
	MONARCH AIRLINES	C	26	0	0	81	12	8	0	0	0	8	77	18	56
	MY TRAVEL AIRWAYS UK	C	17	0	0	94	6	0	0	0	0	4	49	86	37
	THOMAS COOK AIRLINES LTD	C	36	0	0	94	0	0	6	0	0	7	99	3	73
	VOLAR AIRLINES	C	6	0	0	33	0	17	50	0	0	51	59	23	17
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>275</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>9</b>	<b>10</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>76</b>	<b>17</b>	<b>422</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>688</b>	<b>2</b>	<b>1</b>	<b>67</b>	<b>12</b>	<b>9</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>29</b>	<b>75</b>	<b>19</b>	<b>892</b>
<b>ST LUCIA</b>															
ST LUCIA (HEWANORRA)	BRITISH AIRWAYS PLC	S	18	0	0	56	22	17	0	6	0	28	94	5	17
	VIRGIN ATLANTIC AIRWAYS LTD	S	27	0	0	63	15	22	0	0	0	16	48	20	27
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>18</b>	<b>20</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>66</b>	<b>14</b>	<b>44</b>
<b>TOTAL ST LUCIA</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>18</b>	<b>20</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>66</b>	<b>14</b>	<b>44</b>
<b>SWITZERLAND</b>															
GENEVA	BRITISH AIRWAYS PLC	S	159	1	0	77	15	7	1	0	0	10	84	8	176
	EASYJET SWITZERLAND	S	186	0	0	88	8	2	2	1	0	7	90	7	186
<b>TOTAL GENEVA</b>			<b>346</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>7</b>	<b>362</b>
<b>TOTAL SWITZERLAND</b>			<b>346</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>10</b>	<b>486</b>
<b>TRINIDAD AND TOBAGO</b>															
TOBAGO	BRITISH AIRWAYS PLC	S	17	0	0	65	24	0	0	0	12	173	89	9	19
	EXCEL AIRWAYS LTD	C	13	0	0	8	23	31	23	15	0	69	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	5	0	0	40	40	20	0	0	0	18	40	29	5
<b>TOTAL TOBAGO</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>26</b>	<b>14</b>	<b>9</b>	<b>6</b>	<b>6</b>	<b>112</b>	<b>66</b>	<b>17</b>	<b>29</b>
<b>TOTAL TRINIDAD AND TOBAGO</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>26</b>	<b>14</b>	<b>9</b>	<b>6</b>	<b>6</b>	<b>112</b>	<b>66</b>	<b>17</b>	<b>29</b>
<b>TUNISIA</b>															
MONASTIR	BRITANNIA AIRWAYS	C	18	0	0	61	17	6	17	0	0	28	100	1	8
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	60	0	0	0	30	10	131	70	14	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	20	10	10	0	0	22	68	90	28
	NOUVELAIR TUNISIE	C	14	1	0	93	7	0	0	0	0	3	30	60	10
	NOUVELAIR TUNISIE	S	11	0	1	9	9	27	36	18	0	101	0	0	0
	THOMAS COOK AIRLINES LTD	C	22	0	0	45	27	14	14	0	0	28	100	1	18
<b>TOTAL MONASTIR</b>			<b>85</b>	<b>1</b>	<b>1</b>	<b>55</b>	<b>15</b>	<b>9</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>45</b>	<b>73</b>	<b>44</b>	<b>75</b>
SFAX	NOUVELAIR TUNISIE	C	8	0	0	50	25	25	0	0	0	21	0	0	0
<b>TOTAL SFAX</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>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
TUNIS	GB AIRWAYS LTD	S	36	0	0	36	36	17	8	3	0	32	57	14	28
<b>TOTAL TUNIS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>36</b>	<b>17</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>32</b>	<b>57</b>	<b>14</b>	<b>28</b>
<b>TOTAL TUNISIA</b>			<b>129</b>	<b>1</b>	<b>1</b>	<b>50</b>	<b>22</b>	<b>12</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>40</b>	<b>69</b>	<b>36</b>	<b>103</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2003		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TURKEY</b>															
<b>ANTALYA</b>	EXCEL AIRWAYS LTD	C	10	0	0	60	40	0	0	0	0	11	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	18	1	0	33	11	33	0	22	0	80	67	20	9
	KIBRIS TURKISH AIRLINES - KTHY	S	19	1	1	32	32	16	11	11	0	57	38	22	8
	MONARCH AIRLINES	C	10	0	0	60	10	20	10	0	0	21	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	0	20	10	0	0	25	22	33	9
	THOMAS COOK AIRLINES LTD	C	43	1	0	79	19	2	0	0	0	6	93	13	27
<b>TOTAL ANTALYA</b>			<b>110</b>	<b>3</b>	<b>1</b>	<b>59</b>	<b>19</b>	<b>13</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>30</b>	<b>68</b>	<b>19</b>	<b>53</b>
<b>BODRUM (MILAS)</b>	BRITANNIA AIRWAYS	C	10	0	0	100	0	0	0	0	0	0	100	1	9
	EXCEL AIRWAYS LTD	C	10	0	0	50	10	10	30	0	0	40	50	19	6
	FIRST CHOICE AIRWAYS LTD	C	45	0	0	62	20	7	11	0	0	24	71	12	35
	MONARCH AIRLINES	C	20	0	0	50	20	20	0	10	0	47	94	4	16
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	0	0	20	10	0	47	0	69	8
	ONUR AIR	C	10	0	0	80	0	0	20	0	0	37	63	18	8
	THOMAS COOK AIRLINES LTD	C	29	0	0	83	14	3	0	0	0	5	73	16	26
<b>TOTAL BODRUM (MILAS)</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>7</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>66</b>	<b>19</b>	<b>124</b>
<b>DALAMAN</b>	AIR ATLANTA EUROPE LTD	C	10	0	0	30	0	40	20	10	0	53	60	18	10
	BRITANNIA AIRWAYS	C	18	0	0	94	6	0	0	0	0	2	88	7	17
	EXCEL AIRWAYS LTD	C	88	0	0	78	8	8	6	0	0	15	81	13	83
	FIRST CHOICE AIRWAYS LTD	C	68	0	0	66	7	6	18	3	0	33	92	7	52
	KIBRIS TURKISH AIRLINES - KTHY	S	8	0	0	88	0	13	0	0	0	6	25	26	8
	MONARCH AIRLINES	C	52	1	0	54	23	17	2	0	4	35	80	10	54
	MY TRAVEL AIRWAYS UK	C	26	0	0	50	8	8	8	8	19	151	46	101	28
	ONUR AIR	C	8	0	0	13	0	13	0	50	25	230	90	6	10
	PEGASUS AIRLINES	C	11	0	0	36	36	9	18	0	0	29	0	0	0
	THOMAS COOK AIRLINES LTD	C	62	0	0	84	3	5	8	0	0	12	70	21	54
	THY TURK HAVA YOLLARI TURKIS	C	8	0	0	63	25	13	0	0	0	10	0	0	0
<b>TOTAL DALAMAN</b>			<b>359</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>10</b>	<b>9</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>36</b>	<b>75</b>	<b>23</b>	<b>326</b>
<b>ISTANBUL</b>	EXCEL AIRWAYS LTD	C	8	0	0	50	0	38	13	0	0	25	0	0	0
<b>TOTAL ISTANBUL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>IZMIR (ADNAM MENDERES)</b>	THOMAS COOK AIRLINES LTD	C	24	0	0	71	8	13	4	4	0	26	100	2	16
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>8</b>	<b>13</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>26</b>	<b>100</b>	<b>2</b>	<b>16</b>
<b>TOTAL TURKEY</b>			<b>635</b>	<b>4</b>	<b>1</b>	<b>66</b>	<b>12</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>32</b>	<b>73</b>	<b>21</b>	<b>519</b>
<b>UKRAINE</b>															
<b>KIEV (BORISPOL)</b>	UKRAINE INTERNATIONAL AIRLIN	S	62	0	0	79	18	0	3	0	0	10	78	13	46
<b>TOTAL KIEV (BORISPOL)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>18</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>13</b>	<b>46</b>
<b>TOTAL UKRAINE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>18</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>13</b>	<b>46</b>
<b>UNITED ARAB EMIRATES</b>															
<b>DUBAI</b>	EMIRATES	S	187	0	1	71	19	9	2	0	0	12	76	10	186
<b>TOTAL DUBAI</b>			<b>187</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>19</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>10</b>	<b>186</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>187</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>19</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>10</b>	<b>186</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 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>UNITED KINGDOM</b>															
ABERDEEN	BRITISH AIRWAYS PLC	S	226	0	1	62	18	15	5	0	0	18	75	12	228
<b>TOTAL ABERDEEN</b>			<b>226</b>	<b>0</b>	<b>1</b>	<b>62</b>	<b>18</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>75</b>	<b>12</b>	<b>228</b>
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	222	0	0	67	16	10	6	1	0	20	58	33	217
<b>TOTAL BELFAST CITY</b>			<b>222</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>16</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>58</b>	<b>33</b>	<b>217</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	240	0	0	68	19	8	4	1	0	15	72	14	166
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>19</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>72</b>	<b>14</b>	<b>166</b>
EDINBURGH	BRITISH AIRWAYS PLC	S	362	0	0	59	16	15	9	0	0	22	63	17	322
	EASYJET AIRLINE COMPANY LTD	S	240	0	0	59	22	13	6	0	0	18	72	17	270
<b>TOTAL EDINBURGH</b>			<b>602</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>18</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>67</b>	<b>17</b>	<b>592</b>
GLASGOW	BRITISH AIRWAYS PLC	S	350	0	0	67	16	9	9	0	0	21	76	11	328
<b>TOTAL GLASGOW</b>			<b>350</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>16</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>76</b>	<b>11</b>	<b>329</b>
GUERNSEY	AURIGNY AIR SERVICES	S	248	0	0	68	19	7	6	0	0	14	86	12	184
	FLYBE.BRITISH EUROPEAN	S	247	1	1	86	6	6	2	0	0	9	79	17	240
<b>TOTAL GUERNSEY</b>			<b>495</b>	<b>1</b>	<b>1</b>	<b>77</b>	<b>13</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>15</b>	<b>424</b>
INVERNESS	BRITISH AIRWAYS CITIEXPRESS L	S	183	0	0	68	20	6	6	1	0	18	68	23	185
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	56	24	15	5	0	0	18	71	11	62
<b>TOTAL INVERNESS</b>			<b>245</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>21</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>68</b>	<b>20</b>	<b>247</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	168	0	0	65	17	8	10	0	0	18	74	17	165
<b>TOTAL ISLE OF MAN</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>17</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>74</b>	<b>17</b>	<b>165</b>
JERSEY	BRITISH AIRWAYS PLC	S	324	0	0	63	18	11	8	0	0	18	76	15	406
	FLYBE.BRITISH EUROPEAN	S	254	0	2	81	8	6	4	1	0	14	65	33	252
<b>TOTAL JERSEY</b>			<b>578</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>14</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>72</b>	<b>22</b>	<b>658</b>
MANCHESTER	BRITISH AIRWAYS PLC	S	378	0	1	63	20	12	5	0	0	17	85	8	382
<b>TOTAL MANCHESTER</b>			<b>378</b>	<b>32</b>	<b>1</b>	<b>63</b>	<b>20</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>84</b>	<b>8</b>	<b>394</b>
NEWCASTLE	BRITISH AIRWAYS PLC	S	234	0	0	70	15	8	6	0	0	15	76	12	244
<b>TOTAL NEWCASTLE</b>			<b>234</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>76</b>	<b>12</b>	<b>244</b>
NEWQUAY	AIR SOUTHWEST	S	88	0	3	80	6	8	7	0	0	13	0	0	0
<b>TOTAL NEWQUAY</b>			<b>88</b>	<b>0</b>	<b>3</b>	<b>80</b>	<b>6</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>92</b>	<b>4</b>	<b>121</b>
PLYMOUTH	AIR SOUTHWEST	S	144	0	4	78	8	8	6	0	0	13	0	0	0
<b>TOTAL PLYMOUTH</b>			<b>144</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>8</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>81</b>	<b>11</b>	<b>122</b>
<b>TOTAL UNITED KINGDOM</b>			<b>3970</b>	<b>44</b>	<b>12</b>	<b>68</b>	<b>16</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>74</b>	<b>16</b>	<b>3909</b>
<b>USA</b>															
ATLANTA	BRITISH AIRWAYS PLC	S	62	0	0	56	24	13	6	0	0	20	63	16	62
	DELTA AIRLINES	S	242	0	7	76	13	7	4	0	0	12	67	18	186
<b>TOTAL ATLANTA</b>			<b>304</b>	<b>0</b>	<b>7</b>	<b>72</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>66</b>	<b>17</b>	<b>248</b>
CHARLOTTE	US AIRWAYS	S	60	0	2	55	20	13	8	3	0	28	48	35	62
<b>TOTAL CHARLOTTE</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>55</b>	<b>20</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>28</b>	<b>48</b>	<b>35</b>	<b>62</b>
CINCINNATI	DELTA AIRLINES	S	62	0	0	79	15	3	2	2	0	12	82	7	62

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 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 CINCINNATI			62	0	0	79	15	3	2	2	0	12	82	7	62
CLEVELAND	CONTINENTAL AIRLINES	S	62	0	0	84	8	2	6	0	0	11	64	18	61
TOTAL CLEVELAND			62	0	0	84	8	2	6	0	0	11	64	18	61
DALLAS/FORT WORTH	AMERICAN AIRLINES	S	150	0	0	75	12	6	6	1	0	15	66	20	124
	BRITISH AIRWAYS PLC	S	62	0	0	69	13	11	6	0	0	17	84	9	62
TOTAL DALLAS/FORT WORTH			212	0	0	74	12	8	6	0	0	15	72	16	186
DETROIT	NORTHWEST AIRLINES	S	62	0	0	84	10	3	3	0	0	9	72	22	60
TOTAL DETROIT			62	0	0	84	10	3	3	0	0	9	72	22	60
HOUSTON	BRITISH AIRWAYS PLC	S	86	1	1	72	13	12	3	0	0	14	62	15	87
	CONTINENTAL AIRLINES	S	124	0	0	78	11	9	2	0	0	11	65	15	124
TOTAL HOUSTON			210	1	1	76	12	10	2	0	0	12	64	15	211
LAS VEGAS	VIRGIN ATLANTIC AIRWAYS LTD	S	35	0	0	51	29	11	9	0	0	22	78	13	18
TOTAL LAS VEGAS			35	0	0	51	29	11	9	0	0	22	78	13	18
MINNEAPOLIS-ST PAUL	NORTHWEST AIRLINES	S	62	0	0	87	3	5	5	0	0	13	82	33	62
TOTAL MINNEAPOLIS-ST PAUL			62	0	0	87	3	5	5	0	0	13	82	33	62
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	124	1	0	63	19	10	6	2	0	21	56	22	125
TOTAL NEW YORK (NEWARK)			124	1	0	63	19	10	6	2	0	21	56	22	125
ORLANDO	BRITISH AIRWAYS PLC	S	60	0	0	63	12	12	13	0	0	21	71	19	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	149	0	2	47	20	19	13	0	1	44	71	14	144
TOTAL ORLANDO			209	0	2	52	18	17	13	0	1	37	71	15	206
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	62	0	0	31	35	19	11	3	0	36	58	30	124
TOTAL PHILADELPHIA INTERNATIONAL			62	0	0	31	35	19	11	3	0	36	58	30	124
PITTSBURGH	US AIRWAYS	S	62	0	0	69	16	5	8	2	0	21	76	16	62
TOTAL PITTSBURGH			62	0	0	69	16	5	8	2	0	21	76	16	62
RALEIGH	AMERICAN AIRLINES	S	62	0	0	76	15	6	3	0	0	12	79	13	62
TOTAL RALEIGH			62	0	0	76	15	6	3	0	0	12	79	13	62
SANFORD	AIR ATLANTA EUROPE LTD	C	59	6	0	20	7	10	37	15	10	185	33	30	3
	BRITANNIA AIRWAYS	C	17	0	0	59	12	24	6	0	0	23	94	4	17
	FIRST CHOICE AIRWAYS LTD	C	17	0	0	59	12	12	12	0	6	99	40	26	10
	MONARCH AIRLINES	C	16	1	0	44	25	13	19	0	0	30	0	0	0
	MY TRAVEL AIRWAYS UK	C	26	0	0	23	27	19	23	8	0	55	59	23	27
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	25	0	13	0	0	19	40	20	10
TOTAL SANFORD			143	7	0	35	15	13	24	8	5	105	47	38	119
TAMPA	BRITISH AIRWAYS PLC	S	42	0	0	83	2	7	5	2	0	18	78	11	46
TOTAL TAMPA			42	0	0	83	2	7	5	2	0	18	78	11	46
TOTAL USA			1774	9	12	66	15	10	8	1	1	26	67	20	1776
VENEZUELA															
PORLAMAR	EXCEL AIRWAYS LTD	C	8	0	0	38	0	13	25	25	0	115	0	0	0
TOTAL PORLAMAR			8	0	0	38	0	13	25	25	0	115	50	29	2



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		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)
TOTAL VENEZUELA			8	0	0	38	0	13	25	25	0	115	50	29	2
ZIMBABWE															
HARARE	AIR ZIMBABWE	S	42	4	12	21	12	40	17	7	2	62	39	39	31
TOTAL HARARE			42	4	12	21	12	40	17	7	2	62	39	39	31
TOTAL ZIMBABWE			42	4	12	21	12	40	17	7	2	62	39	39	31
TOTAL GATWICK			23824	116	83	67	15	10	6	1	0	21	75	17	23460

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ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 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>															
SALZBURG	MALMO AVIATION	C	16	0	0	100	0	0	0	0	0	2	79	6	19
<b>TOTAL SALZBURG</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>2</b>	<b>79</b>	<b>6</b>	<b>19</b>
<b>TOTAL AUSTRIA</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>2</b>	<b>79</b>	<b>6</b>	<b>19</b>
<b>BULGARIA</b>															
BURGAS	BH AIR	C	25	0	0	60	24	16	0	0	0	16	95	5	19
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	70	20	10	0	0	0	11	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	0	0	10	0	0	16	0	0	0
<b>TOTAL BURGAS</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>18</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>95</b>	<b>5</b>	<b>19</b>
VARNA	BH AIR	C	10	0	0	40	30	30	0	0	0	20	90	11	10
<b>TOTAL VARNA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>30</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>90</b>	<b>11</b>	<b>10</b>
<b>TOTAL BULGARIA</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>20</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>93</b>	<b>7</b>	<b>29</b>
<b>CANADA</b>															
CALGARY	MY TRAVEL AIRWAYS UK	C	6	0	0	0	33	0	33	0	33	319	0	0	0
<b>TOTAL CALGARY</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>33</b>	<b>319</b>	<b>0</b>	<b>0</b>	<b>0</b>
HALIFAX INT	ZOOM AIRLINES	S	5	0	0	80	20	0	0	0	0	11	0	0	0
<b>TOTAL HALIFAX INT</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
OTTAWA INTERNATIONAL	ZOOM AIRLINES	S	4	0	0	50	25	0	25	0	0	36	0	0	0
<b>TOTAL OTTAWA INTERNATIONAL</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>
TORONTO	AIR CANADA	S	61	0	0	57	16	16	10	0	0	22	43	54	56
	AIR TRANSAT	S	26	0	0	81	12	8	0	0	0	6	29	63	28
	THOMAS COOK AIRLINES LTD	S	25	1	1	60	12	8	8	12	0	47	0	0	0
	ZOOM AIRLINES	S	17	1	9	71	18	12	0	0	0	9	0	0	0
<b>TOTAL TORONTO</b>			<b>129</b>	<b>3</b>	<b>10</b>	<b>64</b>	<b>15</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>38</b>	<b>70</b>	<b>102</b>
VANCOUVER	AIR TRANSAT	S	18	0	0	44	17	33	6	0	0	23	69	16	16
	ZOOM AIRLINES	S	14	0	7	50	29	14	7	0	0	19	0	0	0
<b>TOTAL VANCOUVER</b>			<b>33</b>	<b>0</b>	<b>7</b>	<b>45</b>	<b>21</b>	<b>24</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>71</b>	<b>43</b>	<b>24</b>
<b>TOTAL CANADA</b>			<b>177</b>	<b>3</b>	<b>17</b>	<b>59</b>	<b>17</b>	<b>14</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>32</b>	<b>44</b>	<b>65</b>	<b>126</b>
<b>CROATIA</b>															
DUBROVNIK	CROATIA AIRLINES	S	2	0	0	0	50	0	50	0	0	82	0	0	0
<b>TOTAL DUBROVNIK</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CROATIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CYPRUS</b>															
LARNACA	BRITANNIA AIRWAYS	C	10	0	0	90	0	0	10	0	0	16	100	3	10
	EUROCYPRIA AIRLINES LTD	C	12	0	0	25	17	42	17	0	0	39	100	1	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	25	38	13	0	0	46	13	48	8
	THOMAS COOK AIRLINES LTD	C	4	0	0	100	0	0	0	0	0	5	100	1	8
<b>TOTAL LARNACA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>12</b>	<b>24</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>74</b>	<b>12</b>	<b>46</b>
PAPHOS	BRITANNIA AIRWAYS	C	8	0	0	75	13	13	0	0	0	10	75	7	8

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				Actual (7)	Plan (8)										
PAPHOS	EUROCYPRIA AIRLINES LTD	C	10	0	0	90	10	0	0	0	0	4	75	15	8
	FIRST CHOICE AIRWAYS LTD	S	8	0	0	88	0	0	13	0	0	15	88	5	8
<b>TOTAL PAPHOS</b>			<b>26</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>79</b>	<b>9</b>	<b>24</b>
<b>TOTAL CYPRUS</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>10</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>76</b>	<b>11</b>	<b>70</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	FLYGLOBESPAN	S	18	0	0	78	0	0	0	11	11	77	0	0	0
<b>TOTAL PRAGUE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>11</b>	<b>77</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>11</b>	<b>77</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>DENMARK</b>															
COPENHAGEN	BMI REGIONAL	S	60	0	0	92	2	3	3	0	0	7	0	0	0
<b>TOTAL COPENHAGEN</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>11</b>	<b>74</b>
<b>TOTAL DENMARK</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>11</b>	<b>74</b>
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	FIRST CHOICE AIRWAYS LTD	C	4	0	0	0	0	0	100	0	0	66	0	0	0
<b>TOTAL PUERTO PLATA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>FRANCE</b>															
NICE	CHANNEL EXPRESS (AIR SVS)	S	18	0	0	50	17	11	17	6	0	42	0	0	0
<b>TOTAL NICE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>11</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS CITIEXPRESS L	S	45	0	0	93	4	2	0	0	0	4	69	14	67
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>45</b>	<b>2</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>69</b>	<b>14</b>	<b>67</b>
<b>TOTAL FRANCE</b>			<b>63</b>	<b>2</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>69</b>	<b>14</b>	<b>67</b>
<b>GERMANY</b>															
DUSSELDORF	BRITISH AIRWAYS CITIEXPRESS L	S	19	0	0	89	0	11	0	0	0	6	0	0	0
<b>TOTAL DUSSELDORF</b>			<b>19</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
FRANKFURT MAIN	BRITISH AIRWAYS CITIEXPRESS L	S	24	0	0	83	8	4	4	0	0	10	97	2	66
<b>TOTAL FRANKFURT MAIN</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>97</b>	<b>2</b>	<b>66</b>
MUNICH	BRITISH AIRWAYS CITIEXPRESS L	S	44	0	0	91	7	2	0	0	0	4	93	4	46
<b>TOTAL MUNICH</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>93</b>	<b>4</b>	<b>46</b>
<b>TOTAL GERMANY</b>			<b>87</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>94</b>	<b>4</b>	<b>136</b>
<b>GREECE</b>															
ATHENS	GREECE AIRWAYS	S	18	0	0	78	6	6	11	0	0	13	0	0	0
<b>TOTAL ATHENS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>6</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CORFU</b>															
	BRITANNIA AIRWAYS	C	13	0	0	92	8	0	0	0	0	4	100	1	10
	EXCEL AIRWAYS LTD	C	10	0	0	70	20	0	10	0	0	13	88	3	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	100	5	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	20	20	30	30	0	0	44	0	0	0
	THOMAS COOK AIRLINES LTD	C	12	0	0	92	8	0	0	0	0	4	89	3	18

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			Actual (7)	Plan (8)											
<b>TOTAL CORFU</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>22</b>	<b>62</b>
<b>HERAKLION</b>	BMI BRITISH MIDLAND	C	8	0	0	0	25	63	13	0	0	40	30	24	10
	EXCEL AIRWAYS LTD	C	17	0	0	76	6	12	6	0	0	12	72	155	18
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	5	50	25	8
	MY TRAVEL AIRWAYS UK	C	9	0	0	89	11	0	0	0	0	4	0	0	0
	THOMAS COOK AIRLINES LTD	C	5	0	0	100	0	0	0	0	0	2	100	0	8
<b>TOTAL HERAKLION</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>10</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>65</b>	<b>66</b>	<b>52</b>
<b>KOS</b>	BMI BRITISH MIDLAND	C	9	0	0	89	11	0	0	0	0	3	70	9	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	2	63	8	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	13	0	0	0	7	88	87	8
<b>TOTAL KOS</b>			<b>25</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>4</b>	<b>73</b>	<b>33</b>	<b>26</b>
<b>RHODES</b>	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	1	88	3	8
	EXCEL AIRWAYS LTD	C	17	0	0	82	6	0	12	0	0	23	78	8	18
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	25	25	0	0	0	22	88	4	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	13	25	13	25	0	95	25	44	8
<b>TOTAL RHODES</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>10</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>32</b>	<b>76</b>	<b>12</b>	<b>50</b>
<b>ZAKINTHOS</b>	BRITANNIA AIRWAYS	C	10	0	0	70	20	10	0	0	0	10	0	0	0
	EXCEL AIRWAYS LTD	C	9	1	0	78	11	0	11	0	0	14	80	8	10
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	80	0	0	20	0	0	22	100	0	10
	THOMAS COOK AIRLINES LTD	C	12	0	0	75	17	8	0	0	0	9	82	5	17
<b>TOTAL ZAKINTHOS</b>			<b>41</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>86</b>	<b>4</b>	<b>37</b>
<b>TOTAL GREECE</b>			<b>227</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>10</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>74</b>	<b>28</b>	<b>235</b>
<b>HUNGARY</b>															
<b>BUDAPEST</b>	AUSTRIAN AIRLINES	C	2	0	0	50	50	0	0	0	0	17	0	0	0
<b>TOTAL BUDAPEST</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>75</b>	<b>24</b>	<b>4</b>
<b>TOTAL HUNGARY</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>75</b>	<b>24</b>	<b>4</b>
<b>ICELAND</b>															
<b>KEFLAVIK</b>	ICELANDAIR	S	44	0	0	30	36	18	11	5	0	46	86	9	36
<b>TOTAL KEFLAVIK</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>36</b>	<b>18</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>46</b>	<b>86</b>	<b>9</b>	<b>36</b>
<b>TOTAL ICELAND</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>36</b>	<b>18</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>46</b>	<b>86</b>	<b>9</b>	<b>36</b>
<b>IRISH REPUBLIC</b>															
<b>CORK</b>	LOGANAIR	S	58	4	0	67	14	10	9	0	0	18	83	6	52
<b>TOTAL CORK</b>			<b>58</b>	<b>4</b>	<b>0</b>	<b>67</b>	<b>14</b>	<b>10</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>83</b>	<b>6</b>	<b>52</b>
<b>DUBLIN</b>	AER LINGUS	S	136	0	0	46	24	22	8	0	0	24	71	29	184
<b>TOTAL DUBLIN</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>24</b>	<b>22</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>71</b>	<b>29</b>	<b>184</b>
<b>GALWAY</b>	LOGANAIR	S	44	11	0	25	25	32	18	0	0	37	0	0	0
<b>TOTAL GALWAY</b>			<b>44</b>	<b>11</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>32</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>238</b>	<b>15</b>	<b>0</b>	<b>47</b>	<b>21</b>	<b>21</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>73</b>	<b>24</b>	<b>236</b>
<b>ITALY</b>															
<b>NAPLES</b>	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	2	89	13	18

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 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 NAPLES			8	0	0	100	0	0	0	0	0	2	89	13	19
PISA	BMI BRITISH MIDLAND	C	8	0	0	0	13	38	50	0	0	55	0	128	10
TOTAL PISA			8	0	0	0	13	38	50	0	0	55	0	110	13
RIMINI	BMI REGIONAL	C	2	0	0	100	0	0	0	0	0	4	0	0	0
	MALMO AVIATION	C	4	0	0	100	0	0	0	0	0	6	67	13	9
TOTAL RIMINI			6	0	0	100	0	0	0	0	0	6	67	13	9
ROME (FIUMICINO)	CHANNEL EXPRESS (AIR SVS)	S	8	0	0	13	63	25	0	0	0	24	0	0	0
	FLYGLOBESPAN	S	10	0	0	30	20	30	20	0	0	33	0	0	0
TOTAL ROME (FIUMICINO)			18	0	0	22	39	28	11	0	0	29	0	0	0
VENICE	BMI BRITISH MIDLAND	C	10	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL VENICE			10	0	0	100	0	0	0	0	0	2	69	13	13
VERONA VILLAFRANCA	BMI BRITISH MIDLAND	C	8	0	0	0	0	0	100	0	0	88	0	122	9
	BRITANNIA AIRWAYS	C	8	0	0	75	13	13	0	0	0	9	100	2	8
TOTAL VERONA VILLAFRANCA			16	0	0	38	6	6	50	0	0	49	47	65	17
TOTAL ITALY			66	0	0	52	14	14	21	0	0	27	57	41	77
MALTA															
MALTA	AIR MALTA	S	16	0	0	81	13	6	0	0	0	9	88	4	16
	BRITANNIA AIRWAYS	C	9	0	0	56	11	11	0	22	0	63	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	100	0	0	0	0	0	2	88	6	8
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL MALTA			37	0	0	81	8	5	0	5	0	20	91	4	32
TOTAL MALTA			37	0	0	81	8	5	0	5	0	20	91	4	32
MEXICO															
CANCUN	MY TRAVEL AIRWAYS UK	C	9	0	0	44	22	22	11	0	0	27	50	58	8
TOTAL CANCUN			9	0	0	44	22	22	11	0	0	27	50	58	8
TOTAL MEXICO			9	0	0	44	22	22	11	0	0	27	50	58	8
NETHERLANDS															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	62	0	0	89	5	6	0	0	0	6	68	15	62
	KLM CITYHOPPER	S	244	0	0	76	15	7	2	0	0	11	76	14	246
TOTAL AMSTERDAM			306	1	0	79	13	7	2	0	0	10	75	14	308
TOTAL NETHERLANDS			306	1	0	79	13	7	2	0	0	10	75	14	308
PORTUGAL(EXCLUDING MADEIRA)															
FARO	AIR LUXOR	C	8	0	0	50	38	13	0	0	0	16	60	30	10
	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	0	100	1	8
	CHANNEL EXPRESS (AIR SVS)	S	16	0	0	94	0	6	0	0	0	5	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	63	25	13	0	0	0	12	100	0	18
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	13	13	13	0	0	23	100	0	1
	SPANAIR	C	8	0	0	50	25	13	13	0	0	22	40	27	10
	THOMAS COOK AIRLINES LTD	C	6	0	0	67	0	17	17	0	0	18	79	9	19
TOTAL FARO			70	0	0	71	14	10	4	0	0	12	81	10	75

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>10</b>	<b>75</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	EUROATLANTIC AIRWAYS	C	8	2	0	100	0	0	0	0	0	0	71	64	7
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	30	0	0	0	0	10	75	11	8
<b>TOTAL FUNCHAL</b>			<b>18</b>	<b>2</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>73</b>	<b>36</b>	<b>15</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>18</b>	<b>2</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>73</b>	<b>36</b>	<b>15</b>
<b>RUSSIA</b>															
MOSCOW (VNUKOVO)	GASPROMAVIA	C	2	0	0	0	50	50	0	0	0	42	0	0	0
	YAK SERVICE	C	2	0	0	0	0	0	100	0	0	64	0	0	0
<b>TOTAL MOSCOW (VNUKOVO)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL RUSSIA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>33</b>	<b>17</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SPAIN</b>															
ALICANTE	BRITANNIA AIRWAYS	C	19	0	0	68	26	0	5	0	0	16	89	2	18
	CHANNEL EXPRESS (AIR SVS)	S	11	0	6	64	9	9	18	0	0	39	0	0	0
	EXCEL AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	10	70	17	10
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	5	100	0	10
	FLYGLOBESPAN	S	53	0	3	85	2	8	2	2	2	30	0	0	0
	GREECE AIRWAYS	S	17	6	2	82	6	12	0	0	0	9	0	0	0
	MY TRAVEL AIRWAYS UK	C	25	0	0	68	8	8	8	8	0	37	77	19	26
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	10	10	0	0	0	7	95	2	20
<b>TOTAL ALICANTE</b>			<b>151</b>	<b>6</b>	<b>11</b>	<b>77</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>24</b>	<b>85</b>	<b>9</b>	<b>98</b>
ALMERIA	MY TRAVEL AIRWAYS UK	C	8	0	0	75	13	0	0	13	0	36	0	0	0
<b>TOTAL ALMERIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>36</b>	<b>88</b>	<b>7</b>	<b>8</b>
BARCELONA	BRITANNIA AIRWAYS CITIEXPRESS L	S	19	0	0	84	11	5	0	0	0	8	69	19	16
	CHANNEL EXPRESS (AIR SVS)	S	31	5	4	58	10	16	10	6	0	34	0	0	0
	FLYGLOBESPAN	S	8	0	0	13	50	38	0	0	0	25	0	0	0
<b>TOTAL BARCELONA</b>			<b>58</b>	<b>5</b>	<b>4</b>	<b>60</b>	<b>16</b>	<b>16</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>53</b>	<b>35</b>	<b>43</b>
GERONA	BRITANNIA AIRWAYS	C	10	0	0	80	0	0	0	10	10	73	100	0	8
	GREECE AIRWAYS	S	16	2	0	75	13	13	0	0	0	14	0	0	0
	MY TRAVEL AIRWAYS UK	C	17	1	0	59	12	12	18	0	0	27	89	4	9
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	25	0	0	0	12	100	0	9
<b>TOTAL GERONA</b>			<b>51</b>	<b>3</b>	<b>0</b>	<b>71</b>	<b>8</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>30</b>	<b>92</b>	<b>6</b>	<b>36</b>
IBIZA	BRITANNIA AIRWAYS	C	24	0	0	88	4	8	0	0	0	5	86	18	28
	IBERWORLD	C	3	2	0	67	0	0	33	0	0	27	60	22	10
	MY TRAVEL AIRWAYS UK	C	18	0	0	94	0	6	0	0	0	5	100	2	20
	THOMAS COOK AIRLINES LTD	C	9	0	0	67	22	11	0	0	0	13	83	4	6
<b>TOTAL IBIZA</b>			<b>54</b>	<b>2</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>16</b>	<b>74</b>
MADRID	MY TRAVEL AIRWAYS UK	C	2	0	0	0	50	50	0	0	0	25	0	0	0
<b>TOTAL MADRID</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>25</b>	<b>0</b>	<b>0</b>	<b>0</b>
MAHON	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	1	80	10	10
	FUTURA AIRLINES	C	8	0	0	100	0	0	0	0	0	2	100	2	10
	MY TRAVEL AIRWAYS UK	C	16	0	0	38	19	31	13	0	0	28	80	7	20

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			Actual (7)	Plan (8)											
MAHON	THOMAS COOK AIRLINES LTD	C	12	0	0	83	8	8	0	0	0	6	100	0	18
<b>TOTAL MAHON</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>9</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>90</b>	<b>4</b>	<b>59</b>
MALAGA	BRITANNIA AIRWAYS	C	18	0	0	100	0	0	0	0	1	95	5	20	
	EXCEL AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	
	FIRST CHOICE AIRWAYS LTD	C	8	1	0	100	0	0	0	0	4	100	1	10	
	FLYGLOBESPAN	S	62	0	0	82	8	2	3	2	24	0	0	0	
	FUTURA AIRLINES	C	8	0	0	75	0	0	25	0	25	50	17	4	
	GREECE AIRWAYS	S	15	0	2	60	13	13	0	13	48	0	0	0	
	MONARCH AIRLINES	C	10	0	0	100	0	0	0	0	2	0	0	0	
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	13	0	0	25	64	80	6	10	
	THOMAS COOK AIRLINES LTD	C	4	0	0	75	25	0	0	0	9	95	2	20	
<b>TOTAL MALAGA</b>			<b>135</b>	<b>2</b>	<b>2</b>	<b>83</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>22</b>	<b>88</b>	<b>6</b>	<b>82</b>	
PALMA DE MALLORCA	AIR EUROPA	C	10	0	0	90	10	0	0	0	5	100	3	8	
	BRITANNIA AIRWAYS	C	45	0	0	82	16	2	0	0	8	82	83	44	
	EXCEL AIRWAYS LTD	C	8	0	0	75	0	0	0	25	53	80	6	10	
	FIRST CHOICE AIRWAYS LTD	C	5	1	0	60	20	0	20	0	37	90	3	10	
	FLYGLOBESPAN	S	73	1	1	84	3	7	4	3	16	0	0	0	
	GREECE AIRWAYS	S	17	4	0	59	18	6	12	0	44	0	0	0	
	IBERWORLD	C	13	0	0	92	8	0	0	0	5	85	11	41	
	MY TRAVEL AIRWAYS UK	C	33	0	0	48	15	24	6	0	47	86	29	21	
	SPANAIR	C	18	0	0	33	33	11	11	11	48	55	24	49	
	THOMAS COOK AIRLINES LTD	C	23	2	0	100	0	0	0	0	2	86	8	29	
<b>TOTAL PALMA DE MALLORCA</b>			<b>246</b>	<b>8</b>	<b>1</b>	<b>75</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>22</b>	<b>78</b>	<b>30</b>	<b>241</b>	
REUS	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	4	100	2	10	
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	88	3	8	
	MY TRAVEL AIRWAYS UK	C	19	1	0	42	0	26	0	16	171	0	188	8	
	THOMAS COOK AIRLINES LTD	C	14	0	0	93	0	0	0	7	23	77	49	13	
<b>TOTAL REUS</b>			<b>51</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>8</b>	<b>6</b>	<b>71</b>	<b>74</b>	<b>47</b>	
<b>TOTAL SPAIN</b>			<b>801</b>	<b>27</b>	<b>18</b>	<b>76</b>	<b>9</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>25</b>	<b>81</b>	<b>20</b>	<b>688</b>
SPAIN(CANARY ISLANDS)															
ARRECIFE	BRITANNIA AIRWAYS	C	8	0	0	50	25	25	0	0	21	89	4	9	
	EXCEL AIRWAYS LTD	C	8	0	0	75	13	13	0	0	11	56	17	9	
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	38	25	25	0	0	13	151	44	9	
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	2	75	7	8	
	THOMAS COOK AIRLINES LTD	C	2	0	0	0	0	100	0	0	39	67	17	9	
	VOLAR AIRLINES	C	8	0	0	50	25	13	13	0	22	0	0	0	
<b>TOTAL ARRECIFE</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>17</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>41</b>	<b>66</b>	<b>12</b>	<b>44</b>	
FUERTEVENTURA	MY TRAVEL AIRWAYS UK	C	8	0	0	88	0	0	13	0	18	0	0	0	
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	13	13	13	0	18	0	0	0	
<b>TOTAL FUERTEVENTURA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>6</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>18</b>	<b>88</b>	<b>15</b>	<b>24</b>	
LAS PALMAS	AIR EUROPA	C	8	0	0	63	25	13	0	0	15	90	5	10	
	BRITANNIA AIRWAYS	C	10	0	0	80	20	0	0	0	5	100	0	8	
	IBERWORLD	C	8	0	0	88	0	13	0	0	8	90	4	10	
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	10	10	0	20	51	63	16	8	
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	0	0	20	0	24	100	0	8	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 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 LAS PALMAS</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>21</b>	<b>81</b>	<b>13</b>	<b>62</b>
<b>TENERIFE (SURREINA SOFIA)</b>	AIR CORDIAL LTD	C	4	0	0	0	0	100	0	0	0	43	0	0	0
	BRITANNIA AIRWAYS	C	17	0	0	76	6	6	0	12	0	33	79	9	19
	EXCEL AIRWAYS LTD	C	8	0	0	75	0	0	25	0	0	27	30	170	10
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	100	3	10
	FLYGLOBESPAN	S	18	0	0	83	11	6	0	0	0	7	0	0	0
	IBERWORLD	C	8	0	0	100	0	0	0	0	0	0	0	0	0
	MY TRAVEL AIRWAYS UK	C	25	0	0	88	12	0	0	0	0	7	63	40	19
	THOMAS COOK AIRLINES LTD	C	4	0	0	100	0	0	0	0	0	0	100	1	21
	VOLAR AIRLINES	C	3	0	0	100	0	0	0	0	0	2	67	26	6
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>69</b>	<b>35</b>	<b>108</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>200</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>21</b>	<b>74</b>	<b>23</b>	<b>238</b>
<b>SWEDEN</b>															
<b>MALMO</b>	MALMO AVIATION	S	9	0	0	89	0	11	0	0	0	8	0	0	0
<b>TOTAL MALMO</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>44</b>	<b>51</b>	<b>9</b>
<b>TOTAL SWEDEN</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>44</b>	<b>51</b>	<b>9</b>
<b>TUNISIA</b>															
<b>MONASTIR</b>	MY TRAVEL AIRWAYS UK	C	10	0	0	40	30	10	0	20	0	77	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL MONASTIR</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>41</b>	<b>100</b>	<b>6</b>	<b>10</b>
<b>TOTAL TUNISIA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>41</b>	<b>100</b>	<b>6</b>	<b>10</b>
<b>TURKEY</b>															
<b>ANTALYA</b>	KIBRIS TURKISH AIRLINES - KTHY	S	10	0	0	80	20	0	0	0	0	5	75	8	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	10	0	0	0	0	4	0	0	0
<b>TOTAL ANTALYA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>75</b>	<b>8</b>	<b>8</b>
<b>BODRUM (MILAS)</b>	FIRST CHOICE AIRWAYS LTD	C	10	0	0	80	0	0	20	0	0	24	100	0	9
	MY TRAVEL AIRWAYS UK	C	10	0	0	50	30	0	20	0	0	26	0	0	0
<b>TOTAL BODRUM (MILAS)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>100</b>	<b>0</b>	<b>9</b>
<b>DALAMAN</b>	BRITANNIA AIRWAYS	C	10	0	0	90	10	0	0	0	0	4	75	6	8
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	70	10	10	10	0	0	14	88	144	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	13	25	0	0	0	16	70	19	10
	THOMAS COOK AIRLINES LTD	C	12	0	0	75	25	0	0	0	0	8	96	3	23
<b>TOTAL DALAMAN</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>87</b>	<b>28</b>	<b>52</b>
<b>TOTAL TURKEY</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>87</b>	<b>22</b>	<b>69</b>
<b>UNITED ARAB EMIRATES</b>															
<b>DUBAI</b>	EMIRATES	S	62	0	0	63	16	13	8	0	0	19	0	0	0
<b>TOTAL DUBAI</b>			<b>62</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>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>62</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>0</b>	<b>0</b>	<b>0</b>
<b>UNITED KINGDOM</b>															
<b>BARRA</b>	LOGANAIR	S	60	6	0	68	27	0	3	2	0	15	69	35	29



## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 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 BARRA</b>			<b>60</b>	<b>6</b>	<b>0</b>	<b>68</b>	<b>27</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>69</b>	<b>35</b>	<b>29</b>
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	228	0	2	79	7	4	10	0	0	16	0	0	0
<b>TOTAL BELFAST CITY</b>			<b>228</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>7</b>	<b>4</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>82</b>	<b>11</b>	<b>154</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	230	0	0	82	7	7	4	0	0	10	78	11	238
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>230</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>11</b>	<b>238</b>
BENBECULA	LOGANAIR	S	88	0	0	72	18	7	0	3	0	19	0	0	0
<b>TOTAL BENBECULA</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>18</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>85</b>	<b>10</b>	<b>52</b>
BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS L	S	227	0	0	89	3	4	4	0	0	8	81	11	216
	FLYBE.BRITISH EUROPEAN	S	323	1	5	70	13	7	10	1	0	19	60	23	295
	GROSSMANN AIR SERVICE	C	4	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL BIRMINGHAM</b>			<b>555</b>	<b>1</b>	<b>5</b>	<b>77</b>	<b>9</b>	<b>6</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>69</b>	<b>18</b>	<b>511</b>
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	181	2	0	90	7	2	1	1	0	6	80	7	183
	EASYJET AIRLINE COMPANY LTD	S	158	0	2	74	12	10	4	0	0	12	66	16	156
<b>TOTAL BRISTOL</b>			<b>339</b>	<b>2</b>	<b>2</b>	<b>82</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>11</b>	<b>339</b>
CAMPBELTOWN	LOGANAIR	S	86	0	0	97	3	0	0	0	0	3	98	2	80
<b>TOTAL CAMPBELTOWN</b>			<b>86</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>98</b>	<b>2</b>	<b>80</b>
CITY OF DERRY (EGLINTON)	LOGANAIR	S	57	5	0	40	9	7	5	39	0	92	50	22	52
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>57</b>	<b>5</b>	<b>0</b>	<b>40</b>	<b>9</b>	<b>7</b>	<b>5</b>	<b>39</b>	<b>0</b>	<b>92</b>	<b>50</b>	<b>22</b>	<b>52</b>
EXETER	FLYBE.BRITISH EUROPEAN	S	62	0	0	82	8	6	3	0	0	11	0	0	0
<b>TOTAL EXETER</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>100</b>	<b>0</b>	<b>1</b>
GATWICK	BRITISH AIRWAYS PLC	S	350	2	0	74	10	8	8	0	0	18	80	10	328
<b>TOTAL GATWICK</b>			<b>350</b>	<b>3</b>	<b>0</b>	<b>74</b>	<b>10</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>80</b>	<b>10</b>	<b>330</b>
HEATHROW	BMI BRITISH MIDLAND	S	459	0	8	60	20	16	4	0	0	18	83	8	463
	BRITISH AIRWAYS PLC	S	617	4	3	46	22	20	11	1	0	27	83	9	657
<b>TOTAL HEATHROW</b>			<b>1076</b>	<b>4</b>	<b>11</b>	<b>52</b>	<b>22</b>	<b>18</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>83</b>	<b>9</b>	<b>1120</b>
ISLAY	LOGANAIR	S	96	2	0	82	11	5	1	0	0	8	68	17	93
<b>TOTAL ISLAY</b>			<b>96</b>	<b>2</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>68</b>	<b>17</b>	<b>93</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	62	0	0	55	15	15	16	0	0	28	76	10	62
	ROSSAIR EUROPE	S	107	4	0	64	7	5	22	2	0	31	0	0	0
<b>TOTAL ISLE OF MAN</b>			<b>169</b>	<b>4</b>	<b>0</b>	<b>60</b>	<b>10</b>	<b>8</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>76</b>	<b>10</b>	<b>62</b>
JERSEY	BMI REGIONAL	S	24	0	0	83	4	13	0	0	0	8	0	0	0
	FLYBE.BRITISH EUROPEAN	S	8	0	0	38	38	25	0	0	0	20	60	18	10
<b>TOTAL JERSEY</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>52</b>	<b>22</b>	<b>67</b>
LEEDS BRADFORD	BMI REGIONAL	S	130	0	0	85	12	3	0	0	0	6	98	2	127
<b>TOTAL LEEDS BRADFORD</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>98</b>	<b>2</b>	<b>127</b>
LUTON	EASYJET AIRLINE COMPANY LTD	S	329	3	0	79	5	7	7	1	0	16	80	10	321
<b>TOTAL LUTON</b>			<b>329</b>	<b>3</b>	<b>0</b>	<b>79</b>	<b>5</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>80</b>	<b>10</b>	<b>327</b>
MANCHESTER	BMI REGIONAL	S	220	0	0	91	4	5	0	0	0	6	97	2	221
	BRITISH AIRWAYS CITIEXPRESS L	S	292	0	0	62	18	13	7	0	0	20	86	10	223
	GROSSMANN AIR SERVICE	C	2	0	0	100	0	0	0	0	0	4	0	0	0

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 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 MANCHESTER			514	4	0	75	12	9	4	0	0	14	91	6	445
NOTTINGHAM EAST MIDLANDS INT'L	BMIBABY LTD	S	156	0	4	76	8	5	8	3	0	20	0	0	0
TOTAL NOTTINGHAM EAST MIDLANDS INT'L			156	0	4	76	8	5	8	3	0	20	77	16	218
SOUTHAMPTON	BRITISH AIRWAYS CITIEXPRESS L	S	242	1	0	73	12	9	6	0	0	16	77	9	196
TOTAL SOUTHAMPTON			242	1	0	73	12	9	6	0	0	16	77	9	196
STANSTED	EASYJET AIRLINE COMPANY LTD	S	275	0	0	79	8	7	5	1	0	15	79	15	277
TOTAL STANSTED			275	1	0	79	8	7	5	1	0	15	79	15	277
STORNOWAY	LOGANAIR	S	104	1	0	84	4	5	6	2	0	14	0	0	0
TOTAL STORNOWAY			104	1	0	84	4	5	6	2	0	14	88	11	100
SUMBURGH	LOGANAIR	S	115	0	0	63	17	11	10	0	0	20	63	36	62
TOTAL SUMBURGH			115	0	0	63	17	11	10	0	0	20	75	25	114
TIREE	LOGANAIR	S	52	0	0	73	21	6	0	0	0	9	79	30	52
TOTAL TIREE			52	0	0	73	21	6	0	0	0	9	79	30	52
TOTAL UNITED KINGDOM			5348	42	24	71	12	9	6	1	0	17	79	12	5184
USA															
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	62	0	0	79	15	0	6	0	0	11	69	18	62
TOTAL CHICAGO (O'HARE)			62	0	0	79	15	0	6	0	0	11	69	18	62
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	62	0	0	71	13	8	6	0	2	28	68	22	62
TOTAL NEW YORK (NEWARK)			62	0	0	71	13	8	6	0	2	28	68	22	62
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	62	0	0	76	3	15	5	0	2	20	0	0	0
TOTAL PHILADELPHIA INTERNATIONAL			62	0	0	76	3	15	5	0	2	20	0	0	0
SANFORD	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	25	0	0	13	13	200	60	40	10
	MY TRAVEL AIRWAYS UK	C	17	0	0	53	24	12	6	0	6	70	68	111	19
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	13	0	0	13	137	80	23	10
TOTAL SANFORD			34	1	0	56	18	9	3	6	9	120	69	70	39
TOTAL USA			220	1	0	72	11	8	5	1	2	35	69	32	163
TOTAL GLASGOW			8308	96	61	71	12	9	6	1	0	19	78	15	7952

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

		Reporting Airport: HEATHROW (Full Analysis)											AUG 2003			
ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)				
Actual (7)	Plan (8)															
<b>ALGERIA</b>																
ALGIERS	AIR ALGERIE	S	46	0	0	41	26	17	15	0	0	30	9	69	46	
TOTAL ALGIERS			<b>46</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>26</b>	<b>17</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>9</b>	<b>69</b>	<b>46</b>	
TOTAL ALGERIA			<b>46</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>26</b>	<b>17</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>9</b>	<b>69</b>	<b>46</b>	
<b>ANGOLA</b>																
LUANDA	BRITISH AIRWAYS PLC	S	9	0	0	78	0	11	11	0	0	24	50	37	10	
TOTAL LUANDA			<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>50</b>	<b>37</b>	<b>10</b>	
TOTAL ANGOLA			<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>50</b>	<b>37</b>	<b>10</b>	
<b>ARGENTINA</b>																
BUENOS AIRES	BRITISH AIRWAYS PLC	S	34	0	0	76	18	0	6	0	0	10	73	8	26	
TOTAL BUENOS AIRES			<b>34</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>18</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>8</b>	<b>26</b>	
TOTAL ARGENTINA			<b>34</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>18</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>8</b>	<b>26</b>	
<b>AUSTRALIA</b>																
MELBOURNE	BRITISH AIRWAYS PLC	S	62	0	0	60	15	13	11	2	0	26	67	17	58	
	QANTAS	S	56	0	0	50	27	13	11	0	0	22	52	22	56	
TOTAL MELBOURNE			<b>118</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>20</b>	<b>13</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>60</b>	<b>20</b>	<b>114</b>	
SYDNEY	BRITISH AIRWAYS PLC	S	124	0	0	44	34	14	9	0	0	24	69	13	124	
	QANTAS	S	129	0	0	72	16	7	4	1	0	15	64	17	106	
TOTAL SYDNEY			<b>253</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>25</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>67</b>	<b>15</b>	<b>230</b>	
TOTAL AUSTRALIA			<b>371</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>23</b>	<b>11</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>65</b>	<b>16</b>	<b>344</b>	
<b>AUSTRIA</b>																
VIENNA	AUSTRIAN AIRLINES	S	302	0	0	49	24	19	6	2	0	26	72	14	294	
	BRITISH AIRWAYS PLC	S	248	0	0	65	18	8	8	0	0	19	82	8	248	
TOTAL VIENNA			<b>550</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>21</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>77</b>	<b>11</b>	<b>542</b>	
TOTAL AUSTRIA			<b>550</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>21</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>77</b>	<b>11</b>	<b>542</b>	
<b>AZERBAIJAN</b>																
BAKU	BRITISH MEDITERRANEAN AIRWA	S	35	0	0	69	14	11	6	0	0	15	67	32	6	
TOTAL BAKU			<b>35</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>14</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>67</b>	<b>32</b>	<b>6</b>	
TOTAL AZERBAIJAN			<b>35</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>14</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>67</b>	<b>32</b>	<b>6</b>	
<b>BAHRAIN</b>																
BAHRAIN	GULF AIR	S	124	0	0	48	28	14	7	2	0	32	59	19	85	
TOTAL BAHRAIN			<b>124</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>28</b>	<b>14</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>59</b>	<b>19</b>	<b>85</b>	
TOTAL BAHRAIN			<b>124</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>28</b>	<b>14</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>59</b>	<b>19</b>	<b>85</b>	
<b>BANGLADESH</b>																
DACCA	BIMAN BANGLADESH AIRLINES	S	54	0	0	41	28	11	17	2	2	43	44	59	52	
	BRITISH AIRWAYS PLC	S	26	0	0	50	15	23	4	8	0	38	56	30	27	
TOTAL DACCA			<b>80</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>24</b>	<b>15</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>41</b>	<b>48</b>	<b>49</b>	<b>79</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 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			80	0	0	44	24	15	13	4	1	41	48	49	79
<b>BELGIUM</b>															
BRUSSELS	BMI BRITISH MIDLAND	S	301	0	1	47	26	17	10	0	0	27	73	12	346
	BRITISH AIRWAYS PLC	S	430	0	1	50	22	18	9	1	0	26	90	5	450
	SN BRUSSELS AIRLINES	S	9	0	0	78	22	0	0	0	0	7	60	14	10
TOTAL BRUSSELS			741	0	2	49	24	17	9	1	0	26	82	9	865
TOTAL BELGIUM			741	0	2	49	24	17	9	1	0	26	82	9	865
<b>BRAZIL</b>															
RIO DE JANEIRO (GALEAO)	BRITISH AIRWAYS PLC	S	28	0	0	79	18	0	4	0	0	12	89	5	36
	VARIG	S	62	0	0	31	21	32	16	0	0	34	32	32	62
TOTAL RIO DE JANEIRO (GALEAO)			90	0	0	46	20	22	12	0	0	27	53	22	98
TOTAL BRAZIL			90	0	0	46	20	22	12	0	0	27	53	22	98
<b>BRUNEI</b>															
BANDAR SERI BEGAWAN	ROYAL BRUNEI AIRLINES	S	62	0	0	44	27	19	10	0	0	24	63	19	62
TOTAL BANDAR SERI BEGAWAN			62	0	0	44	27	19	10	0	0	24	63	19	62
TOTAL BRUNEI			62	0	0	44	27	19	10	0	0	24	63	19	62
<b>BULGARIA</b>															
SOFIA	BRITISH AIRWAYS PLC	S	62	0	0	32	31	26	11	0	0	31	87	6	62
TOTAL SOFIA			62	0	0	32	31	26	11	0	0	31	87	6	62
TOTAL BULGARIA			62	0	0	32	31	26	11	0	0	31	87	6	62
<b>CANADA</b>															
CALGARY	AIR CANADA	S	124	0	0	37	25	22	12	3	1	46	58	27	124
TOTAL CALGARY			124	0	0	37	25	22	12	3	1	46	58	27	124
HALIFAX INT	AIR CANADA	S	62	0	0	60	21	8	11	0	0	23	41	60	59
TOTAL HALIFAX INT			62	0	0	60	21	8	11	0	0	23	41	60	59
MONTREAL (DORVAL)	AIR CANADA	S	124	0	0	52	29	14	5	1	0	21	40	35	60
	BRITISH AIRWAYS PLC	S	62	0	0	52	19	13	16	0	0	28	57	24	61
TOTAL MONTREAL (DORVAL)			186	0	0	52	26	13	9	1	0	24	49	29	121
OTTAWA INTERNATIONAL	AIR CANADA	S	62	0	0	65	26	6	2	2	0	15	73	15	60
TOTAL OTTAWA INTERNATIONAL			62	0	0	65	26	6	2	2	0	15	73	15	60
TORONTO	AIR CANADA	S	310	0	0	45	26	20	7	1	0	29	48	30	361
	BRITISH AIRWAYS PLC	S	159	0	0	40	24	22	11	3	0	34	42	52	146
TOTAL TORONTO			469	0	0	43	26	20	9	2	0	31	47	36	507
VANCOUVER	AIR CANADA	S	186	0	0	56	24	15	5	1	0	22	62	21	185
	BRITISH AIRWAYS PLC	S	60	2	2	50	17	17	13	2	2	45	52	46	62
TOTAL VANCOUVER			246	2	2	54	22	15	7	1	0	28	59	27	247
TOTAL CANADA			1149	2	2	48	25	17	8	1	0	29	52	33	1118

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

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			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>CAYMAN ISLANDS</b>															
GRAND CAYMAN	BRITISH AIRWAYS PLC	S	34	0	0	65	24	3	6	3	0	20	81	11	36
TOTAL GRAND CAYMAN			<b>34</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>24</b>	<b>3</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>81</b>	<b>11</b>	<b>36</b>
TOTAL CAYMAN ISLANDS			<b>34</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>24</b>	<b>3</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>81</b>	<b>11</b>	<b>36</b>
<b>CHINA</b>															
BEIJING	AIR CHINA	S	62	0	0	52	16	18	15	0	0	26	43	43	46
	BRITISH AIRWAYS PLC	S	45	0	0	58	20	11	11	0	0	24	62	15	26
TOTAL BEIJING			<b>107</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>18</b>	<b>15</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>33</b>	<b>72</b>
SHANGHAI (PU DONG)	CHINA EASTERN AIRLINES	S	34	0	0	59	18	12	12	0	0	24	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	44	0	0	48	16	11	20	5	0	41	70	44	33
TOTAL SHANGHAI (PU DONG)			<b>78</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>17</b>	<b>12</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>33</b>	<b>70</b>	<b>44</b>	<b>33</b>
TOTAL CHINA			<b>185</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>17</b>	<b>14</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>56</b>	<b>36</b>	<b>105</b>
<b>COLOMBIA</b>															
BOGOTA	BRITISH AIRWAYS PLC	S	27	0	0	67	15	11	7	0	0	18	85	15	26
TOTAL BOGOTA			<b>27</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>85</b>	<b>15</b>	<b>26</b>
TOTAL COLOMBIA			<b>27</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>85</b>	<b>15</b>	<b>26</b>
<b>CROATIA</b>															
SPLIT	CROATIA AIRLINES	S	8	0	0	25	38	25	13	0	0	32	10	75	10
TOTAL SPLIT			<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>10</b>	<b>75</b>	<b>10</b>
ZAGREB	CROATIA AIRLINES	S	70	0	0	59	20	11	10	0	0	24	63	34	70
TOTAL ZAGREB			<b>70</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>20</b>	<b>11</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>73</b>	<b>24</b>	<b>106</b>
TOTAL CROATIA			<b>78</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>22</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>67</b>	<b>29</b>	<b>116</b>
<b>CYPRUS</b>															
LARNACA	BRITISH AIRWAYS PLC	S	69	0	0	25	23	36	14	1	0	38	56	20	98
	CYPRUS AIRWAYS	S	158	0	0	61	20	13	6	0	1	22	66	17	141
	HELIOS AIRWAYS LTD	S	34	2	8	29	41	26	0	0	3	39	0	0	0
TOTAL LARNACA			<b>261</b>	<b>2</b>	<b>8</b>	<b>47</b>	<b>24</b>	<b>21</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>28</b>	<b>62</b>	<b>19</b>	<b>239</b>
TOTAL CYPRUS			<b>261</b>	<b>2</b>	<b>8</b>	<b>47</b>	<b>24</b>	<b>21</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>28</b>	<b>62</b>	<b>19</b>	<b>239</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	BRITISH AIRWAYS PLC	S	184	0	0	38	21	21	17	4	0	43	87	11	186
	CSA	S	178	0	0	62	16	12	9	1	0	19	57	17	124
TOTAL PRAGUE			<b>362</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>18</b>	<b>17</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>75</b>	<b>13</b>	<b>310</b>
TOTAL CZECH REPUBLIC			<b>362</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>18</b>	<b>17</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>75</b>	<b>13</b>	<b>310</b>
<b>DENMARK</b>															
COPENHAGEN	BRITISH AIRWAYS PLC	S	344	0	0	60	17	15	8	0	0	20	84	8	352
	QANTAS	C	2	0	0	0	100	0	0	0	0	20	0	26	2
	SAS	S	354	0	0	64	23	9	4	0	0	16	88	7	419
	VARIG	S	26	0	0	42	8	19	31	0	0	38	50	30	26

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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				Actual (7)	Plan (8)										
TOTAL COPENHAGEN			726	0	0	61	20	12	6	0	0	19	85	8	799
TOTAL DENMARK			727	0	0	61	20	12	6	0	0	19	85	8	799
EGYPT															
CAIRO	BRITISH AIRWAYS PLC	S	62	0	0	60	13	15	11	2	0	27	71	14	62
	EGYPT AIR	S	63	0	0	21	35	30	14	0	0	35	49	33	65
TOTAL CAIRO			125	1	0	40	24	22	13	1	0	31	60	24	127
LUXOR	EGYPT AIR	S	10	0	0	60	30	10	0	0	0	16	38	19	8
TOTAL LUXOR			10	0	0	60	30	10	0	0	0	16	38	19	8
SHARM EL SHEIKH (OPHIRA)	EGYPT AIR	S	9	0	0	56	33	11	0	0	0	11	38	32	8
TOTAL SHARM EL SHEIKH (OPHIRA)			9	0	0	56	33	11	0	0	0	11	38	32	8
TOTAL EGYPT			144	1	0	42	25	21	11	1	0	29	57	24	143
ETHIOPIA															
ADDIS ABABA	BRITISH MEDITERRANEAN AIRWA	S	35	0	0	60	14	9	17	0	0	28	60	37	35
	ETHIOPIAN AIRLINES	S	34	0	0	50	29	21	0	0	0	17	31	54	36
TOTAL ADDIS ABABA			69	0	0	55	22	14	9	0	0	23	45	46	71
TOTAL ETHIOPIA			69	0	0	55	22	14	9	0	0	23	45	46	71
FED REP YUGO SERBIA M'ENEGRO															
BELGRADE	BRITISH AIRWAYS PLC	S	44	0	0	61	16	14	7	2	0	25	89	8	36
	JATAIRWAYS	S	62	0	0	58	29	11	2	0	0	16	73	20	62
TOTAL BELGRADE			106	0	0	59	24	12	4	1	0	20	79	16	98
TIVAT	JATAIRWAYS	S	8	0	0	50	13	13	25	0	0	43	40	64	10
TOTAL TIVAT			8	0	0	50	13	13	25	0	0	43	40	64	10
TOTAL FED REP YUGO SERBIA M'ENEGRO			114	0	0	59	23	12	5	1	0	22	75	20	108
FINLAND															
HELSINKI	BRITISH AIRWAYS PLC	S	118	0	2	43	16	26	14	0	0	31	90	5	150
	FINNAIR	S	249	0	0	66	20	9	4	1	0	15	87	6	240
TOTAL HELSINKI			367	0	2	59	19	15	7	1	0	20	88	6	390
TOTAL FINLAND			367	0	2	59	19	15	7	1	0	20	88	6	392
FRANCE															
AJACCIO	BMI BRITISH MIDLAND	C	10	0	0	30	10	30	30	0	0	55	60	18	10
TOTAL AJACCIO			10	0	0	30	10	30	30	0	0	55	60	18	10
LYON	AIR FRANCE	S	178	0	0	82	11	4	2	1	0	10	0	0	0
	BRITISH AIRWAYS PLC	S	180	0	0	53	18	14	13	1	0	27	84	7	186
TOTAL LYON			358	0	0	68	15	9	8	1	0	19	88	5	344
NICE	BMI BRITISH MIDLAND	S	124	0	0	44	18	31	5	2	0	28	66	18	124
	BRITISH AIRWAYS PLC	S	252	0	0	29	27	21	21	2	0	41	73	13	258
TOTAL NICE			376	1	0	34	24	25	15	2	0	37	71	15	382
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	762	0	0	69	19	8	4	0	0	15	62	16	822

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 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)										
PARIS (CHARLES DE GAULLE)	BMI BRITISH MIDLAND	S	279	0	0	43	23	27	8	0	0	25	60	19	332
	BRITISH AIRWAYS PLC	S	619	0	1	56	20	14	9	0	0	22	76	10	638
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>1660</b>	<b>0</b>	<b>1</b>	<b>60</b>	<b>20</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>66</b>	<b>14</b>	1792
<b>TOTAL FRANCE</b>			<b>2404</b>	<b>4</b>	<b>1</b>	<b>57</b>	<b>20</b>	<b>15</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>71</b>	<b>12</b>	2708
<b>GERMANY</b>															
BERLIN (TEGEL)	BRITISH AIRWAYS PLC	S	284	0	0	49	19	15	15	1	0	34	88	6	310
<b>TOTAL BERLIN (TEGEL)</b>			<b>284</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>19</b>	<b>15</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>34</b>	<b>88</b>	<b>6</b>	310
COLOGNE (BONN)	BRITISH AIRWAYS PLC	S	179	0	0	49	16	21	11	2	1	32	87	6	182
	LUFTHANSA CITY LINE	S	168	0	0	80	13	5	3	0	0	11	81	8	138
<b>TOTAL COLOGNE (BONN)</b>			<b>347</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>14</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>85</b>	<b>7</b>	320
DUSSELDORF	BRITISH AIRWAYS PLC	S	313	0	0	56	12	19	12	2	0	27	85	8	294
	LUFTHANSA	S	301	0	2	70	18	9	3	0	0	13	83	8	198
<b>TOTAL DUSSELDORF</b>			<b>614</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>15</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>85</b>	<b>8</b>	542
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	406	0	2	44	19	20	15	2	0	36	87	7	457
	LUFTHANSA	S	616	0	4	72	16	8	3	0	0	13	83	8	558
<b>TOTAL FRANKFURT MAIN</b>			<b>1022</b>	<b>0</b>	<b>6</b>	<b>61</b>	<b>17</b>	<b>13</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>85</b>	<b>8</b>	1015
HAMBURG	BRITISH AIRWAYS PLC	S	234	0	2	51	17	18	11	3	0	32	89	6	248
	LUFTHANSA	S	186	0	0	78	11	7	3	1	0	11	89	5	186
<b>TOTAL HAMBURG</b>			<b>420</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>14</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>89</b>	<b>6</b>	434
HANOVER	BMI BRITISH MIDLAND	S	148	0	0	65	14	16	5	1	0	19	77	14	162
<b>TOTAL HANOVER</b>			<b>148</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>14</b>	<b>16</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>77</b>	<b>14</b>	162
MUNICH	BRITISH AIRWAYS PLC	S	280	0	1	47	24	18	12	0	0	25	85	8	298
	LUFTHANSA	S	370	0	2	75	14	9	3	0	0	12	87	12	371
<b>TOTAL MUNICH</b>			<b>650</b>	<b>0</b>	<b>3</b>	<b>63</b>	<b>18</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>86</b>	<b>10</b>	669
STUTTART	BRITISH AIRWAYS PLC	S	176	0	0	48	20	17	11	2	1	31	87	7	186
	LUFTHANSA CITY LINE	S	178	0	0	81	13	4	1	0	0	9	87	7	184
<b>TOTAL STUTTART</b>			<b>354</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>17</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>87</b>	<b>7</b>	370
<b>TOTAL GERMANY</b>			<b>3839</b>	<b>0</b>	<b>13</b>	<b>62</b>	<b>16</b>	<b>13</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>86</b>	<b>8</b>	3824
<b>GHANA</b>															
ACCRA	BRITISH AIRWAYS PLC	S	62	0	0	45	19	23	10	3	0	34	71	15	62
	GHANA AIRWAYS	S	9	1	7	11	11	0	56	22	0	125	29	44	35
<b>TOTAL ACCRA</b>			<b>71</b>	<b>1</b>	<b>7</b>	<b>41</b>	<b>18</b>	<b>20</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>46</b>	<b>56</b>	<b>25</b>	97
<b>TOTAL GHANA</b>			<b>71</b>	<b>1</b>	<b>7</b>	<b>41</b>	<b>18</b>	<b>20</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>46</b>	<b>56</b>	<b>25</b>	97
<b>GREECE</b>															
ATHENS	BRITISH AIRWAYS PLC	S	194	0	0	56	22	15	7	1	0	21	83	8	186
	HELLAS JET	S	70	0	0	63	17	16	3	0	1	25	90	15	62
	OLYMPIC AIRWAYS	S	186	0	0	74	15	8	4	0	0	13	74	11	186
	QANTAS	C	4	0	0	50	25	0	25	0	0	23	0	0	0
<b>TOTAL ATHENS</b>			<b>454</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>18</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>80</b>	<b>10</b>	434
KEFALLINIA	BMI BRITISH MIDLAND	C	10	0	0	70	30	0	0	0	0	11	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 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 KEFALLINIA			10	0	0	70	30	0	0	0	0	11	0	0	0
VOLOS	BMI BRITISH MIDLAND	C	10	0	0	70	20	10	0	0	0	11	50	15	10
TOTAL VOLOS			10	0	0	70	20	10	0	0	0	11	50	15	10
TOTAL GREECE			474	1	0	65	18	12	5	0	0	18	80	10	444
HONG KONG															
HONG KONG (CHEP LAP KOK)	BRITISH AIRWAYS PLC	S	150	0	0	63	15	13	7	1	0	19	79	14	121
	CATHAY PACIFIC AIRWAYS	S	185	0	1	65	20	14	2	0	0	14	75	11	172
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	60	27	10	3	0	0	16	86	35	59
TOTAL HONG KONG (CHEP LAP KOK)			397	0	1	63	19	13	4	1	0	16	78	16	352
TOTAL HONG KONG			397	0	1	63	19	13	4	1	0	16	78	16	352
HUNGARY															
BUDAPEST	BRITISH AIRWAYS PLC	S	121	0	0	34	14	31	21	0	0	36	69	15	124
	MALEV (HUNGARIAN AIRLINES)	S	124	0	0	67	16	10	7	0	0	17	79	11	124
TOTAL BUDAPEST			245	0	0	51	15	20	14	0	0	26	74	13	248
TOTAL HUNGARY			245	0	0	51	15	20	14	0	0	26	74	13	248
ICELAND															
KEFLAVIK	ICELANDAIR	S	124	0	0	48	23	19	9	0	1	29	81	9	124
TOTAL KEFLAVIK			124	1	0	48	23	19	9	0	1	29	81	9	124
TOTAL ICELAND			124	1	0	48	23	19	9	0	1	29	81	9	124
INDIA															
CALCUTTA	BRITISH AIRWAYS PLC	S	26	0	0	46	23	15	15	0	0	28	58	26	19
TOTAL CALCUTTA			26	0	0	46	23	15	15	0	0	28	58	26	19
DELHI	BRITISH AIRWAYS PLC	S	62	0	0	68	16	13	2	2	0	15	79	13	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	26	0	0	23	27	46	4	0	0	33	28	61	18
TOTAL DELHI			88	0	0	55	19	23	2	1	0	20	68	23	84
MADRAS/CHENNAI	BRITISH AIRWAYS PLC	S	18	1	0	56	11	22	6	0	6	86	50	16	18
TOTAL MADRAS/CHENNAI			18	1	0	56	11	22	6	0	6	86	50	16	18
MUMBAI	AIR INDIA	S	107	0	0	40	21	19	13	5	2	48	57	69	95
	BRITISH AIRWAYS PLC	S	62	0	0	61	23	11	5	0	0	17	76	15	62
TOTAL MUMBAI			169	0	0	48	22	16	10	3	1	37	64	48	157
TOTAL INDIA			301	1	0	50	21	18	8	2	1	34	64	37	278
IRAN															
TEHRAN	BRITISH MEDITERRANEAN AIRWA	S	54	0	0	31	28	17	17	7	0	48	57	20	44
	IRAN AIR	S	37	0	0	14	19	43	22	0	3	81	28	46	36
TOTAL TEHRAN			91	0	0	24	24	27	19	4	1	61	44	32	80
TOTAL IRAN			91	0	0	24	24	27	19	4	1	61	44	32	80
IRISH REPUBLIC															
CORK	AER LINGUS	S	248	0	0	57	20	10	12	1	0	27	75	16	289



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

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			Actual (7)	Plan (8)											
<b>TOTAL CORK</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>20</b>	<b>10</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>75</b>	<b>16</b>	289
DUBLIN	AER LINGUS	S	794	0	3	60	18	14	7	1	0	22	70	21	817
	BMI BRITISH MIDLAND	S	442	0	0	52	18	19	8	1	0	27	64	23	448
<b>TOTAL DUBLIN</b>			<b>1236</b>	<b>0</b>	<b>3</b>	<b>57</b>	<b>18</b>	<b>16</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>68</b>	<b>21</b>	1265
SHANNON	AER LINGUS	S	238	1	5	63	17	9	9	1	0	23	74	15	238
<b>TOTAL SHANNON</b>			<b>238</b>	<b>1</b>	<b>5</b>	<b>63</b>	<b>17</b>	<b>9</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>74</b>	<b>15</b>	238
<b>TOTAL IRISH REPUBLIC</b>			<b>1722</b>	<b>1</b>	<b>8</b>	<b>58</b>	<b>18</b>	<b>14</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>70</b>	<b>20</b>	1792
<b>ISRAEL</b>															
TEL AVIV	AERO CARIBBEAN	C	4	0	0	100	0	0	0	0	0	0	0	0	0
	BRITISH AIRWAYS PLC	S	122	0	0	59	22	10	9	0	0	20	72	13	124
	EL AL	S	100	0	0	57	26	5	8	1	3	61	59	24	93
<b>TOTAL TEL AVIV</b>			<b>226</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>23</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>38</b>	<b>67</b>	<b>17</b>	228
<b>TOTAL ISRAEL</b>			<b>226</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>23</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>38</b>	<b>67</b>	<b>17</b>	228
<b>ITALY</b>															
CAGLIARI (ELMAS)	BMI BRITISH MIDLAND	C	8	0	0	13	38	50	0	0	0	29	40	29	10
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>38</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>40</b>	<b>29</b>	10
CATANIA (FONTANAROSSA)	BMI BRITISH MIDLAND	C	8	0	0	63	13	25	0	0	0	17	10	62	10
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>10</b>	<b>62</b>	10
MILAN (LINATE)	ALITALIA	S	166	0	0	83	10	2	5	0	0	12	73	13	172
	BMI BRITISH MIDLAND	S	62	0	0	45	24	18	13	0	0	27	80	10	176
	BRITISH AIRWAYS PLC	S	178	0	0	47	17	22	12	2	0	33	84	7	185
<b>TOTAL MILAN (LINATE)</b>			<b>406</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>15</b>	<b>13</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>79</b>	<b>10</b>	533
MILAN (MALPENSA)	ALITALIA	S	310	0	0	62	21	10	5	1	0	18	38	28	310
	BRITISH AIRWAYS PLC	S	170	0	0	43	20	18	16	3	0	37	83	10	186
<b>TOTAL MILAN (MALPENSA)</b>			<b>480</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>21</b>	<b>13</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>55</b>	<b>21</b>	496
NAPLES	BMI BRITISH MIDLAND	S	62	0	0	65	23	13	0	0	0	15	0	0	0
	BMI BRITISH MIDLAND	C	8	0	0	25	25	25	25	0	0	38	40	17	10
<b>TOTAL NAPLES</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>23</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>40</b>	<b>17</b>	10
PALERMO	BMI BRITISH MIDLAND	C	8	0	0	38	13	25	25	0	0	32	20	50	10
<b>TOTAL PALERMO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>20</b>	<b>50</b>	10
ROME (FIUMICINO)	ALITALIA	S	310	0	0	63	17	14	5	1	0	19	32	37	320
	BRITISH AIRWAYS PLC	S	304	0	2	39	20	21	18	1	1	40	79	10	309
<b>TOTAL ROME (FIUMICINO)</b>			<b>614</b>	<b>0</b>	<b>2</b>	<b>51</b>	<b>19</b>	<b>17</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>55</b>	<b>24</b>	629
VENICE	BMI BRITISH MIDLAND	S	62	0	0	34	16	35	15	0	0	32	55	19	62
	QANTAS	C	2	0	0	0	0	100	0	0	0	36	0	79	2
<b>TOTAL VENICE</b>			<b>64</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>16</b>	<b>38</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>53</b>	<b>20</b>	64
<b>TOTAL ITALY</b>			<b>1658</b>	<b>3</b>	<b>2</b>	<b>54</b>	<b>19</b>	<b>16</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>62</b>	<b>19</b>	1762
<b>JAMAICA</b>															
KINGSTON	AIR JAMAICA	S	80	0	0	11	10	28	38	11	3	98	42	37	53

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			Actual (7)	Plan (8)											
TOTAL KINGSTON			80	0	0	11	10	28	38	11	3	98	42	37	53
TOTAL JAMAICA			80	0	1	11	10	28	38	11	3	98	40	32	72
JAPAN															
OSAKA (KANSAI)	JAPAN AIRLINES	S	62	0	0	63	24	6	3	3	0	20	82	9	44
TOTAL OSAKA (KANSAI)			62	0	0	63	24	6	3	3	0	20	82	9	44
TOKYO (NARITA)	ALL NIPPON AIRWAYS	S	62	0	0	76	16	5	3	0	0	12	92	7	62
	BRITISH AIRWAYS PLC	S	122	0	0	48	21	16	10	4	0	32	73	13	124
	JAPAN AIRLINES	S	124	0	0	54	23	17	6	0	0	20	82	11	90
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	2	2	47	17	22	10	5	0	34	70	12	47
TOTAL TOKYO (NARITA)			368	2	2	55	20	15	7	2	0	25	77	12	340
TOTAL JAPAN			430	2	2	56	21	14	7	2	0	24	77	11	384
JORDAN															
AMMAN	BRITISH MEDITERRANEAN AIRWA	S	35	0	0	69	14	14	3	0	0	13	70	47	44
	ROYAL JORDANIAN	S	62	0	0	45	15	24	13	2	2	35	56	24	66
TOTAL AMMAN			97	0	0	54	14	21	9	1	1	27	61	33	114
TOTAL JORDAN			97	0	0	54	14	21	9	1	1	27	61	33	114
KAZAKHSTAN															
ALMA ATA	AIR ASTANA	S	18	0	0	83	11	6	0	0	0	6	0	0	0
	BRITISH MEDITERRANEAN AIRWA	S	27	0	0	48	19	19	7	7	0	43	30	41	27
TOTAL ALMA ATA			45	0	0	62	16	13	4	4	0	28	30	41	27
TOTAL KAZAKHSTAN			45	0	0	62	16	13	4	4	0	28	30	41	27
KENYA															
MOMBASA	EAST AFRICAN SAFARI AIR LTD	S	13	2	0	69	15	15	0	0	0	14	0	0	0
TOTAL MOMBASA			13	2	0	69	15	15	0	0	0	14	0	0	0
NAIROBI	BRITISH AIRWAYS PLC	S	88	0	0	51	23	11	13	2	0	27	66	54	35
	EAST AFRICAN SAFARI AIR LTD	S	23	1	0	39	22	26	9	0	4	66	0	0	0
	KENYA AIRWAYS	S	90	0	0	88	6	7	0	0	0	7	84	6	90
TOTAL NAIROBI			201	1	0	66	15	11	6	1	0	23	79	19	125
TOTAL KENYA			214	3	0	66	15	11	6	1	0	22	79	19	125
KUWAIT															
KUWAIT	BRITISH AIRWAYS PLC	S	60	0	0	65	17	12	5	2	0	20	81	12	62
	KUWAIT AIRWAYS	S	80	0	0	45	23	19	13	1	0	28	57	29	72
TOTAL KUWAIT			140	0	0	54	20	16	9	1	0	24	68	21	134
TOTAL KUWAIT			140	0	0	54	20	16	9	1	0	24	68	21	134
KYRGYZSTAN															
BISHKEK (FRUNZE)	BRITISH MEDITERRANEAN AIRWA	S	27	0	0	52	19	19	11	0	0	24	41	52	27
TOTAL BISHKEK (FRUNZE)			27	0	0	52	19	19	11	0	0	24	41	52	27
TOTAL KYRGYZSTAN			27	0	0	52	19	19	11	0	0	24	41	52	27

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 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>LATVIA</b>															
RIGA	AIR BALTIC CORPORATION SIA	S	54	0	0	57	17	19	6	2	0	27	0	0	0
	BRITISH AIRWAYS PLC	S	42	0	0	69	19	7	2	2	0	16	74	14	46
<b>TOTAL RIGA</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>18</b>	<b>14</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>73</b>	<b>14</b>	<b>48</b>
<b>TOTAL LATVIA</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>18</b>	<b>14</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>73</b>	<b>14</b>	<b>48</b>
<b>LEBANON</b>															
BEIRUT	BRITISH MEDITERRANEAN AIRWA MEA	S	18	0	0	61	17	6	17	0	0	27	53	34	19
		S	62	0	0	58	31	10	2	0	0	16	60	17	63
<b>TOTAL BEIRUT</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>28</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>59</b>	<b>21</b>	<b>82</b>
<b>TOTAL LEBANON</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>28</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>59</b>	<b>21</b>	<b>82</b>
<b>LIBYA</b>															
BENGHAZI	LIBYAN ARAB AIRLINES	S	10	0	0	30	20	20	30	0	0	47	0	0	0
<b>TOTAL BENGHAZI</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>20</b>	<b>20</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>0</b>	<b>0</b>
TRIPOLI	BRITISH AIRWAYS PLC	S	46	0	0	37	28	17	17	0	0	31	85	8	26
	LIBYAN ARAB AIRLINES	S	16	0	0	69	6	13	13	0	0	26	25	33	12
<b>TOTAL TRIPOLI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>23</b>	<b>16</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>66</b>	<b>16</b>	<b>38</b>
<b>TOTAL LIBYA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>22</b>	<b>17</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>66</b>	<b>16</b>	<b>38</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	LUXAIR	S	124	0	0	60	27	13	0	0	0	14	82	8	124
<b>TOTAL LUXEMBOURG</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>27</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>8</b>	<b>124</b>
<b>TOTAL LUXEMBOURG</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>27</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>8</b>	<b>124</b>
<b>MALAYSIA</b>															
KUALA LUMPUR (SEPANG)	MALAYSIAN AIRLINES SYSTEM-MA	S	160	0	0	76	14	8	1	1	0	11	86	8	160
<b>TOTAL KUALA LUMPUR (SEPANG)</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>8</b>	<b>160</b>
<b>TOTAL MALAYSIA</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>8</b>	<b>160</b>
<b>MALTA</b>															
MALTA	AIR MALTA	S	140	0	0	63	19	14	4	0	0	16	84	7	144
<b>TOTAL MALTA</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>84</b>	<b>7</b>	<b>144</b>
<b>TOTAL MALTA</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>84</b>	<b>7</b>	<b>144</b>
<b>MAURITIUS</b>															
MAURITIUS	AIR MAURITIUS LTD	S	44	0	0	32	27	27	9	0	5	96	63	17	38
	BRITISH AIRWAYS PLC	S	26	0	0	58	15	15	12	0	0	19	70	21	27
<b>TOTAL MAURITIUS</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>23</b>	<b>23</b>	<b>10</b>	<b>0</b>	<b>3</b>	<b>67</b>	<b>66</b>	<b>19</b>	<b>65</b>
<b>TOTAL MAURITIUS</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>23</b>	<b>23</b>	<b>10</b>	<b>0</b>	<b>3</b>	<b>67</b>	<b>66</b>	<b>19</b>	<b>65</b>
<b>MEXICO</b>															
MEXICO CITY	BRITISH AIRWAYS PLC	S	44	0	0	45	25	23	7	0	0	25	42	29	26
<b>TOTAL MEXICO CITY</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>25</b>	<b>23</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>42</b>	<b>29</b>	<b>26</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 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 MEXICO</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>25</b>	<b>23</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>42</b>	<b>29</b>	<b>26</b>
<b>MOROCCO</b>															
CASABLANCA MOHAMED V	GB AIRWAYS LTD	S	17	0	0	29	29	24	18	0	0	32	0	0	0
	ROYAL AIR MAROC	S	62	0	0	55	23	18	3	2	0	20	74	13	62
<b>TOTAL CASABLANCA MOHAMED V</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>24</b>	<b>19</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>74</b>	<b>13</b>	<b>62</b>
<b>MARRAKESH</b>	GB AIRWAYS LTD	S	45	0	0	42	20	9	20	7	2	54	82	10	61
<b>TOTAL MARRAKESH</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>20</b>	<b>9</b>	<b>20</b>	<b>7</b>	<b>2</b>	<b>54</b>	<b>82</b>	<b>10</b>	<b>61</b>
TANGIERS (IBN BATUTA)	ROYAL AIR MAROC	S	11	2	0	18	18	36	27	0	0	51	50	27	14
<b>TOTAL TANGIERS (IBN BATUTA)</b>			<b>11</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>18</b>	<b>36</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>50</b>	<b>27</b>	<b>14</b>
<b>TOTAL MOROCCO</b>			<b>135</b>	<b>2</b>	<b>0</b>	<b>44</b>	<b>22</b>	<b>17</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>36</b>	<b>75</b>	<b>13</b>	<b>137</b>
<b>NATIONALIST CHINA (TAIWAN)</b>															
TAIPEI	EVA AIR	S	42	0	0	69	19	7	5	0	0	14	77	13	35
<b>TOTAL TAIPEI</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>13</b>	<b>35</b>
<b>TOTAL NATIONALIST CHINA (TAIWAN)</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>13</b>	<b>35</b>
<b>NETHERLANDS</b>															
<b>AMSTERDAM</b>	BMI BRITISH MIDLAND	S	451	0	1	58	18	17	7	0	0	20	73	12	459
	BRITISH AIRWAYS PLC	S	456	0	0	69	16	9	6	0	0	16	76	13	476
	KLM	S	548	0	2	70	17	10	3	0	0	14	85	7	548
<b>TOTAL AMSTERDAM</b>			<b>1455</b>	<b>0</b>	<b>3</b>	<b>66</b>	<b>17</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>78</b>	<b>11</b>	<b>1483</b>
EINDHOVEN	HOLLANDEXEL	S	84	0	0	63	15	10	7	5	0	29	71	13	82
<b>TOTAL EINDHOVEN</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>15</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>29</b>	<b>71</b>	<b>13</b>	<b>82</b>
ROTTERDAM	KLM	S	192	0	2	79	10	9	2	0	0	9	0	0	0
	KLM CITYHOPPER	S	10	0	0	100	0	0	0	0	0	4	87	8	204
<b>TOTAL ROTTERDAM</b>			<b>202</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>10</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>87</b>	<b>8</b>	<b>204</b>
<b>TOTAL NETHERLANDS</b>			<b>1741</b>	<b>0</b>	<b>5</b>	<b>67</b>	<b>16</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>79</b>	<b>10</b>	<b>1769</b>
<b>NEW ZEALAND</b>															
AUCKLAND INTERNATIONAL	AIR NEW ZEALAND LTD	S	62	0	0	65	15	15	3	3	0	20	60	22	62
<b>TOTAL AUCKLAND INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>15</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>60</b>	<b>22</b>	<b>62</b>
<b>TOTAL NEW ZEALAND</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>15</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>60</b>	<b>22</b>	<b>62</b>
<b>NIGERIA</b>															
ABUJA	BRITISH AIRWAYS PLC	S	45	0	0	60	29	7	4	0	0	20	56	32	43
<b>TOTAL ABUJA</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>29</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>56</b>	<b>32</b>	<b>43</b>
LAGOS	BRITISH AIRWAYS PLC	S	62	0	0	29	50	11	10	0	0	25	66	22	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	21	47	26	6	0	0	29	73	12	62
<b>TOTAL LAGOS</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>48</b>	<b>19</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>69</b>	<b>17</b>	<b>124</b>
<b>TOTAL NIGERIA</b>			<b>169</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>43</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>66</b>	<b>21</b>	<b>167</b>
<b>NORWAY</b>															
OSLO (GARDERMOEN)	BRITISH AIRWAYS PLC	S	240	0	0	58	19	13	10	0	0	22	84	8	248

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				Actual (7)	Plan (8)										
OSLO (GARDERMOEN)	SAS	S	300	0	2	77	15	6	2	0	0	10	89	6	300
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>540</b>	<b>0</b>	<b>2</b>	<b>68</b>	<b>17</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>86</b>	<b>7</b>	<b>548</b>
STAVANGER	SAS	S	106	0	4	84	11	2	3	0	0	8	88	4	104
<b>TOTAL STAVANGER</b>			<b>106</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>11</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>4</b>	<b>104</b>
<b>TOTAL NORWAY</b>			<b>646</b>	<b>0</b>	<b>6</b>	<b>71</b>	<b>16</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>87</b>	<b>6</b>	<b>652</b>
<b>OMAN</b>															
MUSCAT	BRITISH AIRWAYS PLC	S	31	0	0	61	13	19	6	0	0	23	82	6	62
	GULF AIR	S	105	0	1	50	28	16	6	0	0	22	86	8	116
<b>TOTAL MUSCAT</b>			<b>136</b>	<b>0</b>	<b>1</b>	<b>53</b>	<b>24</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>85</b>	<b>7</b>	<b>178</b>
<b>TOTAL OMAN</b>			<b>136</b>	<b>0</b>	<b>1</b>	<b>53</b>	<b>24</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>85</b>	<b>7</b>	<b>178</b>
<b>PAKISTAN</b>															
ISLAMABAD	BRITISH AIRWAYS PLC	S	26	0	0	31	27	8	23	12	0	55	0	0	0
	PAKISTAN INTL AIRLINES	S	26	0	0	8	38	38	15	0	0	46	21	42	28
<b>TOTAL ISLAMABAD</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>33</b>	<b>23</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>50</b>	<b>21</b>	<b>42</b>	<b>28</b>
KARACHI	PAKISTAN INTL AIRLINES	S	26	0	0	65	8	12	8	8	0	44	54	44	28
<b>TOTAL KARACHI</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>8</b>	<b>12</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>44</b>	<b>54</b>	<b>44</b>	<b>28</b>
LAHORE	PAKISTAN INTL AIRLINES	S	26	0	0	31	31	19	15	4	0	39	31	36	26
<b>TOTAL LAHORE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>31</b>	<b>19</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>39</b>	<b>31</b>	<b>36</b>	<b>26</b>
<b>TOTAL PAKISTAN</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>26</b>	<b>19</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>46</b>	<b>35</b>	<b>40</b>	<b>82</b>
<b>POLAND</b>															
WARSAW	BRITISH AIRWAYS PLC	S	180	0	0	38	25	21	14	2	0	34	84	7	186
	LOT-POLISH AIRLINES	S	186	0	0	51	30	17	2	0	0	18	73	14	186
<b>TOTAL WARSAW</b>			<b>366</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>28</b>	<b>19</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>78</b>	<b>10</b>	<b>372</b>
<b>TOTAL POLAND</b>			<b>366</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>28</b>	<b>19</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>78</b>	<b>10</b>	<b>372</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR PORTUGAL	S	62	0	0	61	19	10	10	0	0	17	74	9	62
<b>TOTAL FARO</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>19</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>74</b>	<b>9</b>	<b>62</b>
LISBON	AIR PORTUGAL	S	184	0	0	25	15	27	29	4	0	59	31	44	186
	BRITISH AIRWAYS PLC	S	242	0	0	47	15	23	14	1	0	32	82	9	248
<b>TOTAL LISBON</b>			<b>426</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>15</b>	<b>24</b>	<b>21</b>	<b>2</b>	<b>0</b>	<b>44</b>	<b>60</b>	<b>24</b>	<b>434</b>
OPORTO (PORTUGAL)	AIR PORTUGAL	S	124	0	0	44	20	19	17	0	0	30	55	32	124
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>20</b>	<b>19</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>55</b>	<b>32</b>	<b>124</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>612</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>17</b>	<b>22</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>38</b>	<b>60</b>	<b>24</b>	<b>620</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	AIR PORTUGAL	S	18	0	0	39	28	11	22	0	0	38	33	30	18
<b>TOTAL FUNCHAL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>28</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>33</b>	<b>30</b>	<b>18</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>28</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>33</b>	<b>30</b>	<b>18</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

		Reporting Airport: HEATHROW (Full Analysis)											AUG 2003			
		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE										
ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)												
<b>QATAR</b>																
DOHA	BRITISH AIRWAYS PLC	S	62	0	0	61	16	16	6	0	0	16	71	12	62	
	QATAR AIRWAYS	S	124	0	0	73	17	7	2	0	0	11	84	7	116	
<b>TOTAL DOHA</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>80</b>	<b>9</b>	<b>178</b>	
<b>TOTAL QATAR</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>80</b>	<b>9</b>	<b>178</b>	
<b>REPUBLIC OF KOREA</b>																
SEOUL (INCHEON)	ASIANA AIRLINES	S	36	0	0	50	22	25	3	0	0	21	66	16	32	
	KOREAN AIR	S	62	0	0	69	21	6	3	0	0	12	87	5	52	
<b>TOTAL SEOUL (INCHEON)</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>21</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>79</b>	<b>9</b>	<b>84</b>	
<b>TOTAL REPUBLIC OF KOREA</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>21</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>79</b>	<b>9</b>	<b>84</b>	
<b>REPUBLIC OF SOUTH AFRICA</b>																
CAPE TOWN	BRITISH AIRWAYS PLC	S	60	0	0	55	10	13	10	7	5	83	74	12	62	
	SOUTH AFRICAN AIRWAYS	S	80	0	0	69	18	13	1	0	0	13	81	13	62	
<b>TOTAL CAPE TOWN</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>14</b>	<b>13</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>43</b>	<b>77</b>	<b>12</b>	<b>124</b>	
JOHANNESBURG	BRITISH AIRWAYS PLC	S	122	0	0	57	12	18	11	1	1	28	69	19	124	
	SOUTH AFRICAN AIRWAYS	S	124	0	0	69	13	11	6	1	0	17	76	9	124	
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	48	23	18	5	3	3	53	77	15	62	
<b>TOTAL JOHANNESBURG</b>			<b>308</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>15</b>	<b>15</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>29</b>	<b>73</b>	<b>14</b>	<b>310</b>	
<b>TOTAL REPUBLIC OF SOUTH AFRICA</b>			<b>448</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>15</b>	<b>15</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>33</b>	<b>74</b>	<b>14</b>	<b>434</b>	
<b>REPUBLIC OF YEMEN</b>																
SANAA	YEMENIA	S	16	0	0	56	19	25	0	0	0	18	65	23	17	
<b>TOTAL SANAA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>65</b>	<b>23</b>	<b>17</b>	
<b>TOTAL REPUBLIC OF YEMEN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>65</b>	<b>23</b>	<b>17</b>	
<b>RUMANIA</b>																
BUCHAREST (OTOPENI)	BRITISH AIRWAYS PLC	S	62	0	0	48	21	13	18	0	0	31	97	2	62	
	TAROM	S	62	0	0	90	3	5	2	0	0	6	76	18	62	
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>12</b>	<b>9</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>86</b>	<b>10</b>	<b>124</b>	
<b>TOTAL RUMANIA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>12</b>	<b>9</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>86</b>	<b>10</b>	<b>124</b>	
<b>RUSSIA</b>																
MOSCOW (DOMODEDOVO)	BRITISH AIRWAYS PLC	S	137	0	2	42	23	22	11	1	1	34	75	17	124	
<b>TOTAL MOSCOW (DOMODEDOVO)</b>			<b>137</b>	<b>0</b>	<b>2</b>	<b>42</b>	<b>23</b>	<b>22</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>34</b>	<b>75</b>	<b>17</b>	<b>124</b>	
MOSCOW (SHEREMETYEVO)	AEROFLOT	S	168	0	0	58	31	10	1	0	0	15	55	40	137	
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>			<b>168</b>	<b>1</b>	<b>0</b>	<b>58</b>	<b>31</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>55</b>	<b>40</b>	<b>137</b>	
ST PETERSBURG	BRITISH AIRWAYS PLC	S	62	0	0	65	13	16	6	0	0	20	96	4	46	
	PULKOVO AVIATION ENTERPRISE	S	8	0	0	75	25	0	0	0	0	10	0	0	0	
<b>TOTAL ST PETERSBURG</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>14</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>86</b>	<b>6</b>	<b>56</b>	
<b>TOTAL RUSSIA</b>			<b>375</b>	<b>1</b>	<b>2</b>	<b>54</b>	<b>25</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>68</b>	<b>25</b>	<b>317</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 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>SAUDI ARABIA</b>															
JEDDAH	BRITISH AIRWAYS PLC	S	35	0	0	43	26	11	20	0	0	27	57	28	14
	SAUDI ARABIAN AIRLINES	S	62	0	0	69	21	10	0	0	0	13	74	35	62
<b>TOTAL JEDDAH</b>			<b>97</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>23</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>71</b>	<b>34</b>	<b>76</b>
RIYADH	BRITISH AIRWAYS PLC	S	35	0	0	34	17	26	23	0	0	38	85	9	13
	SAUDI ARABIAN AIRLINES	S	36	0	0	58	33	6	3	0	0	15	58	22	36
<b>TOTAL RIYADH</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>25</b>	<b>15</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>65</b>	<b>19</b>	<b>49</b>
<b>TOTAL SAUDI ARABIA</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>24</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>69</b>	<b>28</b>	<b>125</b>
<b>SEYCHELLES</b>															
SEYCHELLES	AIR SEYCHELLES	S	18	0	0	50	28	22	0	0	0	18	53	28	19
<b>TOTAL SEYCHELLES</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>18</b>	<b>65</b>	<b>18</b>	<b>37</b>
<b>TOTAL SEYCHELLES</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>18</b>	<b>65</b>	<b>18</b>	<b>37</b>
<b>SINGAPORE</b>															
SINGAPORE	SINGAPORE AIRLINES	S	186	0	0	76	15	6	3	1	0	12	75	12	186
<b>TOTAL SINGAPORE</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>12</b>	<b>186</b>
<b>TOTAL SINGAPORE</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>12</b>	<b>186</b>
<b>SPAIN</b>															
ALICANTE	BMI BRITISH MIDLAND	S	62	0	0	35	34	21	6	3	0	34	76	11	62
<b>TOTAL ALICANTE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>34</b>	<b>21</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>34</b>	<b>76</b>	<b>11</b>	<b>62</b>
BARCELONA	BRITISH AIRWAYS PLC	S	260	0	0	41	23	20	13	2	1	41	76	10	268
	IBERIA	S	248	0	0	73	15	8	4	0	0	14	84	14	248
	QANTAS	C	2	0	0	0	100	0	0	0	0	22	50	43	2
<b>TOTAL BARCELONA</b>			<b>510</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>20</b>	<b>14</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>27</b>	<b>80</b>	<b>12</b>	<b>518</b>
BILBAO	BRITISH AIRWAYS PLC	S	62	0	0	37	29	24	10	0	0	26	0	0	0
	IBERIA	S	62	0	0	85	8	5	2	0	0	8	87	12	62
<b>TOTAL BILBAO</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>19</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>87</b>	<b>12</b>	<b>62</b>
LA CORUNA	BMI BRITISH MIDLAND	C	8	0	0	25	63	13	0	0	0	22	0	0	0
<b>TOTAL LA CORUNA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>63</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
MADRID	BMI BRITISH MIDLAND	S	62	0	0	63	24	11	2	0	0	13	73	12	124
	BRITISH AIRWAYS PLC	S	298	0	0	40	19	22	18	2	0	37	74	12	310
	IBERIA	S	372	0	0	61	14	16	9	0	0	22	76	11	372
<b>TOTAL MADRID</b>			<b>732</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>17</b>	<b>18</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>74</b>	<b>12</b>	<b>806</b>
MALAGA	GB AIRWAYS LTD	S	124	0	0	45	23	18	13	2	0	34	73	17	124
	IBERIA	S	62	0	0	69	21	6	0	3	0	17	82	7	62
<b>TOTAL MALAGA</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>22</b>	<b>14</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>76</b>	<b>14</b>	<b>186</b>
PALMA DE MALLORCA	BMI BRITISH MIDLAND	S	70	0	0	37	36	23	4	0	0	22	64	20	72
<b>TOTAL PALMA DE MALLORCA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>36</b>	<b>23</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>64</b>	<b>20</b>	<b>72</b>
SANTIAGO DE COMPOSTELA (SPAIN)	IBERIA	S	62	0	0	92	8	0	0	0	0	4	92	10	62
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>			<b>62</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>4</b>	<b>92</b>	<b>10</b>	<b>62</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 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)										
SEVILLE	IBERIA	S	62	0	0	82	10	3	3	0	2	29	87	13	62
<b>TOTAL SEVILLE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>29</b>	<b>87</b>	<b>13</b>	<b>62</b>
VALENCIA	IBERIA	S	62	0	0	79	11	6	3	0	0	11	81	7	62
<b>TOTAL VALENCIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>7</b>	<b>62</b>
<b>TOTAL SPAIN</b>			<b>1878</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>15</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>77</b>	<b>12</b>	<b>1892</b>
SRI LANKA															
COLOMBO	SRILANKAN AIRLINES	S	108	0	0	62	12	13	11	1	1	28	83	7	80
<b>TOTAL COLOMBO</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>12</b>	<b>13</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>28</b>	<b>83</b>	<b>7</b>	<b>80</b>
<b>TOTAL SRI LANKA</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>12</b>	<b>13</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>28</b>	<b>83</b>	<b>7</b>	<b>80</b>
SUDAN															
KHARTOUM	BRITISH MEDITERRANEAN AIRWA	S	27	0	0	33	19	15	30	4	0	48	0	0	0
<b>TOTAL KHARTOUM</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>19</b>	<b>15</b>	<b>30</b>	<b>4</b>	<b>0</b>	<b>48</b>	<b>24</b>	<b>245</b>	<b>17</b>
<b>TOTAL SUDAN</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>19</b>	<b>15</b>	<b>30</b>	<b>4</b>	<b>0</b>	<b>48</b>	<b>24</b>	<b>245</b>	<b>17</b>
SWEDEN															
GOTEBORG	SAS	S	124	0	0	79	10	4	6	0	0	14	90	5	124
<b>TOTAL GOTEBORG</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>90</b>	<b>5</b>	<b>124</b>
STOCKHOLM (ARLANDA)	BRITISH AIRWAYS PLC	S	339	0	2	46	23	19	9	2	0	31	82	10	352
	SAS	S	338	0	1	66	21	10	3	0	0	15	85	7	345
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>677</b>	<b>0</b>	<b>3</b>	<b>56</b>	<b>22</b>	<b>15</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>83</b>	<b>8</b>	<b>697</b>
<b>TOTAL SWEDEN</b>			<b>801</b>	<b>0</b>	<b>3</b>	<b>60</b>	<b>20</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>84</b>	<b>8</b>	<b>821</b>
SWITZERLAND															
BASLE MULHOUSE	SWISS AIRLINES	S	184	0	0	88	8	2	2	0	0	6	97	1	186
<b>TOTAL BASLE MULHOUSE</b>			<b>184</b>	<b>0</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>97</b>	<b>1</b>	<b>186</b>
GENEVA	BRITISH AIRWAYS PLC	S	341	0	0	64	20	11	5	0	0	17	84	8	350
	SWISS AIRLINES	S	248	0	0	85	10	3	2	0	0	8	96	3	238
<b>TOTAL GENEVA</b>			<b>589</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>89</b>	<b>6</b>	<b>588</b>
ZURICH	BRITISH AIRWAYS PLC	S	340	0	0	49	26	15	9	1	0	25	82	10	350
	SWISS AIRLINES	S	430	0	0	60	21	14	4	0	0	18	82	8	434
<b>TOTAL ZURICH</b>			<b>770</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>24</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>82</b>	<b>8</b>	<b>784</b>
<b>TOTAL SWITZERLAND</b>			<b>1543</b>	<b>1</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>86</b>	<b>7</b>	<b>1558</b>
SYRIA															
DAMASCUS	BRITISH MEDITERRANEAN AIRWA	S	62	0	0	65	16	15	5	0	0	16	65	39	37
	SYRIANAIR	S	27	0	0	30	22	22	26	0	0	46	46	29	26
<b>TOTAL DAMASCUS</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>18</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>57</b>	<b>35</b>	<b>63</b>
<b>TOTAL SYRIA</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>18</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>58</b>	<b>32</b>	<b>80</b>
TANZANIA															
DAR-ES-SALAAM	BRITISH AIRWAYS PLC	S	27	0	0	59	19	11	11	0	0	26	63	76	27



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

		Reporting Airport: HEATHROW (Full Analysis)											AUG 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)														
TOTAL DAR-ES-SALAAM			27	0	0	59	19	11	11	0	0	26	63	76	27
TOTAL TANZANIA			27	0	0	59	19	11	11	0	0	26	63	76	27
THAILAND															
BANGKOK	THAI AIRWAYS INTERNATIONAL	S	116	0	0	73	17	4	5	0	0	13	83	9	98
TOTAL BANGKOK			116	0	0	73	17	4	5	0	0	13	83	9	98
TOTAL THAILAND			116	0	0	73	17	4	5	0	0	13	83	9	98
TRINIDAD AND TOBAGO															
PORT OF SPAIN	BWIA	S	62	0	0	18	11	35	32	3	0	54	22	86	51
TOTAL PORT OF SPAIN			62	0	0	18	11	35	32	3	0	54	22	86	51
TOTAL TRINIDAD AND TOBAGO			62	0	0	18	11	35	32	3	0	54	21	85	61
TUNISIA															
TUNIS	TUNISAIR	S	36	0	0	19	19	28	31	3	0	50	34	29	38
TOTAL TUNIS			36	0	0	19	19	28	31	3	0	50	34	29	38
TOTAL TUNISIA			36	0	0	19	19	28	31	3	0	50	34	29	38
TURKEY															
ANTALYA	KIBRIS TURKISH AIRLINES - KTHY	S	8	0	0	0	25	38	38	0	0	52	20	50	10
TOTAL ANTALYA			8	0	0	0	25	38	38	0	0	52	20	50	10
DALAMAN	BMI BRITISH MIDLAND	C	8	0	0	25	0	13	63	0	0	74	0	0	0
TOTAL DALAMAN			8	0	0	25	0	13	63	0	0	74	0	0	0
ISTANBUL	BRITISH AIRWAYS PLC	S	122	0	0	43	17	25	12	2	0	35	90	6	124
	ONUR AIR	C	10	0	0	30	20	20	30	0	0	44	0	0	0
	THY TURK HAVA YOLLARI TURKIS	S	186	0	0	39	26	26	8	0	1	28	60	15	186
TOTAL ISTANBUL			318	0	0	40	23	26	10	1	0	31	72	11	310
IZMIR (ADNAM MENDERES)	KIBRIS TURKISH AIRLINES - KTHY	S	28	0	0	21	57	14	0	7	0	35	22	56	18
TOTAL IZMIR (ADNAM MENDERES)			28	0	0	21	57	14	0	7	0	35	22	56	18
TOTAL TURKEY			362	0	0	38	25	25	11	1	0	33	68	15	338
TURKMENISTAN															
ASHKHABAD	TURKMENISTAN AIRLINES	S	18	0	0	22	44	28	6	0	0	30	22	37	18
TOTAL ASHKHABAD			18	0	0	22	44	28	6	0	0	30	22	37	18
TOTAL TURKMENISTAN			18	0	0	22	44	28	6	0	0	30	22	37	18
TURKS AND CAICOS ISLANDS															
PROVIDENCIALES	BRITISH AIRWAYS PLC	S	10	0	0	80	10	10	0	0	0	7	78	10	9
TOTAL PROVIDENCIALES			10	0	0	80	10	10	0	0	0	7	78	10	9
TOTAL TURKS AND CAICOS ISLANDS			10	0	0	80	10	10	0	0	0	7	78	10	9
UGANDA															
ENTEBBE	BRITISH AIRWAYS PLC	S	27	0	0	59	19	7	7	7	0	33	85	17	26

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

## Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 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 ENTEBBE			27	0	0	59	19	7	7	7	0	33	85	17	26
TOTAL UGANDA			27	0	0	59	19	7	7	7	0	33	85	17	26
UKRAINE															
KIEV (BORISPOL)	BRITISH AIRWAYS PLC	S	44	0	0	64	27	9	0	0	0	12	67	20	46
TOTAL KIEV (BORISPOL)			44	0	0	64	27	9	0	0	0	12	67	20	46
TOTAL UKRAINE			44	0	0	64	27	9	0	0	0	12	67	20	46
UNITED ARAB EMIRATES															
ABU DHABI INTERNATIONAL	BRITISH AIRWAYS PLC	S	31	0	0	94	0	3	0	0	3	19	0	0	0
	ETIHAD AIRWAYS	S	88	0	1	83	14	2	1	0	0	8	0	0	0
	GULF AIR	S	69	0	1	62	20	10	3	1	3	34	71	16	41
TOTAL ABU DHABI INTERNATIONAL			189	0	2	77	14	5	2	1	2	19	71	16	41
DUBAI	BRITISH AIRWAYS PLC	S	122	0	0	71	17	6	4	2	0	16	85	8	124
	EMIRATES	S	248	0	0	47	29	17	6	0	0	22	53	19	186
TOTAL DUBAI			370	0	0	55	25	14	6	1	0	20	66	15	310
TOTAL UNITED ARAB EMIRATES			559	0	2	62	21	11	4	1	1	20	67	15	351
UNITED KINGDOM															
ABERDEEN	BMI BRITISH MIDLAND	S	272	0	0	60	19	14	6	1	0	18	0	0	0
	BRITISH AIRWAYS PLC	S	366	0	0	51	20	19	8	1	0	24	77	10	384
TOTAL ABERDEEN			638	0	0	55	20	17	7	1	0	22	77	10	384
BELFAST CITY	BMI BRITISH MIDLAND	S	477	0	0	58	20	15	5	1	0	22	73	13	474
TOTAL BELFAST CITY			477	0	0	58	20	15	5	1	0	22	73	13	474
EDINBURGH	BMI BRITISH MIDLAND	S	475	0	0	45	22	23	9	0	0	25	74	12	476
	BRITISH AIRWAYS PLC	S	643	3	4	40	21	23	15	2	0	34	72	11	650
TOTAL EDINBURGH			1118	3	4	42	22	23	12	1	0	30	73	12	1126
GLASGOW	BMI BRITISH MIDLAND	S	459	0	0	59	21	15	5	0	0	17	84	7	463
	BRITISH AIRWAYS PLC	S	621	0	3	46	20	21	11	1	0	28	83	9	657
TOTAL GLASGOW			1080	0	3	52	21	18	9	1	0	24	84	8	1120
INVERNESS	BMI BRITISH MIDLAND	S	62	0	0	61	27	8	2	2	0	18	0	0	0
TOTAL INVERNESS			62	0	0	61	27	8	2	2	0	18	0	0	0
LEEDS BRADFORD	BMI BRITISH MIDLAND	S	212	0	3	77	12	6	5	0	0	13	81	9	215
TOTAL LEEDS BRADFORD			212	0	3	77	12	6	5	0	0	13	81	9	215
MANCHESTER	BMI BRITISH MIDLAND	S	396	0	2	61	15	15	9	1	0	22	80	10	464
	BRITISH AIRWAYS PLC	S	575	0	5	51	20	16	12	1	0	28	78	10	603
	QANTAS	S	93	0	0	78	8	9	5	0	0	12	0	0	0
TOTAL MANCHESTER			1064	0	7	57	17	15	10	1	0	24	79	10	1067
NEWCASTLE	BRITISH AIRWAYS PLC	S	332	0	2	46	18	21	14	1	0	31	80	10	328
TOTAL NEWCASTLE			332	0	2	46	18	21	14	1	0	31	80	10	328
TEESSIDE	BMI BRITISH MIDLAND	S	166	0	0	71	13	9	5	2	0	18	69	16	160
TOTAL TEESSIDE			166	0	0	71	13	9	5	2	0	18	69	16	160

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 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>5149</b>	<b>3</b>	<b>19</b>	<b>53</b>	<b>19</b>	<b>17</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>78</b>	<b>10</b>	<b>4874</b>
<b>USA</b>															
<b>BALTIMORE</b>	BRITISH AIRWAYS PLC	S	62	0	0	76	13	8	2	0	2	32	74	17	62
<b>TOTAL BALTIMORE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>32</b>	<b>74</b>	<b>17</b>	<b>62</b>
<b>BOSTON</b>	AMERICAN AIRLINES	S	116	0	0	68	22	5	4	0	0	13	79	9	114
	BRITISH AIRWAYS PLC	S	186	0	0	59	18	13	9	1	0	22	70	16	186
	VIRGIN ATLANTIC AIRWAYS LTD	S	88	0	0	45	25	14	15	1	0	31	47	42	62
<b>TOTAL BOSTON</b>			<b>390</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>21</b>	<b>11</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>69</b>	<b>18</b>	<b>362</b>
<b>CHICAGO (O'HARE)</b>	AIR INDIA	S	27	0	0	56	15	15	7	4	4	48	67	65	27
	AMERICAN AIRLINES	S	310	0	0	77	10	7	5	0	0	13	81	12	308
	BRITISH AIRWAYS PLC	S	122	0	0	59	14	22	5	0	0	20	74	25	124
	UNITED AIRLINES	S	186	0	0	70	13	12	4	0	0	14	72	20	186
<b>TOTAL CHICAGO (O'HARE)</b>			<b>645</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>12</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>76</b>	<b>19</b>	<b>645</b>
<b>DENVER INTERNATIONAL</b>	BRITISH AIRWAYS PLC	S	62	0	0	55	19	13	13	0	0	25	71	17	62
<b>TOTAL DENVER INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>19</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>71</b>	<b>17</b>	<b>62</b>
<b>DETROIT</b>	BRITISH AIRWAYS PLC	S	62	0	0	82	13	3	2	0	0	7	82	12	62
<b>TOTAL DETROIT</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>7</b>	<b>82</b>	<b>12</b>	<b>62</b>
<b>HOUSTON</b>	BRITISH AIRWAYS PLC	S	62	0	0	74	8	8	6	3	0	18	67	20	61
<b>TOTAL HOUSTON</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>8</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>67</b>	<b>20</b>	<b>61</b>
<b>LOS ANGELES INTERNATIONAL</b>	AMERICAN AIRLINES	S	124	0	0	61	19	15	6	0	0	18	79	10	62
	BRITISH AIRWAYS PLC	S	151	0	0	34	22	25	19	0	1	56	50	22	124
	UNITED AIRLINES	S	62	0	0	89	8	3	0	0	0	6	87	7	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	124	0	0	49	18	16	13	4	0	38	48	26	124
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>461</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>18</b>	<b>17</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>34</b>	<b>60</b>	<b>19</b>	<b>372</b>
<b>MIAMI INTERNATIONAL</b>	AMERICAN AIRLINES	S	71	0	0	82	11	0	7	0	0	15	53	24	62
	BRITISH AIRWAYS PLC	S	123	1	1	37	11	21	27	3	1	60	73	13	124
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	31	35	27	6	0	0	26	65	22	62
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>256</b>	<b>1</b>	<b>1</b>	<b>48</b>	<b>17</b>	<b>17</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>39</b>	<b>66</b>	<b>18</b>	<b>248</b>
<b>NEW YORK (JF KENNEDY)</b>	AIR INDIA	S	62	0	0	39	18	24	11	6	2	51	44	80	62
	AMERICAN AIRLINES	S	361	0	0	65	15	9	9	2	0	22	66	19	295
	BRITISH AIRWAYS PLC	S	421	0	7	52	16	15	14	3	0	39	68	26	465
	KUWAIT AIRWAYS	S	26	0	0	62	8	12	15	4	0	33	74	38	27
	UNITED AIRLINES	S	124	0	0	75	12	6	6	2	0	17	76	15	119
	VIRGIN ATLANTIC AIRWAYS LTD	S	185	1	1	41	23	22	10	3	2	44	48	42	184
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>1179</b>	<b>1</b>	<b>8</b>	<b>56</b>	<b>16</b>	<b>14</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>33</b>	<b>64</b>	<b>29</b>	<b>1152</b>
<b>NEW YORK (NEWARK)</b>	BRITISH AIRWAYS PLC	S	166	0	0	66	16	13	4	1	0	17	74	16	168
	VIRGIN ATLANTIC AIRWAYS LTD	S	123	0	2	37	30	18	12	2	1	42	47	40	116
<b>TOTAL NEW YORK (NEWARK)</b>			<b>289</b>	<b>0</b>	<b>2</b>	<b>54</b>	<b>22</b>	<b>15</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>66</b>	<b>23</b>	<b>346</b>
<b>PHILADELPHIA INTERNATIONAL</b>	BRITISH AIRWAYS PLC	S	122	0	0	45	22	16	16	1	0	31	64	16	121
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>22</b>	<b>16</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>31</b>	<b>64</b>	<b>16</b>	<b>121</b>
<b>PHOENIX</b>	BRITISH AIRWAYS PLC	S	52	0	0	48	15	19	15	0	2	53	68	15	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 PHOENIX</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>15</b>	<b>19</b>	<b>15</b>	<b>0</b>	<b>2</b>	<b>53</b>	<b>68</b>	<b>15</b>	60
<b>SAN FRANCISCO</b>	BRITISH AIRWAYS PLC	S	124	0	0	57	15	14	12	2	0	27	72	18	124
	UNITED AIRLINES	S	124	0	0	72	15	10	4	0	0	14	94	4	124
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	52	26	19	2	0	2	41	73	12	62
<b>TOTAL SAN FRANCISCO</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>17</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>81</b>	<b>11</b>	310
<b>SEATTLE (TACOMA)</b>	BRITISH AIRWAYS PLC	S	62	0	0	52	15	18	15	0	2	49	63	21	62
<b>TOTAL SEATTLE (TACOMA)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>15</b>	<b>18</b>	<b>15</b>	<b>0</b>	<b>2</b>	<b>49</b>	<b>63</b>	<b>21</b>	62
<b>WASHINGTON (DULLES)</b>	BRITISH AIRWAYS PLC	S	185	0	0	60	17	14	9	1	0	21	76	13	186
	UNITED AIRLINES	S	248	0	0	67	15	13	5	0	0	17	71	16	248
	VIRGIN ATLANTIC AIRWAYS LTD	S	88	0	0	36	34	24	5	1	0	25	48	40	62
<b>TOTAL WASHINGTON (DULLES)</b>			<b>521</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>19</b>	<b>15</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>70</b>	<b>18</b>	496
<b>TOTAL USA</b>			<b>4535</b>	<b>4</b>	<b>13</b>	<b>59</b>	<b>17</b>	<b>14</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>69</b>	<b>21</b>	4467
<b>UZBEKISTAN</b>															
<b>TASHKENT</b>	BRITISH MEDITERRANEAN AIRWA	S	26	0	0	62	19	12	8	0	0	15	63	20	27
	UZBEKISTAN AIRLINES	S	36	0	0	78	11	8	3	0	0	11	87	6	38
<b>TOTAL TASHKENT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>12</b>	65
<b>TOTAL UZBEKISTAN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>12</b>	65
<b>ZAMBIA</b>															
<b>LUSAKA</b>	BRITISH AIRWAYS PLC	S	26	0	0	54	19	12	8	8	0	41	39	46	18
<b>TOTAL LUSAKA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>19</b>	<b>12</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>41</b>	<b>39</b>	<b>46</b>	18
<b>TOTAL ZAMBIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>19</b>	<b>12</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>41</b>	<b>39</b>	<b>46</b>	18
<b>ZIMBABWE</b>															
<b>HARARE</b>	BRITISH AIRWAYS PLC	S	26	0	0	38	19	23	19	0	0	35	42	24	19
<b>TOTAL HARARE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>19</b>	<b>23</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>42</b>	<b>24</b>	19
<b>TOTAL ZIMBABWE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>19</b>	<b>23</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>42</b>	<b>24</b>	19
<b>TOTAL HEATHROW</b>			<b>40248</b>	<b>36</b>	<b>100</b>	<b>57</b>	<b>19</b>	<b>15</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>74</b>	<b>15</b>	39719

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2003		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>BELGIUM</b>															
ANTWERP	VLM (BELGIUM)	S	245	0	1	94	5	1	0	0	0	4	95	4	232
<b>TOTAL ANTWERP</b>			<b>245</b>	<b>0</b>	<b>1</b>	<b>94</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>95</b>	<b>4</b>	<b>232</b>
BRUSSELS	VLM (BELGIUM)	S	222	0	2	59	22	14	4	0	17	92	5	209	
<b>TOTAL BRUSSELS</b>			<b>222</b>	<b>0</b>	<b>2</b>	<b>59</b>	<b>22</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>17</b>	<b>92</b>	<b>5</b>	<b>209</b>	
<b>TOTAL BELGIUM</b>			<b>467</b>	<b>0</b>	<b>3</b>	<b>78</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>94</b>	<b>4</b>	<b>441</b>	
<b>FRANCE</b>															
PARIS (CHARLES DE GAULLE)	CITY JET	S	49	0	0	65	27	8	0	0	11	79	11	39	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>27</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>67</b>	<b>13</b>	<b>164</b>	
PARIS (ORLY)	CITY JET	S	55	0	0	82	11	7	0	0	9	85	9	39	
<b>TOTAL PARIS (ORLY)</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>9</b>	<b>39</b>	
<b>TOTAL FRANCE</b>			<b>104</b>	<b>4</b>	<b>0</b>	<b>74</b>	<b>18</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>12</b>	<b>257</b>	
<b>GERMANY</b>															
BREMEN	OLTOSTFRIESISCHE LUFFTRANSP	S	98	0	0	96	4	0	0	0	3	0	0	0	
<b>TOTAL BREMEN</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	
DUSSELDORF	EAE EUROPEAN AIR EXPRESS	S	76	0	0	95	4	1	0	0	4	0	0	0	
<b>TOTAL DUSSELDORF</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>4</b>	<b>1</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	42	0	0	90	5	5	0	0	7	71	12	42	
	BRITISH AIRWAYS CITIEXPRESS L	S	130	0	0	76	10	7	6	1	18	67	18	128	
	LUFTHANSA CITY LINE	S	95	0	0	80	14	3	3	0	9	78	11	92	
<b>TOTAL FRANKFURT MAIN</b>			<b>267</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>14</b>	<b>262</b>	
MUNICH	CIRRUS LUFTFAHRT	S	76	0	2	87	11	3	0	0	7	0	0	0	
<b>TOTAL MUNICH</b>			<b>76</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL GERMANY</b>			<b>517</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>13</b>	<b>351</b>	
<b>IRISH REPUBLIC</b>															
DUBLIN	CITY JET	S	202	0	0	75	14	9	2	0	11	0	0	0	
<b>TOTAL DUBLIN</b>			<b>202</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>67</b>	<b>18</b>	<b>171</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>202</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>67</b>	<b>18</b>	<b>171</b>	
<b>LUXEMBOURG</b>															
LUXEMBOURG	LUXAIR	S	150	0	0	84	11	5	0	0	7	0	0	0	
	VLM (BELGIUM)	S	147	0	1	88	10	1	1	0	6	94	4	144	
<b>TOTAL LUXEMBOURG</b>			<b>297</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>94</b>	<b>4</b>	<b>144</b>	
<b>TOTAL LUXEMBOURG</b>			<b>297</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>94</b>	<b>4</b>	<b>144</b>	
<b>NETHERLANDS</b>															
AMSTERDAM	KLM CITYHOPPER	S	206	0	0	82	12	5	2	0	10	78	11	251	
<b>TOTAL AMSTERDAM</b>			<b>206</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>11</b>	<b>251</b>	
ROTTERDAM	VLM (BELGIUM)	S	228	0	2	96	4	0	0	0	2	95	3	256	

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 ROTTERDAM			228	0	2	96	4	0	0	0	0	2	95	3	256
TOTAL NETHERLANDS			434	0	2	89	7	2	1	0	0	6	86	7	507
SWITZERLAND															
BASLE MULHOUSE	SWISS AIRLINES	S	12	0	0	75	17	8	0	0	0	11	0	0	0
TOTAL BASLE MULHOUSE			12	0	0	75	17	8	0	0	0	11	0	0	0
GENEVA	BRITISH AIRWAYS CITIEXPRESS L	S	132	2	0	67	19	8	5	0	0	17	0	0	0
TOTAL GENEVA			132	3	0	67	19	8	5	0	0	17	91	8	54
ZURICH	SWISS AIRLINES	S	210	0	0	65	24	8	3	0	0	16	68	15	234
TOTAL ZURICH			210	0	0	65	24	8	3	0	0	16	68	15	234
TOTAL SWITZERLAND			354	3	0	66	22	8	4	0	0	16	73	13	288
UNITED KINGDOM															
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	103	0	3	79	9	7	6	0	0	13	80	15	101
TOTAL BELFAST CITY			103	0	3	79	9	7	6	0	0	13	80	15	101
DUNDEE	SCOT AIRWAYS	S	191	1	11	72	17	6	4	1	0	14	85	8	186
TOTAL DUNDEE			191	1	11	72	17	6	4	1	0	14	85	8	186
EDINBURGH	BRITISH AIRWAYS CITIEXPRESS L	S	134	2	0	57	22	7	14	0	0	27	0	0	0
	SCOT AIRWAYS	S	348	3	42	66	26	5	2	0	0	14	82	10	395
TOTAL EDINBURGH			482	5	42	63	25	6	6	0	0	17	82	10	395
ISLE OF MAN	FLYBE.BRITISH EUROPEAN	S	51	0	3	69	14	8	10	0	0	19	89	6	88
TOTAL ISLE OF MAN			51	0	3	69	14	8	10	0	0	19	89	6	88
JERSEY	VLM (BELGIUM)	S	157	1	1	94	4	0	0	1	0	5	0	0	0
TOTAL JERSEY			157	1	1	94	4	0	0	1	0	5	80	13	148
LIVERPOOL	VLM (BELGIUM)	S	246	0	0	88	8	3	1	0	0	6	0	0	0
TOTAL LIVERPOOL			246	0	0	88	8	3	1	0	0	6	0	0	0
MANCHESTER	VLM (BELGIUM)	S	343	0	11	89	7	2	1	0	0	6	93	5	313
TOTAL MANCHESTER			343	0	11	89	7	2	1	0	0	6	93	5	313
SWANSEA	AIR WALES LTD	S	36	0	0	75	17	8	0	0	0	11	73	13	144
TOTAL SWANSEA			36	0	0	75	17	8	0	0	0	11	73	13	144
TOTAL UNITED KINGDOM			1609	7	71	78	14	4	3	0	0	11	83	10	1499
TOTAL LONDON CITY			3984	14	79	80	13	5	2	0	0	10	82	10	3658

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>CYPRUS</b>															
LARNACA	BRITANNIA AIRWAYS	C	10	0	0	70	20	10	0	0	0	11	80	49	20
	EUROCYPRIA AIRLINES LTD	C	9	0	0	0	0	22	67	11	0	112	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	100	2	8
	HELIOS AIRWAYS LTD	S	64	8	0	63	17	17	3	0	0	16	81	12	80
	MONARCH AIRLINES	C	8	0	0	38	13	38	13	0	0	29	0	0	0
	THOMAS COOK AIRLINES LTD	C	4	0	0	75	25	0	0	0	0	6	0	0	0
<b>TOTAL LARNACA</b>			<b>103</b>	<b>9</b>	<b>0</b>	<b>59</b>	<b>15</b>	<b>17</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>82</b>	<b>18</b>	108
PAPHOS	BRITANNIA AIRWAYS	C	25	0	0	88	4	4	4	0	0	8	83	6	36
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	70	20	10	0	0	0	14	88	19	8
<b>TOTAL PAPHOS</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>10</b>	<b>84</b>	<b>9</b>	44
<b>TOTAL CYPRUS</b>			<b>138</b>	<b>9</b>	<b>0</b>	<b>65</b>	<b>13</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>83</b>	<b>15</b>	152
<b>FRANCE</b>															
NICE	EASYJET AIRLINE COMPANY LTD	S	308	0	2	75	12	6	6	0	0	17	63	20	310
<b>TOTAL NICE</b>			<b>308</b>	<b>6</b>	<b>2</b>	<b>75</b>	<b>12</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>63</b>	<b>20</b>	310
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	274	0	0	68	18	7	7	0	0	17	76	15	290
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>274</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>18</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>76</b>	<b>15</b>	290
<b>TOTAL FRANCE</b>			<b>582</b>	<b>10</b>	<b>2</b>	<b>72</b>	<b>15</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>69</b>	<b>18</b>	602
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	168	0	0	75	14	6	5	0	0	12	0	0	0
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL GERMANY</b>			<b>169</b>	<b>2</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	0
<b>GIBRALTAR</b>															
GIBRALTAR	MONARCH AIRLINES	S	55	2	7	67	13	9	7	4	0	26	87	7	61
<b>TOTAL GIBRALTAR</b>			<b>55</b>	<b>2</b>	<b>7</b>	<b>67</b>	<b>13</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>26</b>	<b>87</b>	<b>7</b>	61
<b>TOTAL GIBRALTAR</b>			<b>55</b>	<b>2</b>	<b>7</b>	<b>67</b>	<b>13</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>26</b>	<b>87</b>	<b>7</b>	61
<b>GREECE</b>															
ATHENS	EASYJET AIRLINE COMPANY LTD	S	126	0	0	71	20	2	6	0	1	23	83	10	124
<b>TOTAL ATHENS</b>			<b>126</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>20</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>23</b>	<b>83</b>	<b>10</b>	124
CORFU	BRITANNIA AIRWAYS	C	17	0	0	82	6	0	12	0	0	16	72	19	18
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	8	50	19	10
	MONARCH AIRLINES	C	8	0	0	63	0	13	0	0	25	129	100	5	10
	THOMAS COOK AIRLINES LTD	C	6	0	0	17	33	50	0	0	0	25	0	0	0
<b>TOTAL CORFU</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>13</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>39</b>	<b>74</b>	<b>16</b>	38
HERAKLION	BRITANNIA AIRWAYS	C	10	0	0	20	40	20	0	20	0	78	63	11	8
	THOMAS COOK AIRLINES LTD	C	5	0	0	60	0	40	0	0	0	22	0	0	0
<b>TOTAL HERAKLION</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>27</b>	<b>27</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>59</b>	<b>63</b>	<b>11</b>	8
KEFALLINIA	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	3	100	1	8
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	90	0	10	0	0	0	5	100	0	8

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			Actual (7)	Plan (8)											
TOTAL KEFALLINIA			18	0	0	89	6	6	0	0	0	4	100	1	16
KOS	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	1	89	7	9
TOTAL KOS			8	0	0	100	0	0	0	0	0	1	89	7	9
RHODES	BRITANNIA AIRWAYS	C	8	0	0	75	0	25	0	0	0	17	72	11	18
TOTAL RHODES			8	0	0	75	0	25	0	0	0	17	72	11	18
SALONIKA	BRITANNIA AIRWAYS	C	10	0	0	70	20	10	0	0	0	13	88	5	8
TOTAL SALONIKA			10	0	0	70	20	10	0	0	0	13	88	4	17
ZAKINTHOS	MONARCH AIRLINES	C	8	0	0	50	50	0	0	0	0	17	63	10	8
	THOMAS COOK AIRLINES LTD	C	4	2	0	0	100	0	0	0	0	25	0	0	0
TOTAL ZAKINTHOS			12	2	0	33	67	0	0	0	0	20	72	10	18
TOTAL GREECE			236	4	0	69	19	6	4	1	1	25	81	10	248
HUNGARY															
BUDAPEST	EASYJET AIRLINE COMPANY LTD	S	62	0	0	79	16	5	0	0	0	8	0	0	0
	WIZZ AIR	S	97	0	1	33	30	30	7	0	0	27	0	0	0
TOTAL BUDAPEST			159	0	1	51	25	20	4	0	0	20	0	0	0
TOTAL HUNGARY			159	0	1	51	25	20	4	0	0	20	0	0	0
IRISH REPUBLIC															
DUBLIN	RYANAIR	S	302	0	0	78	11	8	2	0	0	10	85	8	296
TOTAL DUBLIN			302	0	0	78	11	8	2	0	0	10	85	8	296
GALWAY	AER ARRAN	S	124	0	0	58	11	10	16	3	1	36	52	34	60
TOTAL GALWAY			124	0	0	58	11	10	16	3	1	36	52	34	60
WATERFORD	AER ARRAN	S	124	0	0	64	9	7	17	2	1	34	56	38	62
TOTAL WATERFORD			124	0	0	64	9	7	17	2	1	34	56	38	62
TOTAL IRISH REPUBLIC			550	1	0	70	11	9	9	1	0	21	76	16	418
ITALY															
BERGAMO	RYANAIR	S	124	0	0	88	9	3	0	0	0	6	77	10	124
TOTAL BERGAMO			124	0	0	88	9	3	0	0	0	6	77	10	124
CAGLIARI (ELMAS)	VOLARE AIRLINES	S	26	0	0	50	19	23	8	0	0	21	0	0	0
TOTAL CAGLIARI (ELMAS)			26	0	0	50	19	23	8	0	0	21	0	0	0
NAPLES	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	3	80	11	10
TOTAL NAPLES			8	0	0	88	13	0	0	0	0	3	80	11	10
OLBIA	YAK SERVICE	C	2	0	0	0	0	0	50	50	0	149	0	0	0
TOTAL OLBIA			2	2	0	0	0	0	50	50	0	149	0	0	0
TOTAL ITALY			160	6	0	81	11	6	2	1	0	10	74	11	144
MALTA															
MALTA	BRITANNIA AIRWAYS	C	10	0	0	40	10	30	0	20	0	59	88	11	8
TOTAL MALTA			10	0	0	40	10	30	0	20	0	59	88	11	8



## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

Reporting Airport: LUTON (Full Analysis)

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL MALTA			10	0	0	40	10	30	0	20	0	59	88	11	8
NETHERLANDS															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	317	0	1	69	16	9	5	1	0	16	66	16	300
TOTAL AMSTERDAM			317	3	1	69	16	9	5	1	0	16	66	16	300
TOTAL NETHERLANDS			317	4	1	69	16	9	5	1	0	16	66	16	300
POLAND															
GDANSK	WIZZ AIR	S	44	0	0	23	41	36	0	0	0	26	0	0	0
TOTAL GDANSK			44	0	0	23	41	36	0	0	0	26	0	0	0
KATOWICE	WIZZ AIR	S	122	0	2	62	16	12	7	2	0	24	0	0	0
TOTAL KATOWICE			122	0	2	62	16	12	7	2	0	24	0	0	0
WARSAW	WIZZ AIR	S	87	0	1	49	8	22	21	0	0	30	0	0	0
TOTAL WARSAW			87	0	1	49	8	22	21	0	0	30	0	0	0
TOTAL POLAND			253	0	3	51	17	20	11	1	0	26	0	0	0
PORTUGAL(EXCLUDING MADEIRA)															
FARO	BRITANNIA AIRWAYS	C	10	0	0	100	0	0	0	0	0	4	100	3	10
	EASYJET AIRLINE COMPANY LTD	S	124	0	0	82	11	6	1	0	0	9	65	25	104
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	9	100	0	8
	MONARCH AIRLINES	S	26	0	0	77	4	8	12	0	0	17	93	4	28
	MONARCH AIRLINES	C	8	0	0	63	13	13	13	0	0	23	63	58	8
	THOMAS COOK AIRLINES LTD	C	13	0	0	46	23	15	15	0	0	27	0	0	0
TOTAL FARO			189	1	0	79	10	7	4	0	0	12	74	20	158
TOTAL PORTUGAL(EXCLUDING MADEIRA)			189	1	0	79	10	7	4	0	0	12	74	20	158
PORTUGAL(MADEIRA)															
FUNCHAL	BRITANNIA AIRWAYS	C	10	0	0	80	0	0	0	20	0	50	63	18	8
TOTAL FUNCHAL			10	0	0	80	0	0	0	20	0	50	63	18	8
TOTAL PORTUGAL(MADEIRA)			10	0	0	80	0	0	0	20	0	50	63	18	8
SPAIN															
ALICANTE	BRITANNIA AIRWAYS	C	10	0	0	100	0	0	0	0	0	6	89	7	18
	EASYJET AIRLINE COMPANY LTD	S	123	1	0	67	10	7	14	2	0	26	47	21	72
	MONARCH AIRLINES	C	8	0	0	63	13	25	0	0	0	17	100	1	10
	MONARCH AIRLINES	S	62	0	0	71	8	11	3	3	3	35	84	14	62
	THOMAS COOK AIRLINES LTD	C	6	0	0	83	17	0	0	0	0	8	0	0	0
TOTAL ALICANTE			209	1	0	70	9	9	9	2	1	27	69	15	162
ALMERIA	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	5	0	0	0
TOTAL ALMERIA			8	0	0	88	13	0	0	0	0	5	0	0	0
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	204	0	0	69	13	13	5	0	0	18	67	19	245
TOTAL BARCELONA			204	1	0	69	13	13	5	0	0	18	67	19	245
GERONA	BRITANNIA AIRWAYS	C	10	0	0	80	20	0	0	0	0	4	80	8	10
TOTAL GERONA			10	0	0	80	20	0	0	0	0	4	80	8	10

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				Actual (7)	Plan (8)										
IBIZA	BRITANNIA AIRWAYS	C	34	0	0	74	21	3	3	0	0	11	75	17	36
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL IBIZA</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>16</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>17</b>	<b>36</b>	
MADRID	EASYJET AIRLINE COMPANY LTD	S	123	2	1	52	20	11	16	1	0	28	65	23	124
<b>TOTAL MADRID</b>			<b>123</b>	<b>2</b>	<b>1</b>	<b>52</b>	<b>20</b>	<b>11</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>65</b>	<b>23</b>	<b>124</b>
MAHON	BRITANNIA AIRWAYS	C	18	1	0	100	0	0	0	0	2	78	12	18	
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	60	10	0	30	0	34	75	11	8	
	MONARCH AIRLINES	C	8	0	0	88	0	0	13	0	15	100	1	10	
	MONARCH AIRLINES	S	26	0	0	92	0	4	4	0	7	92	4	26	
	SPANAIR	C	7	0	0	29	0	57	14	0	52	11	38	9	
<b>TOTAL MAHON</b>			<b>69</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>1</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>15</b>	<b>77</b>	<b>11</b>	<b>71</b>	
MALAGA	BRITANNIA AIRWAYS	C	18	0	0	89	11	0	0	0	5	61	26	18	
	EASYJET AIRLINE COMPANY LTD	S	212	0	0	59	22	9	9	0	22	68	24	183	
	MONARCH AIRLINES	S	70	4	0	86	4	0	1	6	33	89	10	72	
	THOMAS COOK AIRLINES LTD	C	6	0	0	50	33	17	0	0	14	0	0	0	
<b>TOTAL MALAGA</b>			<b>306</b>	<b>6</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>7</b>	<b>7</b>	<b>2</b>	<b>23</b>	<b>73</b>	<b>20</b>	<b>283</b>	
PALMA DE MALLORCA	BRITANNIA AIRWAYS	C	53	0	0	77	11	6	0	4	23	85	20	53	
	EASYJET AIRLINE COMPANY LTD	S	141	1	1	64	13	11	10	1	29	68	20	163	
	FIRST CHOICE AIRWAYS LTD	C	26	0	0	96	4	0	0	0	3	67	11	18	
	MONARCH AIRLINES	C	8	0	0	88	0	0	13	0	20	75	11	20	
	SPANAIR	C	16	1	0	25	6	31	31	0	6	78	11	66	
	THOMAS COOK AIRLINES LTD	C	15	0	0	53	7	20	20	0	0	37	75	26	
<b>TOTAL PALMA DE MALLORCA</b>			<b>260</b>	<b>2</b>	<b>1</b>	<b>67</b>	<b>10</b>	<b>11</b>	<b>9</b>	<b>2</b>	<b>28</b>	<b>68</b>	<b>22</b>	<b>291</b>	
REUS	BRITANNIA AIRWAYS	C	10	0	0	90	10	0	0	0	7	88	3	8	
	MONARCH AIRLINES	C	8	0	0	75	0	13	13	0	17	100	0	8	
	THOMAS COOK AIRLINES LTD	C	4	0	0	100	0	0	0	0	0	0	0	0	
<b>TOTAL REUS</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>9</b>	<b>92</b>	<b>2</b>	<b>24</b>	
<b>TOTAL SPAIN</b>			<b>1254</b>	<b>14</b>	<b>2</b>	<b>68</b>	<b>13</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>23</b>	<b>70</b>	<b>19</b>	<b>1246</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	BRITANNIA AIRWAYS	C	8	0	0	75	0	0	25	0	23	60	27	10	
	MONARCH AIRLINES	C	8	0	0	0	38	13	50	0	50	71	18	17	
	THOMAS COOK AIRLINES LTD	C	6	0	0	33	17	50	0	0	25	0	0	0	
<b>TOTAL ARRECIFE</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>18</b>	<b>18</b>	<b>27</b>	<b>0</b>	<b>33</b>	<b>67</b>	<b>21</b>	<b>27</b>	
FUERTEVENTURA	BRITANNIA AIRWAYS	C	10	0	0	90	10	0	0	0	4	88	3	8	
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	100	2	8	
<b>TOTAL FUERTEVENTURA</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>94</b>	<b>3</b>	<b>18</b>	
LAS PALMAS	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	2	87	11	15	
	MONARCH AIRLINES	C	10	0	0	70	10	0	20	0	27	100	0	8	
<b>TOTAL LAS PALMAS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>16</b>	<b>91</b>	<b>7</b>	<b>23</b>	
TENERIFE (SURREINA SOFIA)	BRITANNIA AIRWAYS	C	18	0	0	61	11	17	0	11	37	67	11	18	
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	2	100	1	10	
	MONARCH AIRLINES	S	35	0	1	69	11	9	11	0	19	89	7	18	
	MONARCH AIRLINES	C	8	0	0	75	0	0	0	0	25	154	2	10	

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			Actual (7)	Plan (8)											
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	C	11	1	0	91	9	0	0	0	0	4	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>80</b>	<b>1</b>	<b>1</b>	<b>74</b>	<b>9</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>33</b>	<b>86</b>	<b>6</b>	<b>56</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>138</b>	<b>1</b>	<b>1</b>	<b>72</b>	<b>9</b>	<b>7</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>27</b>	<b>84</b>	<b>9</b>	<b>124</b>
<b>SWITZERLAND</b>															
GENEVA	EASYJET SWITZERLAND	S	248	0	0	78	13	3	5	0	0	13	65	22	238
<b>TOTAL GENEVA</b>			<b>248</b>	<b>6</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>65</b>	<b>22</b>	<b>238</b>
ZURICH	EASYJET AIRLINE COMPANY LTD	S	186	0	0	60	21	13	6	0	0	18	73	16	92
<b>TOTAL ZURICH</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>21</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>73</b>	<b>14</b>	<b>164</b>
<b>TOTAL SWITZERLAND</b>			<b>434</b>	<b>6</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>68</b>	<b>18</b>	<b>402</b>
<b>TUNISIA</b>															
MONASTIR	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	3	100	2	8
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	80	20	0	0	0	0	8	80	32	10
<b>TOTAL MONASTIR</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>19</b>	<b>18</b>
<b>TOTAL TUNISIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>19</b>	<b>18</b>
<b>TURKEY</b>															
ANTALYA	PEGASUS AIRLINES	C	10	0	0	10	50	20	20	0	0	32	0	0	0
<b>TOTAL ANTALYA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>50</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>
BODRUM (MILAS)	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	4	40	66	10
<b>TOTAL BODRUM (MILAS)</b>			<b>8</b>	<b>1</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>40</b>	<b>66</b>	<b>10</b>
DALAMAN	BRITANNIA AIRWAYS	C	10	0	0	40	30	10	0	20	0	79	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	80	0	0	20	0	0	24	88	3	8
	PEGASUS AIRLINES	C	10	0	0	90	10	0	0	0	0	7	75	10	8
	THOMAS COOK AIRLINES LTD	C	6	0	0	50	17	33	0	0	0	19	0	0	0
<b>TOTAL DALAMAN</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>14</b>	<b>8</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>34</b>	<b>81</b>	<b>7</b>	<b>16</b>
<b>TOTAL TURKEY</b>			<b>54</b>	<b>1</b>	<b>0</b>	<b>61</b>	<b>19</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>29</b>	<b>65</b>	<b>29</b>	<b>26</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	105	0	1	68	17	12	3	0	0	16	72	15	104
<b>TOTAL ABERDEEN</b>			<b>105</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>17</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>72</b>	<b>15</b>	<b>104</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	283	0	1	70	16	7	7	1	0	17	82	16	267
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>283</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>16</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>82</b>	<b>16</b>	<b>267</b>
CARDIFF WALES	FLIGHTLINE LTD	C	2	0	0	50	0	50	0	0	0	18	50	9	2
<b>TOTAL CARDIFF WALES</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>50</b>	<b>9</b>	<b>2</b>
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	334	0	3	57	16	13	13	1	0	28	66	20	332
<b>TOTAL EDINBURGH</b>			<b>334</b>	<b>0</b>	<b>3</b>	<b>57</b>	<b>16</b>	<b>13</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>66</b>	<b>20</b>	<b>332</b>
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	329	0	0	78	6	8	7	1	0	17	80	10	322
<b>TOTAL GLASGOW</b>			<b>330</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>6</b>	<b>8</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>79</b>	<b>10</b>	<b>328</b>
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	80	0	0	59	23	13	6	0	0	18	59	20	82
<b>TOTAL INVERNESS</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>23</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>59</b>	<b>20</b>	<b>82</b>

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				Actual (7)	Plan (8)										
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	58	0	0	83	10	2	5	0	0	9	84	17	58
<b>TOTAL ISLE OF MAN</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>17</b>	<b>58</b>
JERSEY	FLYBE.BRITISH EUROPEAN	S	8	0	0	88	13	0	0	0	0	7	55	44	82
<b>TOTAL JERSEY</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>55</b>	<b>44</b>	<b>82</b>
LIVERPOOL	FLIGHTLINE LTD	C	2	0	0	100	0	0	0	0	0	7	0	0	0
<b>TOTAL LIVERPOOL</b>			<b>2</b>	<b>1</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1203</b>	<b>9</b>	<b>5</b>	<b>68</b>	<b>13</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>73</b>	<b>17</b>	<b>1259</b>
<b>TOTAL LUTON</b>			<b>5929</b>	<b>76</b>	<b>22</b>	<b>69</b>	<b>14</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>72</b>	<b>17</b>	<b>5178</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 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	16	0	0	88	6	6	0	0	0	6	100	1	18
<b>TOTAL INNSBRUCK</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>100</b>	<b>1</b>	<b>18</b>
<b>SALZBURG</b>															
	ASTRAEUS LTD	C	16	0	0	88	13	0	0	0	0	5	0	0	0
	EXCEL AIRWAYS LTD	C	16	0	0	81	13	6	0	0	0	7	78	24	18
<b>TOTAL SALZBURG</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>78</b>	<b>24</b>	<b>18</b>
<b>VIENNA</b>															
	BRITISH AIRWAYS CITIEXPRESS L	S	60	0	0	42	33	20	5	0	0	23	87	9	62
<b>TOTAL VIENNA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>33</b>	<b>20</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>87</b>	<b>9</b>	<b>62</b>
<b>TOTAL AUSTRIA</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>23</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>88</b>	<b>10</b>	<b>98</b>
<b>BARBADOS</b>															
BRIDGETOWN	BRITANNIA AIRWAYS	C	10	0	0	70	10	0	0	10	10	78	0	0	0
<b>TOTAL BRIDGETOWN</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>78</b>	<b>40</b>	<b>60</b>	<b>5</b>
<b>TOTAL BARBADOS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>78</b>	<b>40</b>	<b>60</b>	<b>5</b>
<b>BELGIUM</b>															
BRUSSELS	BRITISH AIRWAYS CITIEXPRESS L	S	132	0	0	60	18	17	5	0	0	17	79	13	134
	SN BRUSSELS AIRLINES	S	140	0	0	84	10	6	0	0	0	7	95	3	114
<b>TOTAL BRUSSELS</b>			<b>272</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>8</b>	<b>248</b>
<b>TOTAL BELGIUM</b>			<b>272</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>8</b>	<b>253</b>
<b>BULGARIA</b>															
BURGAS	ASTRAEUS LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	BH AIR	C	44	0	0	48	20	11	20	0	0	29	69	11	36
	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	3	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	33	0	11	56	0	0	53	25	28	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	80	0	0	0	20	0	65	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	1	0	30	30	10	10	20	0	86	75	21	8
<b>TOTAL BURGAS</b>			<b>92</b>	<b>1</b>	<b>0</b>	<b>51</b>	<b>14</b>	<b>9</b>	<b>22</b>	<b>4</b>	<b>0</b>	<b>41</b>	<b>63</b>	<b>15</b>	<b>52</b>
<b>VARNA</b>															
	ASTRAEUS LTD	C	8	0	0	100	0	0	0	0	0	3	0	0	0
	BH AIR	C	26	0	0	31	19	31	12	8	0	48	72	11	29
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	88	0	0	13	0	0	12	75	28	8
<b>TOTAL VARNA</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>10</b>	<b>16</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>29</b>	<b>73</b>	<b>15</b>	<b>37</b>
<b>TOTAL BULGARIA</b>			<b>143</b>	<b>1</b>	<b>0</b>	<b>55</b>	<b>13</b>	<b>11</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>36</b>	<b>67</b>	<b>15</b>	<b>89</b>
<b>CANADA</b>															
GANDER	AIR CORDIAL LTD	C	3	0	0	33	0	67	0	0	0	31	0	0	0
<b>TOTAL GANDER</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>52</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TORONTO</b>															
	AIR TRANSAT	S	28	1	0	82	7	7	4	0	0	9	21	158	28
	BMI BRITISH MIDLAND	S	62	0	0	73	10	13	2	3	0	18	0	0	0
	MY TRAVEL AIRWAYS UK	C	19	0	0	63	5	16	5	11	0	43	54	26	26
	PAKISTAN INTL AIRLINES	S	17	0	0	59	6	24	6	6	0	30	0	0	0
	THOMAS COOK AIRLINES LTD	S	17	0	0	71	12	12	0	0	6	53	0	0	0
<b>TOTAL TORONTO</b>			<b>143</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>8</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>25</b>	<b>29</b>	<b>80</b>	<b>110</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 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	AIR TRANSAT	S	18	0	0	78	6	17	0	0	0	12	67	166	18
	MY TRAVEL AIRWAYS UK	C	8	0	0	13	13	0	50	13	13	234	0	0	0
	THOMAS COOK AIRLINES LTD	S	10	0	0	60	0	0	20	0	20	228	0	0	0
<b>TOTAL VANCOUVER</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>6</b>	<b>8</b>	<b>17</b>	<b>3</b>	<b>8</b>	<b>122</b>	<b>54</b>	<b>120</b>	<b>35</b>
<b>TOTAL CANADA</b>			<b>183</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>8</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>45</b>	<b>35</b>	<b>90</b>	<b>145</b>
<b>CROATIA</b>															
DUBROVNIK	ASTRAEUS LTD	C	10	0	0	100	0	0	0	0	0	0	0	0	0
	CROATIA AIRLINES	S	18	0	0	72	17	11	0	0	0	11	78	20	18
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL DUBROVNIK</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>20</b>	<b>18</b>
PULA	ASTRAEUS LTD	C	10	0	0	90	10	0	0	0	0	3	0	0	0
	CROATIA AIRLINES	S	10	0	0	60	30	10	0	0	0	14	63	16	8
<b>TOTAL PULA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>20</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>61</b>	<b>17</b>	<b>18</b>
SPLIT	CROATIA AIRLINES	S	10	0	0	90	0	10	0	0	0	10	88	3	8
	EXCEL AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL SPLIT</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>3</b>	<b>8</b>
<b>TOTAL CROATIA</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>16</b>	<b>44</b>
<b>CUBA</b>															
CUNAGUA	THOMAS COOK AIRLINES LTD	C	8	0	0	63	0	13	25	0	0	31	75	11	4
<b>TOTAL CUNAGUA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>75</b>	<b>11</b>	<b>4</b>
HOLGUIN (FRANK PAIS)	MONARCH AIRLINES	C	5	0	0	20	20	20	20	0	20	272	0	0	0
<b>TOTAL HOLGUIN (FRANK PAIS)</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>20</b>	<b>272</b>	<b>0</b>	<b>0</b>	<b>0</b>
VARADERO	MONARCH AIRLINES	C	8	0	0	38	25	13	13	0	13	172	25	93	4
<b>TOTAL VARADERO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>172</b>	<b>63</b>	<b>46</b>	<b>8</b>
<b>TOTAL CUBA</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>14</b>	<b>14</b>	<b>19</b>	<b>0</b>	<b>10</b>	<b>142</b>	<b>67</b>	<b>34</b>	<b>12</b>
<b>CYPRUS</b>															
LARNACA	AIR CORDIAL LTD	C	18	0	0	39	28	28	6	0	0	24	70	20	20
	BRITANNIA AIRWAYS	C	18	0	0	78	6	6	11	0	0	18	90	115	10
	CYPRUS AIRWAYS	S	34	0	0	79	15	0	6	0	0	10	75	21	36
	EUROCYPRIA AIRLINES LTD	C	8	0	0	25	38	13	25	0	0	32	83	7	18
	EXCEL AIRWAYS LTD	C	36	0	0	22	14	17	39	3	6	94	100	1	17
	FIRST CHOICE AIRWAYS LTD	S	28	0	0	71	11	14	4	0	0	12	81	7	27
	FLYJET LTD	C	10	0	0	50	20	10	20	0	0	35	30	41	10
	MY TRAVEL AIRWAYS UK	C	28	0	0	54	4	18	18	7	0	45	60	46	25
	THOMAS COOK AIRLINES LTD	C	26	0	0	88	4	0	8	0	0	10	95	2	21
<b>TOTAL LARNACA</b>			<b>206</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>13</b>	<b>11</b>	<b>15</b>	<b>1</b>	<b>1</b>	<b>34</b>	<b>77</b>	<b>22</b>	<b>194</b>
<b>PAPHOS</b>															
PAPHOS	AIR ATLANTA EUROPE LTD	C	10	0	0	20	20	20	40	0	0	57	67	99	9
	BRITANNIA AIRWAYS	C	16	0	0	63	0	25	13	0	0	27	88	8	26
	EUROCYPRIA AIRLINES LTD	C	10	0	0	40	30	20	10	0	0	24	60	19	10
	EXCEL AIRWAYS LTD	C	8	0	0	25	38	25	13	0	0	28	100	2	8
	FIRST CHOICE AIRWAYS LTD	S	18	0	0	72	17	11	0	0	0	10	100	2	17
FLYJET LTD	C	8	0	0	63	38	0	0	0	0	12	60	20	10	

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				Actual (7)	Plan (8)										
PAPHOS	HELIOS AIRWAYS LTD	S	8	0	0	75	13	13	0	0	0	12	0	0	0
	MONARCH AIRLINES	C	8	0	0	13	63	25	0	0	0	22	75	13	8
	MY TRAVEL AIRWAYS UK	C	18	0	0	61	11	6	11	0	11	111	56	20	9
	THOMAS COOK AIRLINES LTD	C	20	0	0	65	5	10	20	0	0	33	76	22	25
<b>TOTAL PAPHOS</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>2</b>	<b>38</b>	<b>79</b>	<b>19</b>	131
<b>TOTAL CYPRUS</b>			<b>330</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>15</b>	<b>12</b>	<b>14</b>	<b>1</b>	<b>1</b>	<b>35</b>	<b>78</b>	<b>21</b>	325
<b>CZECH REPUBLIC</b>															
PRAGUE	BMIBABY LTD	S	62	0	0	40	18	24	15	3	0	38	0	0	0
	CSA	S	111	0	0	75	18	6	1	0	0	11	84	22	88
<b>TOTAL PRAGUE</b>			<b>173</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>18</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>84</b>	<b>22</b>	88
<b>TOTAL CZECH REPUBLIC</b>			<b>173</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>18</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>84</b>	<b>22</b>	88
<b>DENMARK</b>															
BILLUND	SUN AIR OF SCANDINAVIA	S	98	0	0	59	26	12	3	0	0	16	95	5	94
<b>TOTAL BILLUND</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>26</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>95</b>	<b>5</b>	94
COPENHAGEN	BRITISH AIRWAYS CITIEXPRESS L	S	138	0	0	70	16	9	5	0	0	15	0	0	0
	PRIVATAIR SA	C	2	0	0	100	0	0	0	0	0	1	0	0	0
	SAS	S	203	0	2	88	8	2	1	0	0	6	83	9	170
<b>TOTAL COPENHAGEN</b>			<b>343</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>9</b>	172
<b>TOTAL DENMARK</b>			<b>441</b>	<b>0</b>	<b>2</b>	<b>76</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>87</b>	<b>8</b>	266
<b>DOMINICAN REPUBLIC</b>															
LA ROMANA	MY TRAVEL AIRWAYS UK	C	10	0	0	50	20	30	0	0	0	17	60	22	5
<b>TOTAL LA ROMANA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>20</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>46</b>	<b>27</b>	13
PUERTO PLATA	BRITANNIA AIRWAYS	C	19	0	0	79	0	11	0	11	0	26	87	5	15
	FIRST CHOICE AIRWAYS LTD	C	13	0	0	46	15	23	0	0	15	224	78	29	9
	MY TRAVEL AIRWAYS UK	C	9	0	0	78	0	0	0	22	0	58	88	5	8
<b>TOTAL PUERTO PLATA</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>5</b>	<b>12</b>	<b>0</b>	<b>10</b>	<b>5</b>	<b>96</b>	<b>69</b>	<b>21</b>	48
PUNTA CANA	BRITANNIA AIRWAYS	C	8	0	0	63	25	13	0	0	0	17	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	25	13	13	38	13	0	94	0	0	0
<b>TOTAL PUNTA CANA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>19</b>	<b>13</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>55</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>67</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>10</b>	<b>15</b>	<b>4</b>	<b>7</b>	<b>3</b>	<b>74</b>	<b>64</b>	<b>22</b>	61
<b>EGYPT</b>															
HURGHADA	AIR CORDIAL LTD	C	8	2	0	13	13	25	38	13	0	82	0	0	0
	BRITANNIA AIRWAYS	C	10	0	0	90	0	10	0	0	0	5	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	0	38	25	0	0	54	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	0	25	0	0	24	0	0	0
<b>TOTAL HURGHADA</b>			<b>34</b>	<b>2</b>	<b>0</b>	<b>56</b>	<b>3</b>	<b>18</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>39</b>	<b>53</b>	<b>16</b>	17
LUXOR	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	3	100	1	8
	MONARCH AIRLINES	C	10	0	0	60	20	0	0	20	0	56	50	34	8
<b>TOTAL LUXOR</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>33</b>	<b>75</b>	<b>17</b>	16
TABA	ASTRAEUS LTD	C	20	0	0	100	0	0	0	0	0	1	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 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 TABA			20	0	0	100	0	0	0	0	0	1	88	206	8
TOTAL EGYPT			72	2	0	74	4	8	10	4	0	27	68	54	41
FINLAND															
HELSINKI	FINNAIR	S	114	1	1	89	7	2	0	2	0	10	93	5	104
TOTAL HELSINKI			114	1	1	89	7	2	0	2	0	10	93	5	150
TOTAL FINLAND			114	1	1	89	7	2	0	2	0	10	93	5	150
FRANCE															
BORDEAUX	BMIBABY LTD	S	62	0	0	65	3	24	8	0	0	20	0	0	0
TOTAL BORDEAUX			62	0	0	65	3	24	8	0	0	20	0	0	0
CALVI	ASTRAEUS LTD	C	10	0	0	100	0	0	0	0	0	1	90	3	10
TOTAL CALVI			10	0	0	100	0	0	0	0	0	1	90	3	10
LYON	BRITISH AIRWAYS CITIEXPRESS L	S	62	0	0	95	3	2	0	0	0	3	95	2	62
TOTAL LYON			62	0	0	95	3	2	0	0	0	3	95	2	62
NICE	BRITISH AIRWAYS CITIEXPRESS L	S	61	0	0	61	16	7	10	7	0	31	80	16	61
TOTAL NICE			61	0	0	61	16	7	10	7	0	31	80	16	61
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	372	0	0	80	10	6	3	0	0	10	79	9	363
	BMIBABY LTD	S	62	0	0	42	11	18	23	6	0	48	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	270	0	0	77	10	10	3	0	0	13	64	24	256
	BRITISH AIRWAYS CITIEXPRESS L	C	6	4	0	33	17	50	0	0	0	30	0	0	0
TOTAL PARIS (CHARLES DE GAULLE)			710	4	0	75	10	9	5	1	0	15	72	15	629
TARBES-LOURDES INTERNATIONAL	EUROPEAN AIR CHARTER	C	19	0	0	53	21	16	11	0	0	25	80	11	20
TOTAL TARBES-LOURDES INTERNATIONAL			21	0	0	52	19	14	14	0	0	30	80	11	20
TOULOUSE (BLAGNAC)	BMI REGIONAL	S	62	0	0	79	13	3	5	0	0	11	87	5	62
TOTAL TOULOUSE (BLAGNAC)			62	0	0	79	13	3	5	0	0	11	87	5	62
TOTAL FRANCE			988	4	0	75	10	9	5	1	0	15	76	13	844
GERMANY															
BERLIN (TEGEL)	BRITISH AIRWAYS CITIEXPRESS L	S	60	0	0	73	12	8	7	0	0	16	94	5	62
TOTAL BERLIN (TEGEL)			60	0	0	73	12	8	7	0	0	16	94	5	62
COLOGNE (BONN)	HAPAG LLOYD EXPRESS	S	82	0	0	63	16	17	4	0	0	15	88	8	100
TOTAL COLOGNE (BONN)			82	0	0	63	16	17	4	0	0	15	88	8	100
DUSSELDORF	BRITISH AIRWAYS CITIEXPRESS L	S	197	0	0	88	7	3	1	1	0	8	78	11	200
	LUFTHANSA CITY LINE	S	160	0	0	80	14	6	0	0	0	8	85	7	116
TOTAL DUSSELDORF			357	0	0	85	10	4	1	1	0	8	80	10	316
FRANKFURT MAIN	BRITISH AIRWAYS CITIEXPRESS L	S	272	0	0	85	8	6	1	0	0	7	87	10	271
	LUFTHANSA	S	247	0	1	84	11	4	2	0	0	8	84	10	186
TOTAL FRANKFURT MAIN			520	0	1	85	9	5	2	0	0	8	86	10	457
HAMBURG	LUFTHANSA CITY LINE	S	106	0	0	79	9	8	3	0	0	10	97	3	102
TOTAL HAMBURG			106	0	0	79	9	8	3	0	0	10	97	3	102



## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 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)										
HANOVER	BRITISH AIRWAYS CITIEXPRESS L	S	104	0	0	89	3	7	1	0	0	6	87	6	101
<b>TOTAL HANOVER</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>3</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>6</b>	<b>101</b>
MUNICH	LUFTHANSA CITY LINE	S	186	0	0	88	8	3	2	0	0	7	74	12	310
<b>TOTAL MUNICH</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>74</b>	<b>12</b>	<b>310</b>
NIEDERRHEIN	V BIRD	S	62	0	0	50	15	11	21	0	3	48	0	0	0
<b>TOTAL NIEDERRHEIN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>15</b>	<b>11</b>	<b>21</b>	<b>0</b>	<b>3</b>	<b>48</b>	<b>0</b>	<b>0</b>	<b>0</b>
STUTTGART	BRITISH AIRWAYS CITIEXPRESS L	S	80	0	0	78	8	5	9	1	0	17	96	4	52
	HAPAG LLOYD EXPRESS	S	36	0	0	69	17	14	0	0	0	13	0	0	0
<b>TOTAL STUTTGART</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>10</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>96</b>	<b>4</b>	<b>52</b>
<b>TOTAL GERMANY</b>			<b>1593</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>9</b>	<b>1500</b>
<b>GIBRALTAR</b>															
GIBRALTAR	MONARCH AIRLINES	S	36	0	0	64	14	8	11	3	0	28	0	0	0
<b>TOTAL GIBRALTAR</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>14</b>	<b>8</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GIBRALTAR</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>14</b>	<b>8</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>GREECE</b>															
ATHENS	AEGEAN AIRLINES	C	8	0	0	0	38	63	0	0	0	36	0	0	0
	ASTRAEUS LTD	C	8	0	0	75	13	13	0	0	0	15	0	0	0
	EXCEL AIRWAYS LTD	C	4	0	0	25	0	0	75	0	0	102	40	52	10
	FIRST CHOICE AIRWAYS LTD	C	5	0	0	60	0	40	0	0	0	20	0	0	0
	HELLAS JET	S	18	0	0	39	22	33	6	0	0	28	0	0	0
	OLYMPIC AIRWAYS	S	18	0	0	28	44	22	6	0	0	24	44	22	18
<b>TOTAL ATHENS</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>26</b>	<b>30</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>49</b>	<b>27</b>	<b>39</b>
<b>CHANIA</b>															
CHANIA	BRITANNIA AIRWAYS	C	10	0	0	60	0	30	10	0	0	22	0	0	0
	EXCEL AIRWAYS LTD	C	10	0	0	40	30	0	30	0	0	42	100	2	8
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	70	30	0	0	0	0	9	100	1	8
	MONARCH AIRLINES	C	10	0	0	80	0	0	0	0	20	88	88	5	8
<b>TOTAL CHANIA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>15</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>5</b>	<b>40</b>	<b>94</b>	<b>4</b>	<b>32</b>
<b>CORFU</b>															
CORFU	AIR MALTA	C	18	0	0	33	11	22	28	0	6	75	0	0	0
	BRITANNIA AIRWAYS	C	36	0	0	69	8	11	6	6	0	27	80	11	45
	EXCEL AIRWAYS LTD	C	48	0	0	71	6	2	19	2	0	22	74	9	34
	FIRST CHOICE AIRWAYS LTD	C	38	0	0	42	13	16	18	11	0	59	71	37	58
	FLYJET LTD	C	10	0	0	30	10	30	30	0	0	56	25	62	8
	MONARCH AIRLINES	C	36	0	0	53	3	22	11	11	0	42	79	26	34
	MY TRAVEL AIRWAYS UK	C	26	0	0	38	4	4	31	8	15	167	44	55	18
	THOMAS COOK AIRLINES LTD	C	27	1	0	56	15	15	4	7	4	46	53	24	36
<b>TOTAL CORFU</b>			<b>239</b>	<b>1</b>	<b>0</b>	<b>54</b>	<b>8</b>	<b>13</b>	<b>16</b>	<b>6</b>	<b>3</b>	<b>56</b>	<b>65</b>	<b>36</b>	<b>258</b>
<b>HERAKLION</b>															
HERAKLION	AIR CORDIAL LTD	C	18	2	0	22	22	22	17	0	17	114	67	25	18
	AIR MALTA	C	10	0	0	70	0	0	0	30	0	83	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	89	11	0	0	0	0	4	92	7	26
	EXCEL AIRWAYS LTD	C	10	1	0	80	0	20	0	0	0	10	100	1	8
	FIRST CHOICE AIRWAYS LTD	C	27	0	0	22	7	30	41	0	0	61	82	11	28
	FLYJET LTD	C	8	0	0	25	13	50	13	0	0	32	70	17	10
	MONARCH AIRLINES	C	29	0	0	45	14	10	10	7	14	109	95	3	44

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)										
HERAKLION	MY TRAVEL AIRWAYS UK	C	28	0	0	71	0	14	0	7	7	54	63	30	19
	THOMAS COOK AIRLINES LTD	C	19	0	0	53	16	16	5	11	0	41	75	19	16
<b>TOTAL HERAKLION</b>			<b>167</b>	<b>3</b>	<b>0</b>	<b>51</b>	<b>10</b>	<b>17</b>	<b>11</b>	<b>5</b>	<b>5</b>	<b>62</b>	<b>82</b>	<b>12</b>	<b>177</b>
KALAMATA	AIR MALTA	C	10	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	2	70	22	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	90	10	0	0	0	0	2	90	5	10
<b>TOTAL KALAMATA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>14</b>	<b>20</b>	
KAVALLA	AIR MALTA	C	8	0	0	88	13	0	0	0	0	5	0	0	0
	ASTRAEUS LTD	C	8	0	0	100	0	0	0	0	0	2	0	0	0
	BRITANNIA AIRWAYS	C	10	0	0	90	0	10	0	0	0	6	100	1	10
<b>TOTAL KAVALLA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>97</b>	<b>1</b>	<b>34</b>	
KEFALLINIA	AIR CORDIAL LTD	C	10	0	0	20	0	0	60	10	10	180	40	65	10
	ASTRAEUS LTD	C	20	0	0	70	5	25	0	0	0	16	60	151	10
	BRITANNIA AIRWAYS	C	8	0	0	75	0	13	13	0	0	15	75	81	8
	EUROPEAN AIR CHARTER	C	10	0	0	80	10	10	0	0	0	8	81	5	16
	EXCEL AIRWAYS LTD	C	18	0	0	67	11	11	11	0	0	18	80	7	10
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	20	20	0	60	0	0	63	60	19	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	0	0	40	0	0	35	100	1	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	10	0	0	0	0	3	80	12	10
	<b>TOTAL KEFALLINIA</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>7</b>	<b>9</b>	<b>20</b>	<b>1</b>	<b>38</b>	<b>74</b>	<b>36</b>	<b>92</b>
KOS	BRITANNIA AIRWAYS	C	8	1	0	75	25	0	0	0	0	7	56	46	9
	EXCEL AIRWAYS LTD	C	25	0	0	52	12	28	8	0	0	22	86	4	14
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	50	19	6	25	0	0	36	88	4	16
	MONARCH AIRLINES	C	17	0	0	82	6	6	6	0	0	11	80	31	25
	MY TRAVEL AIRWAYS UK	C	17	0	0	71	12	6	12	0	0	24	74	9	27
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	25	0	0	0	14	94	4	16
<b>TOTAL KOS</b>			<b>91</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>12</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>21</b>	<b>76</b>	<b>17</b>	<b>117</b>	
MIKONOS	AIR MALTA	C	8	0	0	63	13	0	0	25	0	60	0	0	0
<b>TOTAL MIKONOS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>60</b>	<b>90</b>	<b>6</b>	<b>10</b>
MITILINI	ASTRAEUS LTD	C	16	0	0	63	19	19	0	0	0	13	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	3	50	22	8
<b>TOTAL MITILINI</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>63</b>	<b>21</b>	<b>24</b>	
PREVEZA	AIR CORDIAL LTD	C	14	2	0	36	21	21	7	0	14	156	80	10	10
	BMI BRITISH MIDLAND	C	10	0	0	30	10	30	20	10	0	53	0	0	0
	EXCEL AIRWAYS LTD	C	18	0	0	56	22	11	11	0	0	20	80	8	10
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	100	0	8
<b>TOTAL PREVEZA</b>			<b>50</b>	<b>2</b>	<b>0</b>	<b>52</b>	<b>16</b>	<b>16</b>	<b>10</b>	<b>2</b>	<b>4</b>	<b>61</b>	<b>88</b>	<b>6</b>	<b>48</b>
RHODES	AIR MALTA	C	17	1	0	71	24	6	0	0	0	13	0	0	0
	ASTRAEUS LTD	C	9	0	0	100	0	0	0	0	0	0	100	1	8
	BRITANNIA AIRWAYS	C	17	0	0	94	0	0	0	0	6	56	72	98	18
	EXCEL AIRWAYS LTD	C	17	1	0	53	18	18	12	0	0	22	90	3	10
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	44	25	19	13	0	0	32	64	15	36
	MONARCH AIRLINES	C	42	0	0	57	26	12	5	0	0	15	79	7	42
	MY TRAVEL AIRWAYS UK	C	16	0	0	44	25	19	0	0	13	76	50	15	18
	THOMAS COOK AIRLINES LTD	C	25	0	0	72	24	0	4	0	0	13	100	1	34

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			Actual (7)	Plan (8)											
<b>TOTAL RHODES</b>			<b>159</b>	<b>2</b>	<b>0</b>	<b>64</b>	<b>20</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>27</b>	<b>72</b>	<b>22</b>	184
<b>SALONIKA</b>	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	8	38	65	8
	EXCEL AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	15	1	0	60	0	0	27	13	0	53	22	26	9
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	0	50	45	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	0	25	0	0	19	100	1	8
<b>TOTAL SALONIKA</b>			<b>47</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>22</b>	<b>49</b>	<b>33</b>	49
<b>SAMOS</b>	ASTRAEUS LTD	C	7	1	0	100	0	0	0	0	0	1	88	6	8
	EXCEL AIRWAYS LTD	C	8	0	0	0	0	38	63	0	0	82	75	16	8
<b>TOTAL SAMOS</b>			<b>15</b>	<b>1</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>20</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>79</b>	<b>11</b>	24
<b>SKIATHOS</b>	ASTRAEUS LTD	C	12	0	0	58	17	17	8	0	0	24	64	51	11
	EXCEL AIRWAYS LTD	C	15	3	0	60	13	13	7	7	0	35	63	21	16
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	78	11	0	0	11	0	30	77	45	26
	THOMAS COOK AIRLINES LTD	C	7	1	0	100	0	0	0	0	0	1	60	32	5
<b>TOTAL SKIATHOS</b>			<b>52</b>	<b>4</b>	<b>0</b>	<b>71</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>26</b>	<b>69</b>	<b>34</b>	68
<b>THIRA (SANTORINI)</b>	AIR MALTA	C	8	0	0	63	0	13	13	13	0	41	0	0	0
	EXCEL AIRWAYS LTD	C	10	0	0	80	20	0	0	0	0	8	94	1	16
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	10	0	0	0	0	3	88	8	8
<b>TOTAL THIRA (SANTORINI)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>15</b>	<b>92</b>	<b>3</b>	24
<b>VOLOS</b>	ASTRAEUS LTD	C	4	0	0	75	0	0	25	0	0	22	100	0	5
	EUROPEAN AIR CHARTER	C	10	0	0	100	0	0	0	0	0	2	40	364	10
<b>TOTAL VOLOS</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>60</b>	<b>243</b>	15
<b>ZAKINTHOS</b>	ASTRAEUS LTD	C	8	0	0	63	0	38	0	0	0	18	68	47	19
	BRITANNIA AIRWAYS	C	18	0	0	50	22	11	17	0	0	21	94	2	18
	EXCEL AIRWAYS LTD	C	30	0	0	70	7	20	3	0	0	13	57	16	30
	FIRST CHOICE AIRWAYS LTD	C	20	0	0	55	20	15	10	0	0	21	65	12	26
	MONARCH AIRLINES	C	28	0	0	54	29	11	7	0	0	19	70	12	10
	MY TRAVEL AIRWAYS UK	C	34	0	0	65	12	15	3	6	0	23	81	118	42
	THOMAS COOK AIRLINES LTD	C	36	0	0	89	0	6	6	0	0	11	97	1	35
<b>TOTAL ZAKINTHOS</b>			<b>174</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>13</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>75</b>	<b>38</b>	188
<b>TOTAL GREECE</b>			<b>1321</b>	<b>15</b>	<b>0</b>	<b>62</b>	<b>12</b>	<b>12</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>36</b>	<b>73</b>	<b>27</b>	1403
<b>GREENLAND</b>															
<b>SONDRE STROMFJORD</b>	EXCEL AIRWAYS LTD	C	3	0	0	0	0	0	33	67	0	176	0	0	0
<b>TOTAL SONDRE STROMFJORD</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>132</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL GREENLAND</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>132</b>	<b>0</b>	<b>0</b>	0
<b>IRISH REPUBLIC</b>															
<b>CONNAUGHT</b>	BMIBABY LTD	S	62	0	0	55	29	13	2	2	0	20	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	36	0	0	83	0	8	8	0	0	12	84	12	62
<b>TOTAL CONNAUGHT</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>84</b>	<b>12</b>	62
<b>CORK</b>	BMIBABY LTD	S	61	0	1	39	18	21	18	3	0	40	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	61	0	0	69	7	20	5	0	0	15	81	20	161
<b>TOTAL CORK</b>			<b>122</b>	<b>0</b>	<b>1</b>	<b>54</b>	<b>12</b>	<b>20</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>81</b>	<b>17</b>	222

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 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)										
DUBLIN	AER LINGUS	S	276	0	0	69	13	9	9	0	0	16	80	18	339
	LUXAIR	S	62	0	0	71	19	6	3	0	11	94	4	62	
	RYANAIR	S	255	0	1	71	16	10	2	1	0	14	80	12	212
<b>TOTAL DUBLIN</b>			<b>593</b>	<b>1</b>	<b>1</b>	<b>70</b>	<b>15</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>15</b>	<b>81</b>	<b>14</b>	<b>613</b>	
GALWAY	AER ARRAN	S	62	0	0	84	6	5	5	0	11	76	24	62	
<b>TOTAL GALWAY</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>6</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>24</b>	<b>62</b>	
KERRY COUNTY	AER ARRAN	S	26	0	0	81	12	0	8	0	12	0	0	0	
<b>TOTAL KERRY COUNTY</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	
SHANNON	BRITISH AIRWAYS CITIEXPRESS L	S	62	0	0	79	13	5	3	0	12	87	6	62	
<b>TOTAL SHANNON</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>87</b>	<b>6</b>	<b>62</b>	
WATERFORD	AER ARRAN	S	28	0	0	71	14	4	11	0	17	0	0	0	
<b>TOTAL WATERFORD</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>4</b>	<b>11</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>991</b>	<b>1</b>	<b>2</b>	<b>70</b>	<b>14</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>16</b>	<b>81</b>	<b>15</b>	<b>1021</b>	
ITALY															
BERGAMO	ASTRAEUS LTD	C	8	0	0	100	0	0	0	0	1	0	0	0	
<b>TOTAL BERGAMO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	
BOLOGNA	BRITISH AIRWAYS CITIEXPRESS L	S	62	0	0	73	6	13	8	0	18	79	13	62	
<b>TOTAL BOLOGNA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>6</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>18</b>	<b>79</b>	<b>13</b>	<b>62</b>	
CAGLIARI (ELMAS)	BRITISH AIRWAYS CITIEXPRESS L	C	8	0	0	88	13	0	0	0	10	86	9	7	
<b>TOTAL CAGLIARI (ELMAS)</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>10</b>	<b>70</b>	<b>15</b>	<b>10</b>	
CATANIA (FONTANAROSSA)	MONARCH AIRLINES	C	8	0	0	63	0	0	38	0	33	0	0	0	
	THOMAS COOK AIRLINES LTD	C	8	0	0	38	13	50	0	0	25	70	24	10	
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>6</b>	<b>25</b>	<b>19</b>	<b>0</b>	<b>29</b>	<b>55</b>	<b>27</b>	<b>20</b>	
MILAN (MALPENSA)															
MILAN (MALPENSA)	ALITALIA	S	139	0	0	60	26	6	7	0	18	0	0	0	
	BRITISH AIRWAYS CITIEXPRESS L	C	8	0	0	25	0	25	50	0	58	0	0	0	
	BRITISH AIRWAYS CITIEXPRESS L	S	99	0	0	85	6	3	4	2	12	59	30	104	
	EUROPEAN AIR CHARTER	C	8	0	0	63	25	0	13	0	19	67	26	18	
<b>TOTAL MILAN (MALPENSA)</b>			<b>255</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>5</b>	<b>7</b>	<b>1</b>	<b>17</b>	<b>60</b>	<b>30</b>	<b>123</b>	
NAPLES															
NAPLES	BRITANNIA AIRWAYS	C	18	0	0	61	17	0	11	11	41	72	24	18	
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	4	100	3	10	
	MONARCH AIRLINES	C	8	0	0	25	38	38	0	0	23	0	0	0	
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	0	13	0	0	7	80	6	10	
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	4	90	2	10	
<b>TOTAL NAPLES</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>21</b>	<b>76</b>	<b>13</b>	<b>58</b>	
OLBIA	ASTRAEUS LTD	C	8	0	0	75	13	13	0	0	10	60	28	10	
<b>TOTAL OLBIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>60</b>	<b>28</b>	<b>10</b>	
PISA															
PISA	BRITANNIA AIRWAYS	C	8	0	0	75	13	13	0	0	11	80	42	10	
	BRITISH AIRWAYS CITIEXPRESS L	C	8	0	0	50	13	25	13	0	24	0	0	0	
	BRITISH AIRWAYS CITIEXPRESS L	S	61	1	0	70	11	11	2	5	25	68	20	62	
<b>TOTAL PISA</b>			<b>77</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>12</b>	<b>13</b>	<b>3</b>	<b>4</b>	<b>24</b>	<b>69</b>	<b>23</b>	<b>72</b>	
RIMINI	MY TRAVEL AIRWAYS UK	C	10	0	0	70	0	0	30	0	35	63	42	8	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL RIMINI			10	0	0	70	0	0	30	0	0	35	63	42	8
ROME (FIUMICINO)	BRITISH AIRWAYS CITIEXPRESS L	S	106	0	0	83	8	8	1	0	0	8	63	17	104
TOTAL ROME (FIUMICINO)			107	0	0	83	7	8	1	0	0	8	63	17	104
VENICE	BRITANNIA AIRWAYS	C	8	0	0	75	25	0	0	0	0	6	90	8	10
	BRITISH AIRWAYS CITIEXPRESS L	S	61	0	0	66	18	13	3	0	0	17	52	24	62
	MONARCH AIRLINES	C	10	0	0	40	20	20	20	0	0	36	100	1	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	80	0	20	0	0	0	8	40	107	10
TOTAL VENICE			90	1	0	64	18	13	4	0	0	17	59	30	106
VERONA VILLAGRANCA	BRITANNIA AIRWAYS	C	16	0	0	69	13	19	0	0	0	12	83	12	18
	BRITISH AIRWAYS CITIEXPRESS L	C	16	0	0	13	44	19	25	0	0	43	14	49	7
	EXCEL AIRWAYS LTD	C	8	0	0	25	25	25	25	0	0	49	63	17	8
TOTAL VERONA VILLAGRANCA			40	0	0	38	28	20	15	0	0	32	50	26	46
TOTAL ITALY			731	2	0	69	14	10	6	1	0	18	64	23	619
JAMAICA															
KINGSTON	AIR JAMAICA	S	16	0	0	6	0	0	56	31	6	182	33	50	9
TOTAL KINGSTON			16	0	0	6	0	0	56	31	6	182	33	50	9
MONTEGO BAY	FIRST CHOICE AIRWAYS LTD	C	9	0	0	67	0	11	11	11	0	54	88	11	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	40	10	20	30	0	0	50	50	22	8
TOTAL MONTEGO BAY			19	0	0	53	5	16	21	5	0	52	44	30	25
TOTAL JAMAICA			35	0	0	31	3	9	37	17	3	111	41	35	34
LATVIA															
RIGA	AIR BALTIC CORPORATION SIA	S	14	0	0	57	29	14	0	0	0	15	0	0	0
TOTAL RIGA			14	0	0	57	29	14	0	0	0	15	0	0	0
TOTAL LATVIA			14	0	0	57	29	14	0	0	0	15	0	0	0
LUXEMBOURG															
LUXEMBOURG	LUXAIR	S	62	0	0	87	3	8	2	0	0	8	92	5	62
TOTAL LUXEMBOURG			62	0	0	87	3	8	2	0	0	8	92	5	62
TOTAL LUXEMBOURG			62	0	0	87	3	8	2	0	0	8	92	5	62
MALAYSIA															
KUALA LUMPUR (SEPANG)	MALAYSIAN AIRLINES SYSTEM-MA	S	36	0	0	78	8	6	8	0	0	13	92	4	36
TOTAL KUALA LUMPUR (SEPANG)			36	0	0	78	8	6	8	0	0	13	92	4	36
TOTAL MALAYSIA			36	0	0	78	8	6	8	0	0	13	92	4	36
MALDIVE ISLANDS															
MALE INTERNATIONAL	MONARCH AIRLINES	C	18	1	0	72	11	6	6	6	0	34	0	0	0
TOTAL MALE INTERNATIONAL			18	1	0	72	11	6	6	6	0	34	0	0	0
TOTAL MALDIVE ISLANDS			18	1	0	72	11	6	6	6	0	34	0	0	0
MALTA															
MALTA	AIR MALTA	S	85	0	0	62	15	11	12	0	0	23	82	10	92

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				Actual (7)	Plan (8)										
MALTA	ASTRAEUS LTD	S	27	0	0	96	4	0	0	0	0	1	67	33	36
	ASTRAEUS LTD	C	10	0	0	80	0	0	20	0	0	22	0	0	0
	BRITANNIA AIRWAYS	C	10	0	0	80	20	0	0	0	0	6	100	3	8
	EXCEL AIRWAYS LTD	S	10	0	0	100	0	0	0	0	0	1	88	2	8
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	10	10	0	80	0	0	83	88	11	8
	MY TRAVEL AIRWAYS UK	C	20	0	0	70	0	15	10	0	5	71	75	8	8
	THOMAS COOK AIRLINES LTD	C	9	0	0	100	0	0	0	0	0	0	88	18	8
<b>TOTAL MALTA</b>			<b>181</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>9</b>	<b>7</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>25</b>	<b>80</b>	<b>15</b>	168
<b>TOTAL MALTA</b>			<b>181</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>9</b>	<b>7</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>25</b>	<b>80</b>	<b>15</b>	168
<b>MEXICO</b>															
CANCUN	BRITANNIA AIRWAYS	C	17	1	0	82	18	0	0	0	0	5	75	51	8
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	10	40	10	20	0	20	332	50	19	8
	MY TRAVEL AIRWAYS UK	C	21	0	0	62	10	10	10	10	0	58	60	65	10
	THOMAS COOK AIRLINES LTD	C	10	0	0	20	10	20	30	0	20	288	0	0	0
<b>TOTAL CANCUN</b>			<b>58</b>	<b>1</b>	<b>0</b>	<b>52</b>	<b>17</b>	<b>9</b>	<b>12</b>	<b>3</b>	<b>7</b>	<b>129</b>	<b>60</b>	<b>42</b>	30
<b>TOTAL MEXICO</b>			<b>58</b>	<b>1</b>	<b>0</b>	<b>52</b>	<b>17</b>	<b>9</b>	<b>12</b>	<b>3</b>	<b>7</b>	<b>129</b>	<b>60</b>	<b>42</b>	30
<b>MOROCCO</b>															
AGADIR	ASTRAEUS LTD	C	10	0	0	90	0	0	0	10	0	21	78	6	9
<b>TOTAL AGADIR</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>21</b>	<b>78</b>	<b>6</b>	9
<b>TOTAL MOROCCO</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>21</b>	<b>78</b>	<b>6</b>	9
<b>NETHERLANDS</b>															
AMSTERDAM	BRITISH AIRWAYS CITIEXPRESS L	S	166	0	0	88	8	3	1	0	0	5	78	12	166
	KLM	S	142	0	0	73	15	8	2	1	1	16	0	0	0
	KLM CITYHOPPER	S	282	2	0	65	18	10	6	1	0	18	72	17	424
<b>TOTAL AMSTERDAM</b>			<b>590</b>	<b>2</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>16</b>	590
<b>TOTAL NETHERLANDS</b>			<b>590</b>	<b>2</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>76</b>	<b>14</b>	663
<b>NORWAY</b>															
BERGEN	WIDEROE FLYVESELSKAP A/S	S	57	0	5	88	7	0	2	4	0	12	0	0	0
<b>TOTAL BERGEN</b>			<b>57</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	0
OSLO (GARDERMOEN)	BRITISH AIRWAYS CITIEXPRESS L	S	123	0	0	90	4	1	5	0	0	7	91	5	98
	SAS	S	36	0	0	64	25	6	6	0	0	14	0	0	0
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>159</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>91</b>	<b>5</b>	98
<b>TOTAL NORWAY</b>			<b>216</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>8</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>91</b>	<b>5</b>	98
<b>PAKISTAN</b>															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	47	0	0	40	21	15	21	2	0	42	64	27	36
<b>TOTAL ISLAMABAD</b>			<b>47</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>21</b>	<b>15</b>	<b>21</b>	<b>2</b>	<b>0</b>	<b>42</b>	<b>64</b>	<b>27</b>	36
KARACHI	PAKISTAN INTL AIRLINES	S	96	0	0	61	10	9	11	7	0	37	29	83	48
<b>TOTAL KARACHI</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>10</b>	<b>9</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>37</b>	<b>29</b>	<b>83</b>	48
LAHORE	PAKISTAN INTL AIRLINES	S	13	0	0	62	8	0	15	15	0	62	27	24	11
<b>TOTAL LAHORE</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>8</b>	<b>0</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>62</b>	<b>27</b>	<b>24</b>	11

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

## Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 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 PAKISTAN			156	0	0	55	13	10	15	6	0	41	42	55	95
POLAND															
WARSAW	LOT-POLISH AIRLINES	S	53	0	0	89	8	4	0	0	0	5	88	8	52
TOTAL WARSAW			53	0	0	89	8	4	0	0	0	5	88	8	52
TOTAL POLAND			53	0	0	89	8	4	0	0	0	5	88	8	52
PORTUGAL(EXCLUDING MADEIRA)															
FARO	AIR CORDIAL LTD	C	11	0	0	73	9	0	9	0	9	101	40	28	20
	AIR MALTA	C	8	0	0	88	13	0	0	0	0	6	0	0	0
	BRITANNIA AIRWAYS	C	26	0	0	85	15	0	0	0	0	5	94	4	18
	EUROPEAN AIR CHARTER	C	8	0	0	88	0	13	0	0	0	7	0	0	0
	EXCEL AIRWAYS LTD	C	20	0	0	65	10	0	15	0	10	65	65	17	26
	FIRST CHOICE AIRWAYS LTD	C	50	0	0	86	8	2	4	0	0	8	94	5	84
	MONARCH AIRLINES	S	62	0	0	85	6	8	0	0	0	6	76	10	62
	MONARCH AIRLINES	C	18	1	0	44	28	22	6	0	0	24	50	47	20
	MY TRAVEL AIRWAYS UK	C	34	0	0	53	6	18	12	12	0	57	72	21	46
	THOMAS COOK AIRLINES LTD	C	34	0	0	76	15	9	0	0	0	11	83	8	48
TOTAL FARO			272	1	0	75	10	8	4	1	1	23	77	14	346
LISBON	PORTUGALIA	S	40	0	0	70	13	10	3	5	0	23	61	14	56
TOTAL LISBON			40	0	0	70	13	10	3	5	0	23	61	14	56
OPORTO (PORTUGAL)	PORTUGALIA	S	22	0	0	59	23	14	5	0	0	17	67	19	6
TOTAL OPORTO (PORTUGAL)			22	0	0	59	23	14	5	0	0	17	67	19	6
TOTAL PORTUGAL(EXCLUDING MADEIRA)			334	1	0	74	11	8	4	2	1	23	74	14	408
PORTUGAL(MADEIRA)															
FUNCHAL	BRITANNIA AIRWAYS	C	10	0	0	80	20	0	0	0	0	9	75	6	8
	EXCEL AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	0	100	0	8
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	80	0	10	10	0	0	13	75	59	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	0	88	6	8
TOTAL FUNCHAL			40	0	0	90	5	3	3	0	0	6	80	16	40
TOTAL PORTUGAL(MADEIRA)			40	0	0	90	5	3	3	0	0	6	80	16	40
QATAR															
DOHA	QATAR AIRWAYS	S	34	2	2	74	6	12	9	0	0	14	79	43	34
TOTAL DOHA			34	2	2	74	6	12	9	0	0	14	79	43	34
TOTAL QATAR			34	2	2	74	6	12	9	0	0	14	79	43	34
RUMANIA															
BUCHAREST (OTOPENI)	ISLANDSFLUG	C	2	0	0	0	0	0	100	0	0	100	0	0	0
	MONARCH AIRLINES	C	2	0	0	0	0	100	0	0	0	37	0	0	0
	TAROM	C	2	0	0	50	0	0	50	0	0	49	0	0	0
	TITAN AIRWAYS LTD	C	2	0	0	50	0	50	0	0	0	19	0	0	0
TOTAL BUCHAREST (OTOPENI)			8	0	0	25	0	38	38	0	0	51	0	0	0
TOTAL RUMANIA			8	0	0	25	0	38	38	0	0	51	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)												
SINGAPORE																
SINGAPORE	SINGAPORE AIRLINES	S	62	0	0	94	5	0	2	0	0	5	83	11	46	
TOTAL SINGAPORE			62	0	0	94	5	0	2	0	5	83	11	46		
TOTAL SINGAPORE			62	0	0	94	5	0	2	0	5	83	11	46		
SLOVENIA																
LJUBLJANA	ADRIA AIRWAYS	S	16	0	0	56	19	25	0	0	16	61	12	18		
TOTAL LJUBLJANA			16	0	0	56	19	25	0	0	16	61	12	18		
TOTAL SLOVENIA			16	0	0	56	19	25	0	0	16	61	12	18		
SPAIN																
ALICANTE	AIR CORDIAL LTD	C	9	0	0	0	0	44	33	22	0	129	30	53	27	
	BMIBABY LTD	S	62	1	0	15	21	31	24	10	0	66	0	0	0	
	BRITANNIA AIRWAYS	C	42	2	0	69	17	12	2	0	0	13	81	14	37	
	BRITISH AIRWAYS CITIEXPRESS L	C	8	0	0	63	25	13	0	0	0	14	60	21	5	
	EXCEL AIRWAYS LTD	C	18	0	0	78	11	6	6	0	0	8	87	6	15	
	FIRST CHOICE AIRWAYS LTD	C	51	0	0	86	4	4	6	0	0	11	92	4	136	
	FLYJET LTD	C	10	0	0	60	20	0	10	10	0	37	0	0	0	
	MONARCH AIRLINES	C	26	0	0	65	15	4	15	0	0	20	89	5	28	
	MONARCH AIRLINES	S	124	0	0	82	8	5	4	1	0	11	89	12	124	
	MY TRAVEL AIRWAYS UK	C	33	0	0	70	6	18	6	0	0	16	55	70	40	
	THOMAS COOK AIRLINES LTD	C	35	0	0	71	14	9	0	6	0	22	98	1	44	
TOTAL ALICANTE			418	3	0	66	12	11	8	3	0	24	79	20	551	
ALMERIA																
	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	4	75	61	8	
	EUROPEAN AIR CHARTER	C	10	0	0	80	10	10	0	0	0	9	75	12	8	
	EXCEL AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	7	0	0	0	
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	88	5	8	
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	2	0	0	0	
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	25	0	0	0	13	50	34	8	
TOTAL ALMERIA			50	0	0	86	8	6	0	0	0	6	72	22	50	
BARCELONA																
	BMIBABY LTD	S	61	0	1	34	7	21	31	7	0	62	0	0	0	
	MONARCH AIRLINES	S	61	0	0	75	7	7	8	2	2	24	0	0	0	
	TRANSAVIA	C	2	0	0	0	0	0	0	100	0	286	0	0	0	
TOTAL BARCELONA			125	0	1	54	6	14	20	6	1	47	73	19	78	
GERONA																
	BRITANNIA AIRWAYS	C	17	0	0	41	24	24	12	0	0	28	89	10	18	
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	0	100	0	8	
	MONARCH AIRLINES	C	10	0	0	50	10	0	0	40	0	118	100	1	10	
	MY TRAVEL AIRWAYS UK	C	15	2	0	60	7	33	0	0	0	15	78	15	9	
	THOMAS COOK AIRLINES LTD	C	16	0	0	69	13	19	0	0	0	12	95	1	20	
TOTAL GERONA			67	2	0	61	12	18	3	6	0	31	88	7	75	
IBIZA																
	ASTRAEUS LTD	C	10	0	0	70	20	10	0	0	0	10	0	0	0	
	BMIBABY LTD	S	61	2	1	16	18	31	33	0	2	62	0	0	0	
	BRITANNIA AIRWAYS	C	43	0	0	74	16	5	5	0	0	12	93	4	54	
	FIRST CHOICE AIRWAYS LTD	C	43	0	0	81	5	9	5	0	0	10	95	7	44	
	IBERWORLD	C	6	1	0	83	0	0	0	17	0	38	0	0	0	
	MONARCH AIRLINES	C	9	0	0	100	0	0	0	0	0	1	79	15	19	



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			Actual (7)	Plan (8)												
IBIZA	MY TRAVEL AIRWAYS UK	C	36	1	0	53	17	3	6	17	6	104	79	29	38	
	THOMAS COOK AIRLINES LTD	C	33	0	0	55	9	18	12	6	0	37	94	3	36	
<b>TOTAL IBIZA</b>			<b>241</b>	<b>4</b>	<b>1</b>	<b>56</b>	<b>13</b>	<b>14</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>42</b>	<b>90</b>	<b>10</b>	200	
JEREZ	ASTRAEUS LTD	C	10	0	0	60	30	10	0	0	14	100	0	10		
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	25	0	0	0	9	0	0	0		
<b>TOTAL JEREZ</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>28</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>100</b>	<b>0</b>	10		
MADRID	BRITISH AIRWAYS CITIEXPRESS L	S	103	1	0	69	7	14	11	0	22	56	28	104		
	IBERIA	S	62	0	0	87	10	2	2	0	7	0	0	0		
<b>TOTAL MADRID</b>			<b>166</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>8</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>16</b>	<b>56</b>	<b>28</b>	105		
MAHON	BRITANNIA AIRWAYS	C	34	0	0	85	3	6	0	3	29	89	13	27		
	BRITISH AIRWAYS CITIEXPRESS L	C	10	0	0	80	20	0	0	0	7	0	0	0		
	EXCEL AIRWAYS LTD	C	9	0	0	78	11	11	0	0	8	95	2	20		
	FIRST CHOICE AIRWAYS LTD	C	52	0	0	60	8	13	15	4	30	87	5	54		
	MONARCH AIRLINES	C	17	0	0	41	12	29	18	0	34	87	6	38		
	MY TRAVEL AIRWAYS UK	C	24	0	0	83	0	8	8	0	12	64	33	28		
	THOMAS COOK AIRLINES LTD	C	34	0	0	85	6	9	0	0	7	85	13	40		
	<b>TOTAL MAHON</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>7</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>21</b>	<b>84</b>	<b>11</b>	222	
MALAGA	AIR CORDIAL LTD	C	36	0	0	42	19	14	19	0	6	86	34	65		
	ASTRAEUS LTD	C	8	0	0	88	13	0	0	0	3	50	26	10		
	BMI BRITISH MIDLAND	C	8	0	0	38	0	13	50	0	53	0	0	0		
	BMIBABY LTD	S	62	0	0	45	13	19	19	3	43	0	0	0		
	BRITANNIA AIRWAYS	C	44	0	0	82	9	0	9	0	13	71	12	28		
	EXCEL AIRWAYS LTD	C	24	0	0	67	0	13	21	0	24	72	13	18		
	FIRST CHOICE AIRWAYS LTD	C	44	0	0	80	9	7	5	0	12	96	4	119		
	FLYJET LTD	C	9	0	0	67	22	0	11	0	26	0	0	0		
	MONARCH AIRLINES	C	19	1	0	47	16	21	16	0	32	64	32	28		
	MONARCH AIRLINES	S	124	0	0	79	13	6	2	0	9	93	5	124		
	MY TRAVEL AIRWAYS UK	C	18	0	0	61	6	0	11	22	0	73	61	75	18	
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	13	0	0	11	79	21	56		
	<b>TOTAL MALAGA</b>			<b>404</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>12</b>	<b>9</b>	<b>11</b>	<b>1</b>	<b>28</b>	<b>75</b>	<b>17</b>	549	
	MURCIA SAN JAVIER	ASTRAEUS LTD	C	8	0	0	75	25	0	0	0	10	72	28	18	
BMIBABY LTD		S	8	0	0	0	0	0	75	25	116	0	0	0		
<b>TOTAL MURCIA SAN JAVIER</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>63</b>	<b>54</b>	<b>36</b>	28		
PALMA DE MALLORCA	AIR EUROPA	C	3	0	0	100	0	0	0	0	5	90	2	10		
	BMIBABY LTD	S	62	0	0	53	16	11	11	6	43	0	0	0		
	BRITANNIA AIRWAYS	C	97	1	0	85	5	3	7	0	11	83	9	106		
	EUROPEAN AIR CHARTER	C	16	0	0	56	6	13	6	19	0	60	25	121	12	
	EXCEL AIRWAYS LTD	C	35	0	0	51	3	26	14	3	45	85	7	20		
	FIRST CHOICE AIRWAYS LTD	C	98	1	0	63	12	7	14	1	2	36	91	6	92	
	MONARCH AIRLINES	S	62	0	0	69	11	13	3	0	3	29	87	9	62	
	MONARCH AIRLINES	C	27	0	0	63	11	11	15	0	31	52	27	29		
	MY TRAVEL AIRWAYS UK	C	106	0	0	62	11	1	10	9	6	80	59	83	94	
	SPANAIR	C	16	0	0	44	6	25	25	0	46	21	54	28		
	THOMAS COOK AIRLINES LTD	C	84	2	0	71	10	8	5	4	2	32	88	8	98	
	TRANSAVIA	C	2	0	0	50	0	0	50	0	37	0	184	1		
	<b>TOTAL PALMA DE MALLORCA</b>			<b>608</b>	<b>4</b>	<b>0</b>	<b>66</b>	<b>10</b>	<b>8</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>40</b>	<b>72</b>	<b>26</b>	665

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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				Actual (7)	Plan (8)										
REUS	BRITANNIA AIRWAYS	C	16	2	0	75	19	6	0	0	0	7	94	1	18
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	44	17	6	33	0	0	48	94	1	18
	MONARCH AIRLINES	C	9	1	0	78	11	0	11	0	0	11	75	9	8
	MY TRAVEL AIRWAYS UK	C	28	0	0	64	11	0	14	4	7	84	23	89	26
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	1	100	0	8
<b>TOTAL REUS</b>			<b>79</b>	<b>3</b>	<b>0</b>	<b>67</b>	<b>13</b>	<b>3</b>	<b>14</b>	<b>1</b>	<b>3</b>	<b>44</b>	<b>69</b>	<b>31</b>	<b>78</b>
<b>TOTAL SPAIN</b>			<b>2373</b>	<b>18</b>	<b>2</b>	<b>66</b>	<b>11</b>	<b>10</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>32</b>	<b>77</b>	<b>20</b>	<b>2613</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR CORDIAL LTD	C	7	0	0	57	0	29	14	0	0	26	42	28	24
	BRITANNIA AIRWAYS	C	18	0	0	89	6	6	0	0	0	4	100	1	18
	EXCEL AIRWAYS LTD	C	16	0	0	31	19	31	6	0	13	106	100	0	8
	FIRST CHOICE AIRWAYS LTD	C	34	0	0	50	15	18	15	0	3	40	88	6	24
	FLYJET LTD	C	8	0	0	38	13	13	38	0	0	54	0	0	0
	MONARCH AIRLINES	C	7	0	0	43	29	0	29	0	0	31	75	77	8
	MY TRAVEL AIRWAYS UK	C	18	0	0	39	28	22	11	0	0	27	53	62	17
	SPANAIR	C	8	0	0	100	0	0	0	0	0	4	0	0	0
	THOMAS COOK AIRLINES LTD	C	34	0	0	65	12	12	9	3	0	24	69	48	36
	<b>TOTAL ARRECIFE</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>14</b>	<b>15</b>	<b>11</b>	<b>1</b>	<b>2</b>	<b>35</b>	<b>72</b>	<b>31</b>
FUERTEVENTURA	BRITANNIA AIRWAYS	C	9	1	0	100	0	0	0	0	0	1	100	1	8
	EXCEL AIRWAYS LTD	C	8	0	0	75	0	0	25	0	0	36	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	26	0	0	69	12	12	0	0	8	90	100	1	16
	MY TRAVEL AIRWAYS UK	C	18	0	0	56	11	11	17	6	0	37	36	34	25
	THOMAS COOK AIRLINES LTD	C	25	0	0	68	8	8	16	0	0	20	93	3	27
<b>TOTAL FUERTEVENTURA</b>			<b>86</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>8</b>	<b>8</b>	<b>10</b>	<b>1</b>	<b>2</b>	<b>44</b>	<b>76</b>	<b>13</b>	<b>76</b>
LAS PALMAS	BRITANNIA AIRWAYS	C	27	0	0	85	11	4	0	0	0	5	88	43	16
	EXCEL AIRWAYS LTD	C	9	0	0	78	11	11	0	0	0	7	50	15	8
	FIRST CHOICE AIRWAYS LTD	C	39	0	0	77	10	5	8	0	0	14	88	4	26
	FLYJET LTD	C	10	0	0	40	20	20	20	0	0	42	0	0	0
	MY TRAVEL AIRWAYS UK	C	37	0	0	49	3	24	19	5	0	39	58	75	26
	THOMAS COOK AIRLINES LTD	C	31	0	0	81	0	3	13	3	0	23	81	10	37
<b>TOTAL LAS PALMAS</b>			<b>153</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>7</b>	<b>10</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>78</b>	<b>27</b>	<b>123</b>
TENERIFE (SURREINA SOFIA)	AIR CORDIAL LTD	C	38	0	0	34	11	24	26	0	5	72	82	24	56
	ASTRAEUS LTD	C	6	0	0	100	0	0	0	0	0	1	0	0	0
	BRITANNIA AIRWAYS	C	28	0	0	79	7	7	7	0	0	14	97	1	37
	EXCEL AIRWAYS LTD	C	26	0	0	54	12	12	23	0	0	33	79	26	33
	FIRST CHOICE AIRWAYS LTD	C	68	0	0	57	9	6	19	7	1	52	89	4	76
	FLYJET LTD	C	8	0	0	50	13	13	25	0	0	34	0	0	0
	FUTURA AIRLINES	C	8	0	0	75	13	13	0	0	0	12	73	10	11
	MONARCH AIRLINES	C	22	0	0	55	18	14	14	0	0	23	46	101	24
	MONARCH AIRLINES	S	61	0	3	80	5	5	7	0	3	30	0	0	0
	MY TRAVEL AIRWAYS UK	C	46	1	0	57	17	11	9	4	2	45	47	83	45
	THOMAS COOK AIRLINES LTD	C	41	5	0	68	12	7	0	7	5	78	83	16	64
	VOLAR AIRLINES	C	13	0	0	54	31	15	0	0	0	14	40	35	10
	<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>366</b>	<b>6</b>	<b>3</b>	<b>62</b>	<b>11</b>	<b>10</b>	<b>12</b>	<b>3</b>	<b>2</b>	<b>43</b>	<b>76</b>	<b>28</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>755</b>	<b>7</b>	<b>3</b>	<b>63</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>37</b>	<b>75</b>	<b>27</b>	<b>704</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

Reporting Airport: MANCHESTER (Full Analysis)

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			Actual (7)	Plan (8)											
<b>SWEDEN</b>															
GOTEBORG	CITY AIRLINE	S	78	0	0	90	6	3	1	0	0	4	98	3	46
TOTAL GOTEBORG			<b>78</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>98</b>	<b>3</b>	<b>46</b>
STOCKHOLM (ARLANDA)	SAS	S	64	0	0	89	8	3	0	0	0	4	0	0	0
TOTAL STOCKHOLM (ARLANDA)			<b>64</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>4</b>	<b>97</b>	<b>3</b>	<b>115</b>
TOTAL SWEDEN			<b>142</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>97</b>	<b>3</b>	<b>161</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	SWISS AIRLINES	S	106	0	0	74	20	5	2	0	0	11	84	6	103
TOTAL BASLE MULHOUSE			<b>106</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>20</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>6</b>	<b>103</b>
GENEVA	BRITISH AIRWAYS CITIEXPRESS L	S	113	0	0	81	6	4	8	0	0	13	86	4	101
TOTAL GENEVA			<b>113</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>86</b>	<b>4</b>	<b>101</b>
ZURICH	BRITISH AIRWAYS CITIEXPRESS L	S	97	0	0	61	11	15	12	0	0	23	76	14	102
	SWISS AIRLINES	S	124	0	0	73	20	3	3	0	0	11	75	13	186
TOTAL ZURICH			<b>221</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>75</b>	<b>13</b>	<b>288</b>
TOTAL SWITZERLAND			<b>440</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>79</b>	<b>10</b>	<b>492</b>
<b>SYRIA</b>															
DAMASCUS	SYRIANAIR	S	18	0	0	28	22	17	33	0	0	47	0	0	0
TOTAL DAMASCUS			<b>18</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>22</b>	<b>17</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL SYRIA			<b>18</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>22</b>	<b>17</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TRINIDAD AND TOBAGO</b>															
PORT OF SPAIN	BWIA	S	18	0	0	11	11	22	50	6	0	78	0	226	9
TOTAL PORT OF SPAIN			<b>18</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>11</b>	<b>22</b>	<b>50</b>	<b>6</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>226</b>	<b>9</b>
TOTAL TRINIDAD AND TOBAGO			<b>18</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>11</b>	<b>22</b>	<b>50</b>	<b>6</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>226</b>	<b>9</b>
<b>TUNISIA</b>															
MONASTIR	BRITANNIA AIRWAYS	C	8	0	0	75	0	0	13	13	0	45	75	15	8
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	50	0	10	30	10	0	60	56	17	9
	MY TRAVEL AIRWAYS UK	C	18	0	0	39	33	6	11	11	0	46	76	117	17
	NOUVELAIR TUNISIE	C	10	0	0	40	20	0	20	20	0	85	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	10	0	0	0	0	6	78	6	9
TOTAL MONASTIR			<b>56</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>16</b>	<b>4</b>	<b>14</b>	<b>11</b>	<b>0</b>	<b>48</b>	<b>69</b>	<b>47</b>	<b>52</b>
TOTAL TUNISIA			<b>56</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>16</b>	<b>4</b>	<b>14</b>	<b>11</b>	<b>0</b>	<b>48</b>	<b>69</b>	<b>47</b>	<b>52</b>
<b>TURKEY</b>															
ANTALYA	EXCEL AIRWAYS LTD	C	9	0	0	11	22	22	22	0	22	211	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	40	30	0	30	0	0	35	78	12	9
	FLYJET LTD	C	8	0	0	100	0	0	0	0	0	4	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	100	0	0	0	0	0	0	44	248	9
	THOMAS COOK AIRLINES LTD	C	29	0	0	79	0	10	10	0	0	21	93	7	28
TOTAL ANTALYA			<b>67</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>9</b>	<b>7</b>	<b>12</b>	<b>0</b>	<b>3</b>	<b>43</b>	<b>84</b>	<b>46</b>	<b>55</b>
BODRUM (MILAS)	BRITANNIA AIRWAYS	C	10	0	0	90	10	0	0	0	0	4	56	89	9

## 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)										
BODRUM (MILAS)	EXCEL AIRWAYS LTD	C	10	0	0	40	0	50	10	0	0	33	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	28	0	0	93	7	0	0	0	3	89	3	27	
	MONARCH AIRLINES	C	10	0	0	60	0	20	20	0	26	75	25	8	
	MY TRAVEL AIRWAYS UK	C	20	0	0	60	20	0	20	0	21	38	72	16	
	ONUR AIR	C	8	0	0	38	13	13	38	0	56	88	6	8	
	THOMAS COOK AIRLINES LTD	C	29	0	0	79	0	10	10	0	17	85	20	26	
<b>TOTAL BODRUM (MILAS)</b>			<b>115</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>7</b>	<b>10</b>	<b>11</b>	<b>0</b>	<b>18</b>	<b>74</b>	<b>30</b>	<b>94</b>	
DALAMAN	AIR CORDIAL LTD	C	30	0	0	10	17	13	20	27	13	257	29	51	7
	ASTRAEUS LTD	C	10	0	0	80	0	0	10	10	0	33	30	33	10
	BRITANNIA AIRWAYS	C	18	0	0	83	17	0	0	0	6	88	3	17	
	EXCEL AIRWAYS LTD	C	36	0	0	69	11	3	17	0	0	27	74	11	27
	FIRST CHOICE AIRWAYS LTD	C	47	0	0	79	6	2	2	9	2	48	93	3	44
	KIBRIS TURKISH AIRLINES - KTHY	S	24	0	0	17	21	8	54	0	0	61	36	62	28
	MONARCH AIRLINES	C	10	0	0	80	0	20	0	0	0	7	100	0	1
	MY TRAVEL AIRWAYS UK	C	46	0	0	63	7	9	17	4	0	35	75	20	36
	ONUR AIR	C	18	0	0	39	17	0	17	17	11	110	100	3	10
THOMAS COOK AIRLINES LTD	C	44	0	0	75	9	7	5	5	0	18	83	22	42	
<b>TOTAL DALAMAN</b>			<b>283</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>11</b>	<b>6</b>	<b>14</b>	<b>7</b>	<b>2</b>	<b>61</b>	<b>73</b>	<b>20</b>	<b>240</b>
ISTANBUL	ONUR AIR	C	18	0	0	61	11	6	11	11	0	51	0	0	0
	THY TURK HAVA YOLLARI TURKIS	S	46	0	0	24	33	39	4	0	0	33	39	20	44
<b>TOTAL ISTANBUL</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>27</b>	<b>30</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>38</b>	<b>39</b>	<b>20</b>	<b>44</b>
IZMIR (ADNAM MENDERES)	THOMAS COOK AIRLINES LTD	C	20	0	0	75	15	5	5	0	0	12	94	2	16
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>88</b>	<b>16</b>	<b>24</b>
<b>TOTAL TURKEY</b>			<b>549</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>12</b>	<b>10</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>45</b>	<b>72</b>	<b>25</b>	<b>457</b>
UNITED ARAB EMIRATES															
DUBAI	EMIRATES	S	124	0	0	82	12	6	0	0	0	8	62	23	124
<b>TOTAL DUBAI</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>62</b>	<b>23</b>	<b>124</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>62</b>	<b>23</b>	<b>124</b>
UNITED KINGDOM															
ABERDEEN	BMI REGIONAL	S	146	0	0	84	7	8	1	0	0	7	92	4	144
	BRITISH AIRWAYS CITIEXPRESS L	S	170	0	0	87	5	6	2	0	0	7	85	7	168
<b>TOTAL ABERDEEN</b>			<b>316</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>6</b>	<b>312</b>
BELFAST CITY	BRITISH AIRWAYS CITIEXPRESS L	S	338	0	0	71	13	9	7	0	0	18	80	12	273
<b>TOTAL BELFAST CITY</b>			<b>338</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>80</b>	<b>12</b>	<b>273</b>
BELFAST INTERNATIONAL	BMIBABY LTD	S	146	0	4	38	25	18	12	7	0	42	0	0	0
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>147</b>	<b>0</b>	<b>4</b>	<b>37</b>	<b>25</b>	<b>18</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>42</b>	<b>82</b>	<b>15</b>	<b>154</b>
BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	3	0	0	100	0	0	0	0	0	7	0	32	1
<b>TOTAL BIRMINGHAM</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>7</b>	<b>0</b>	<b>32</b>	<b>1</b>
BRISTOL	AIR SOUTHWEST	S	64	0	2	64	16	9	11	0	0	21	0	0	0
<b>TOTAL BRISTOL</b>			<b>64</b>	<b>0</b>	<b>2</b>	<b>64</b>	<b>16</b>	<b>9</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
CARDIFF WALES	EASTERN AIRWAYS	C	2	0	0	100	0	0	0	0	0	0	100	0	1

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			Actual (7)	Plan (8)											
<b>TOTAL CARDIFF WALES</b>			<b>2</b>	<b>1</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>7</b>	<b>3</b>
CITY OF DERRY (EGLINTON)	AER ARRAN	S	61	0	1	75	11	3	10	0	0	14	0	0	0
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>11</b>	<b>3</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>84</b>	<b>15</b>	<b>63</b>
EDINBURGH	BMI REGIONAL	S	237	1	0	79	13	5	3	0	0	10	90	5	232
	BRITISH AIRWAYS CITIEXPRESS L	S	310	0	0	66	12	11	9	2	0	22	84	9	297
<b>TOTAL EDINBURGH</b>			<b>547</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>12</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>86</b>	<b>7</b>	<b>529</b>
GATWICK	BRITISH AIRWAYS PLC	S	378	0	2	72	14	10	4	0	0	15	91	5	382
	MY TRAVEL AIRWAYS UK	C	9	0	0	67	22	11	0	0	0	13	100	0	1
<b>TOTAL GATWICK</b>			<b>388</b>	<b>7</b>	<b>2</b>	<b>71</b>	<b>14</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>91</b>	<b>5</b>	<b>387</b>
GLASGOW	BMI REGIONAL	S	221	0	0	90	5	4	0	0	0	5	98	2	219
	BRITISH AIRWAYS CITIEXPRESS L	S	291	0	0	67	14	12	7	0	0	17	86	9	281
<b>TOTAL GLASGOW</b>			<b>512</b>	<b>2</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>91</b>	<b>6</b>	<b>500</b>
GUERNSEY	AURIGNY AIR SERVICES	S	218	0	2	77	11	8	4	0	1	21	73	24	226
<b>TOTAL GUERNSEY</b>			<b>218</b>	<b>0</b>	<b>2</b>	<b>77</b>	<b>11</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>21</b>	<b>73</b>	<b>24</b>	<b>226</b>
HEATHROW	BMI BRITISH MIDLAND	S	396	1	2	65	13	14	7	1	0	19	81	10	464
	BRITISH AIRWAYS PLC	S	575	0	2	55	18	16	10	1	0	26	85	8	602
	QANTAS	S	93	0	0	78	8	11	3	0	0	12	0	0	0
<b>TOTAL HEATHROW</b>			<b>1064</b>	<b>19</b>	<b>4</b>	<b>61</b>	<b>15</b>	<b>15</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>83</b>	<b>8</b>	<b>1068</b>
INVERNESS	EASTERN AIRWAYS	S	137	0	5	84	12	4	0	0	0	6	91	4	117
<b>TOTAL INVERNESS</b>			<b>137</b>	<b>0</b>	<b>5</b>	<b>84</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>91</b>	<b>4</b>	<b>117</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	279	0	0	71	13	9	6	1	0	16	85	11	208
<b>TOTAL ISLE OF MAN</b>			<b>279</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>85</b>	<b>11</b>	<b>208</b>
JERSEY	BMIBABY LTD	S	62	0	0	32	19	19	24	3	2	54	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	120	0	0	76	12	8	3	1	0	13	79	18	180
	FLYBE.BRITISH EUROPEAN	C	8	0	0	88	13	0	0	0	0	7	40	63	10
<b>TOTAL JERSEY</b>			<b>190</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>14</b>	<b>12</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>26</b>	<b>75</b>	<b>20</b>	<b>230</b>
LONDON CITY	VLM (BELGIUM)	S	344	0	10	93	5	2	1	0	0	4	94	3	313
<b>TOTAL LONDON CITY</b>			<b>344</b>	<b>0</b>	<b>10</b>	<b>93</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>94</b>	<b>3</b>	<b>313</b>
NORWICH	EASTERN AIRWAYS	S	125	0	11	90	3	3	3	0	0	7	100	1	108
<b>TOTAL NORWICH</b>			<b>125</b>	<b>0</b>	<b>11</b>	<b>90</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>100</b>	<b>1</b>	<b>108</b>
PLYMOUTH	AIR SOUTHWEST	S	73	0	3	70	14	10	7	0	0	18	0	0	0
<b>TOTAL PLYMOUTH</b>			<b>73</b>	<b>0</b>	<b>3</b>	<b>70</b>	<b>14</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
SOUTHAMPTON	BRITISH AIRWAYS CITIEXPRESS L	S	218	0	0	83	7	6	4	0	0	10	79	13	130
<b>TOTAL SOUTHAMPTON</b>			<b>218</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>10</b>	<b>79</b>	<b>13</b>	<b>130</b>
STANSTED	EASTERN AIRWAYS	S	125	0	7	88	7	4	1	0	0	6	92	4	119
<b>TOTAL STANSTED</b>			<b>125</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>4</b>	<b>119</b>
<b>TOTAL UNITED KINGDOM</b>			<b>5151</b>	<b>34</b>	<b>51</b>	<b>73</b>	<b>12</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>86</b>	<b>9</b>	<b>4743</b>
USA															
ATLANTA	DELTA AIRLINES	S	62	0	0	85	8	6	0	0	0	7	87	7	62

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 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 ATLANTA			62	0	0	85	8	6	0	0	0	7	87	7	62
BOSTON	AMERICAN AIRLINES	S	62	0	0	76	13	3	6	2	0	17	0	0	0
TOTAL BOSTON			62	0	0	76	13	3	6	2	0	17	0	0	0
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	62	0	0	68	8	10	13	2	0	24	81	12	62
	BMI BRITISH MIDLAND	S	62	0	0	69	16	11	3	0	0	12	81	13	62
	PAKISTAN INTL AIRLINES	S	17	0	0	71	6	6	12	6	0	37	0	0	0
TOTAL CHICAGO (O'HARE)			141	0	0	69	11	10	9	1	0	20	81	13	124
HOUSTON	PAKISTAN INTL AIRLINES	S	18	0	0	78	11	11	0	0	0	9	0	0	0
TOTAL HOUSTON			18	0	0	78	11	11	0	0	0	9	0	0	0
LAS VEGAS	MY TRAVEL AIRWAYS UK	C	8	0	0	50	13	25	13	0	0	30	63	31	8
TOTAL LAS VEGAS			9	0	0	56	11	22	11	0	0	27	63	31	8
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	61	0	0	92	2	3	2	2	0	8	77	22	57
	PAKISTAN INTL AIRLINES	S	40	0	0	35	28	23	10	5	0	41	25	92	48
TOTAL NEW YORK (JF KENNEDY)			101	0	0	69	12	11	5	3	0	21	53	54	105
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	62	0	0	65	13	16	6	0	0	17	71	14	62
TOTAL NEW YORK (NEWARK)			62	0	0	65	13	16	6	0	0	17	71	14	62
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	52	0	0	54	21	15	8	2	0	25	72	20	54
TOTAL ORLANDO			52	0	0	54	21	15	8	2	0	25	72	20	54
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	62	0	0	60	11	13	15	2	0	27	63	28	62
TOTAL PHILADELPHIA INTERNATIONAL			62	0	0	60	11	13	15	2	0	27	63	28	62
SANFORD	AIR ATLANTA EUROPE LTD	C	62	5	0	32	6	29	19	5	8	151	0	0	0
	AIR CORDIAL LTD	C	4	0	0	75	25	0	0	0	0	10	0	0	0
	BRITANNIA AIRWAYS	C	25	0	0	64	20	4	8	0	4	68	90	7	20
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	25	13	13	0	0	31	73	40	11
	MY TRAVEL AIRWAYS UK	C	34	1	0	41	9	29	15	3	3	90	60	24	47
	THOMAS COOK AIRLINES LTD	C	8	1	0	63	13	0	13	0	13	150	60	46	10
TOTAL SANFORD			141	7	0	44	11	21	15	3	6	111	69	23	147
WASHINGTON (DULLES)	BMI BRITISH MIDLAND	S	53	0	0	66	15	19	0	0	0	13	74	16	50
TOTAL WASHINGTON (DULLES)			53	0	0	66	15	19	0	0	0	13	74	16	50
TOTAL USA			763	7	0	64	12	13	8	2	1	36	70	23	674
VENEZUELA															
PORLAMAR	EXCEL AIRWAYS LTD	C	7	0	0	14	29	14	29	0	14	100	0	0	0
TOTAL PORLAMAR			7	0	0	14	29	14	29	0	14	100	50	22	2
TOTAL VENEZUELA			7	0	0	14	29	14	29	0	14	100	50	22	2
TOTAL MANCHESTER			19994	100	69	70	12	9	7	1	1	23	79	16	18797

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2003		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
INNSBRUCK	AUSTRIAN AIRLINES	C	8	0	0	75	13	0	0	0	13	131	100	0	10
<b>TOTAL INNSBRUCK</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>131</b>	<b>100</b>	<b>0</b>	<b>10</b>
SALZBURG	AUSTRIAN AIRLINES	C	8	0	0	88	13	0	0	0	0	5	0	0	0
	SN BRUSSELS AIRLINES	C	8	0	0	88	13	0	0	0	0	3	0	0	0
<b>TOTAL SALZBURG</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>4</b>	<b>72</b>	<b>41</b>	<b>18</b>
<b>TOTAL AUSTRIA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>46</b>	<b>82</b>	<b>27</b>	<b>28</b>
<b>BELGIUM</b>															
BRUSSELS	SN BRUSSELS AIRLINES	S	104	0	2	63	27	11	0	0	0	13	96	4	113
<b>TOTAL BRUSSELS</b>			<b>104</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>27</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>96</b>	<b>4</b>	<b>113</b>
<b>TOTAL BELGIUM</b>			<b>104</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>27</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>96</b>	<b>4</b>	<b>113</b>
<b>BULGARIA</b>															
BURGAS	BH AIR	C	20	0	0	65	25	10	0	0	0	11	63	13	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	0	10	0	0	0	7	0	0	0
<b>TOTAL BURGAS</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>63</b>	<b>13</b>	<b>8</b>
VARNA	BH AIR	C	8	0	0	100	0	0	0	0	0	0	30	43	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	0	13	25	63	0	0	57	0	0	0
<b>TOTAL VARNA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>6</b>	<b>13</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>30</b>	<b>43</b>	<b>10</b>
<b>TOTAL BULGARIA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>13</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>44</b>	<b>30</b>	<b>18</b>
<b>CANADA</b>															
TORONTO	AIR TRANSAT	S	8	0	0	50	0	25	25	0	0	51	0	78	9
<b>TOTAL TORONTO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>0</b>	<b>78</b>	<b>9</b>
<b>TOTAL CANADA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>0</b>	<b>78</b>	<b>9</b>
<b>CYPRUS</b>															
LARNACA	BRITANNIA AIRWAYS	C	10	0	0	90	0	0	10	0	0	8	80	16	10
	EXCEL AIRWAYS LTD	C	10	0	0	80	10	0	10	0	0	17	0	0	0
	HELIOS AIRWAYS LTD	C	8	0	0	25	38	13	13	13	0	61	40	38	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	0	25	0	0	28	100	3	8
<b>TOTAL LARNACA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>11</b>	<b>3</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>68</b>	<b>27</b>	<b>47</b>
PAPHOS	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	2	100	0	10
	EUROCYPRIA AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	3	88	7	16
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	25	0	50	0	0	63	75	9	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	0	10	0	0	0	5	0	0	0
<b>TOTAL PAPHOS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>6</b>	<b>3</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>88</b>	<b>6</b>	<b>34</b>
<b>TOTAL CYPRUS</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>9</b>	<b>3</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>77</b>	<b>18</b>	<b>81</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	62	0	0	79	10	3	8	0	0	13	52	35	62
<b>TOTAL PRAGUE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>52</b>	<b>35</b>	<b>62</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>52</b>	<b>35</b>	<b>62</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 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	77	8	6	5	3	0	21	0	0	0
TOTAL COPENHAGEN			<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>8</b>	<b>6</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL DENMARK			<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>8</b>	<b>6</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>FRANCE</b>															
NICE	EASYJET AIRLINE COMPANY LTD	S	62	0	0	65	16	15	5	0	0	15	0	0	0
TOTAL NICE			<b>62</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>16</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	158	1	2	68	17	8	6	0	0	15	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	85	6	5	3	0	0	9	40	35	62
TOTAL PARIS (CHARLES DE GAULLE)			<b>220</b>	<b>1</b>	<b>2</b>	<b>73</b>	<b>14</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>22</b>	<b>207</b>
TOTAL TARBES-LOURDES INTERNATIONAL			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>0</b>	<b>115</b>	<b>2</b>
TOTAL FRANCE			<b>284</b>	<b>2</b>	<b>2</b>	<b>71</b>	<b>15</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>63</b>	<b>23</b>	<b>216</b>
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	62	0	0	71	13	13	3	0	0	13	0	0	0
TOTAL BERLIN (SCHONEFELD)			<b>62</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>0</b>	<b>0</b>	<b>0</b>
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	54	0	0	94	6	0	0	0	0	4	78	13	36
TOTAL DUSSELDORF			<b>54</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>78</b>	<b>13</b>	<b>36</b>
HANOVER	HAPAG LLOYD EXPRESS	S	26	0	0	58	31	12	0	0	0	11	0	0	0
TOTAL HANOVER			<b>26</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>31</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL GERMANY			<b>142</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>13</b>	<b>36</b>
<b>GREECE</b>															
ATHENS	AEGEAN AIRLINES	C	8	0	0	0	0	88	13	0	0	46	70	12	10
TOTAL ATHENS			<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>70</b>	<b>12</b>	<b>10</b>
CHANIA	ISLANDSFLUG	C	10	0	0	40	20	20	20	0	0	28	0	0	0
TOTAL CHANIA			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>
CORFU	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	4	100	1	10
	EXCEL AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	1	0	0	0
	ISLANDSFLUG	C	5	3	0	100	0	0	0	0	0	1	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	30	30	40	0	0	0	26	25	36	8
	THOMAS COOK AIRLINES LTD	C	18	0	0	83	0	6	11	0	0	17	100	0	8
TOTAL CORFU			<b>51</b>	<b>3</b>	<b>0</b>	<b>80</b>	<b>6</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>66</b>	<b>15</b>	<b>44</b>
HERAKLION	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	1	100	0	8
	EXCEL AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	4	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	20	20	0	0	0	14	38	96	8
	THOMAS COOK AIRLINES LTD	C	9	0	0	89	11	0	0	0	0	6	75	7	8
TOTAL HERAKLION			<b>35</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>29</b>	<b>44</b>
KEFALLINIA	ISLANDSFLUG	C	18	0	0	39	6	33	22	0	0	33	0	0	0
TOTAL KEFALLINIA			<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>6</b>	<b>33</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>84</b>	<b>7</b>	<b>19</b>
KOS	ISLANDSFLUG	C	8	1	0	88	0	0	13	0	0	12	0	0	0



CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
KOS	MY TRAVEL AIRWAYS UK	C	8	0	0	75	25	0	0	0	0	5	89	4	9
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL KOS</b>			<b>24</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>6</b>	<b>19</b>
RHODES	BRITANNIA AIRWAYS	C	8	0	0	75	25	0	0	0	0	10	100	1	8
	EXCEL AIRWAYS LTD	C	17	0	0	76	0	0	24	0	0	24	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	13	13	0	0	20	100	0	8
<b>TOTAL RHODES</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>6</b>	<b>3</b>	<b>15</b>	<b>0</b>	<b>20</b>	<b>84</b>	<b>6</b>	<b>44</b>	
SALONIKA	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	1	100	0	8
	EXCEL AIRWAYS LTD	C	8	0	0	88	0	0	0	0	13	64	0	0	0
<b>TOTAL SALONIKA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>33</b>	<b>69</b>	<b>14</b>	<b>16</b>
SKIATHOS	ISLANDSFLUG	C	8	0	0	75	13	0	13	0	0	21	0	0	0
<b>TOTAL SKIATHOS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>21</b>	<b>33</b>	<b>37</b>	<b>18</b>	
THIRA (SANTORINI)	EXCEL AIRWAYS LTD	C	10	0	0	80	10	0	10	0	0	11	0	0	0
<b>TOTAL THIRA (SANTORINI)</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>11</b>	<b>88</b>	<b>8</b>	<b>8</b>	
ZAKINTHOS	BRITANNIA AIRWAYS	C	10	0	0	100	0	0	0	0	0	0	75	4	8
	EXCEL AIRWAYS LTD	C	10	0	0	80	10	10	0	0	0	8	33	17	9
	ISLANDSFLUG	C	10	0	0	0	10	60	30	0	0	52	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	0	63	13	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	60	40	0	0	0	0	12	100	0	9
<b>TOTAL ZAKINTHOS</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>13</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>15</b>	<b>66</b>	<b>12</b>	<b>44</b>	
<b>TOTAL GREECE</b>			<b>261</b>	<b>4</b>	<b>0</b>	<b>72</b>	<b>8</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>17</b>	<b>71</b>	<b>15</b>	<b>266</b>	
<b>IRISH REPUBLIC</b>															
DUBLIN	RYANAIR	S	114	0	0	81	5	10	4	0	0	11	86	7	120
<b>TOTAL DUBLIN</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>5</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>7</b>	<b>120</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>5</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>7</b>	<b>120</b>	
<b>ITALY</b>															
NAPLES	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	5	0	0	0
<b>TOTAL NAPLES</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>78</b>	<b>13</b>	<b>9</b>	
VENICE	BMI BRITISH MIDLAND	C	10	0	0	100	0	0	0	0	0	6	0	0	0
<b>TOTAL VENICE</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>6</b>	<b>40</b>	<b>15</b>	<b>10</b>	
VERONA VILAFRANCA	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	50	0	0	0	0	15	88	24	8
	TITAN AIRWAYS LTD	C	8	0	0	63	13	25	0	0	0	15	90	4	10
<b>TOTAL VERONA VILAFRANCA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>31</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>89</b>	<b>13</b>	<b>18</b>	
<b>TOTAL ITALY</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>14</b>	<b>37</b>	
<b>MALTA</b>															
MALTA	AIR MALTA	C	8	0	0	13	38	38	13	0	0	35	100	0	8
	MY TRAVEL AIRWAYS UK	C	20	0	0	70	10	0	20	0	0	26	50	35	8
<b>TOTAL MALTA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>18</b>	<b>11</b>	<b>18</b>	<b>0</b>	<b>29</b>	<b>75</b>	<b>18</b>	<b>16</b>	
<b>TOTAL MALTA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>18</b>	<b>11</b>	<b>18</b>	<b>0</b>	<b>29</b>	<b>75</b>	<b>18</b>	<b>16</b>	

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			Actual (7)	Plan (8)												
<b>NETHERLANDS</b>																
AMSTERDAM	KLM CITYHOPPER	S	302	0	0	72	11	9	8	0	0	15	76	14	298	
<b>TOTAL AMSTERDAM</b>			<b>302</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>76</b>	<b>14</b>	<b>298</b>	
<b>TOTAL NETHERLANDS</b>			<b>302</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>76</b>	<b>14</b>	<b>298</b>	
<b>NORWAY</b>																
STAVANGER	WIDEROE FLYVESELSKAP A/S	S	111	0	5	71	16	9	4	0	0	13	78	10	72	
<b>TOTAL STAVANGER</b>			<b>111</b>	<b>0</b>	<b>5</b>	<b>71</b>	<b>16</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>10</b>	<b>72</b>	
<b>TOTAL NORWAY</b>			<b>111</b>	<b>0</b>	<b>5</b>	<b>71</b>	<b>16</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>10</b>	<b>72</b>	
<b>PORTUGAL(EXCLUDING MADEIRA)</b>																
FARO	SPANAIR	C	10	0	0	70	10	20	0	0	0	15	0	0	0	
	THOMAS COOK AIRLINES LTD	C	26	0	0	96	4	0	0	0	0	2	100	0	18	
<b>TOTAL FARO</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>14</b>	<b>48</b>	
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>14</b>	<b>48</b>	
<b>PORTUGAL(MADEIRA)</b>																
FUNCHAL	EXCEL AIRWAYS LTD	C	10	0	0	80	10	10	0	0	0	6	0	0	0	
<b>TOTAL FUNCHAL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>71</b>	<b>57</b>	<b>7</b>	
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>71</b>	<b>57</b>	<b>7</b>	
<b>SPAIN</b>																
ALICANTE	BRITANNIA AIRWAYS	C	27	0	0	89	0	11	0	0	0	6	100	0	27	
	EASYJET AIRLINE COMPANY LTD	S	81	0	0	79	11	6	4	0	0	12	72	13	81	
	MONARCH AIRLINES	C	8	0	0	88	0	13	0	0	0	8	0	0	0	
	MY TRAVEL AIRWAYS UK	C	16	2	0	63	6	6	25	0	0	28	64	78	28	
	THOMAS COOK AIRLINES LTD	C	18	0	0	78	0	11	6	6	0	25	100	0	18	
<b>TOTAL ALICANTE</b>			<b>150</b>	<b>2</b>	<b>0</b>	<b>79</b>	<b>7</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>20</b>	<b>164</b>	
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	76	19	5	0	0	0	9	74	14	62	
<b>TOTAL BARCELONA</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>9</b>	<b>63</b>	<b>23</b>	<b>78</b>	
GERONA	BRITANNIA AIRWAYS	C	10	0	0	80	20	0	0	0	0	6	80	8	10	
	MY TRAVEL AIRWAYS UK	C	10	0	0	80	20	0	0	0	0	5	100	1	10	
<b>TOTAL GERONA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>5</b>	<b>21</b>	
IBIZA	BRITANNIA AIRWAYS	C	26	0	0	88	4	8	0	0	0	5	100	0	28	
	MY TRAVEL AIRWAYS UK	C	18	0	0	100	0	0	0	0	0	1	90	21	20	
	THOMAS COOK AIRLINES LTD	C	17	0	0	59	12	0	24	6	0	45	89	7	18	
<b>TOTAL IBIZA</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>5</b>	<b>3</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>94</b>	<b>9</b>	<b>66</b>	
MAHON	BRITANNIA AIRWAYS	C	16	0	0	75	6	0	19	0	0	23	94	2	18	
	MY TRAVEL AIRWAYS UK	C	16	0	0	88	13	0	0	0	0	6	100	1	20	
	THOMAS COOK AIRLINES LTD	C	16	0	0	100	0	0	0	0	0	1	0	0	0	
<b>TOTAL MAHON</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>98</b>	<b>1</b>	<b>56</b>	
MALAGA	BRITANNIA AIRWAYS	C	18	0	0	89	6	0	6	0	0	9	95	3	20	
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	74	18	3	3	0	2	19	0	0	0	
	EXCEL AIRWAYS LTD	C	8	0	0	75	13	0	13	0	0	19	0	0	0	

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				Actual (7)	Plan (8)										
MALAGA	MY TRAVEL AIRWAYS UK	C	18	0	0	78	11	11	0	0	0	8	71	28	17
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	0	20	0	0	0	8	100	1	10
<b>TOTAL MALAGA</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>15</b>	<b>79</b>	<b>14</b>	<b>57</b>
PALMA DE MALLORCA	AIR EUROPA	C	8	0	0	50	50	0	0	0	0	12	0	0	0
	BRITANNIA AIRWAYS	C	50	0	0	86	4	8	2	0	0	7	86	7	37
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	71	10	10	10	0	0	18	0	0	0
	EXCEL AIRWAYS LTD	C	7	1	0	57	14	0	29	0	0	43	0	0	0
	MY TRAVEL AIRWAYS UK	C	32	1	0	81	6	3	6	3	0	21	81	15	26
	SPANAIR	C	14	0	0	29	43	14	14	0	0	34	50	26	30
	THOMAS COOK AIRLINES LTD	C	35	0	0	86	9	0	3	3	0	14	100	0	18
<b>TOTAL PALMA DE MALLORCA</b>			<b>208</b>	<b>2</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>6</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>67</b>	<b>24</b>	<b>151</b>
REUS	BRITANNIA AIRWAYS	C	10	0	0	100	0	0	0	0	0	100	0	8	
	MY TRAVEL AIRWAYS UK	C	22	0	0	68	5	5	18	0	5	61	75	11	16
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	0	10	10	0	0	13	0	0	0
<b>TOTAL REUS</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>2</b>	<b>5</b>	<b>12</b>	<b>0</b>	<b>2</b>	<b>35</b>	<b>88</b>	<b>5</b>	<b>32</b>
<b>TOTAL SPAIN</b>			<b>707</b>	<b>4</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>78</b>	<b>17</b>	<b>625</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	BRITANNIA AIRWAYS	C	8	0	0	63	0	25	13	0	0	24	100	0	8
	EXCEL AIRWAYS LTD	C	8	0	0	13	50	38	0	0	0	29	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	50	30	20	0	0	0	17	56	17	9
	THOMAS COOK AIRLINES LTD	C	16	0	0	56	13	19	13	0	0	25	100	1	9
<b>TOTAL ARRECIFE</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>21</b>	<b>24</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>85</b>	<b>6</b>	<b>26</b>
FUERTEVENTURA	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	3	86	7	7
<b>TOTAL FUERTEVENTURA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>7</b>	<b>7</b>
LAS PALMAS	BRITANNIA AIRWAYS	C	10	0	0	90	10	0	0	0	0	3	100	0	8
	MY TRAVEL AIRWAYS UK	C	9	0	0	89	0	11	0	0	0	7	50	35	10
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	0	10	10	0	0	13	0	0	0
<b>TOTAL LAS PALMAS</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>3</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>65</b>	<b>39</b>	<b>26</b>
TENERIFE (SURREINA SOFIA)	BRITANNIA AIRWAYS	C	9	0	0	89	11	0	0	0	0	2	100	1	17
	EXCEL AIRWAYS LTD	C	8	0	0	63	0	38	0	0	0	17	70	8	10
	FUTURA AIRLINES	C	8	0	0	88	13	0	0	0	0	6	0	0	0
	MY TRAVEL AIRWAYS UK	C	18	0	0	67	22	11	0	0	0	13	94	2	18
	THOMAS COOK AIRLINES LTD	C	26	0	0	88	0	4	4	4	0	14	100	0	20
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>69</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>92</b>	<b>3</b>	<b>75</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>148</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>85</b>	<b>11</b>	<b>134</b>
<b>TUNISIA</b>															
MONASTIR	MY TRAVEL AIRWAYS UK	C	10	0	0	100	0	0	0	0	0	0	80	7	10
<b>TOTAL MONASTIR</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>10</b>
<b>TOTAL TUNISIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>10</b>
<b>TURKEY</b>															
ANTALYA	SUNEXPRESS	C	10	0	0	90	10	0	0	0	0	4	0	0	0
<b>TOTAL ANTALYA</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>0</b>	<b>0</b>	<b>0</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

## Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 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	18	0	0	78	11	0	11	0	0	11	75	32	8
	ONUR AIR	C	5	0	0	20	0	20	60	0	0	65	30	21	10
	THOMAS COOK AIRLINES LTD	C	10	0	0	70	10	0	20	0	0	23	0	0	0
<b>TOTAL BODRUM (MILAS)</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>9</b>	<b>3</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>68</b>	<b>17</b>	<b>28</b>
DALAMAN	BRITANNIA AIRWAYS	C	10	0	0	90	10	0	0	0	0	17	100	1	8
	MY TRAVEL AIRWAYS UK	C	17	0	0	47	29	18	6	0	0	5	94	3	18
	ONUR AIR	C	5	0	0	0	0	20	80	0	0	80	75	21	8
	PEGASUS AIRLINES	C	10	0	0	100	0	0	0	0	0	1	94	1	17
	THOMAS COOK AIRLINES LTD	C	18	0	0	83	0	6	11	0	0	16	100	0	8
<b>TOTAL DALAMAN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>8</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>93</b>	<b>4</b>	<b>59</b>
<b>TOTAL TURKEY</b>			<b>103</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>10</b>	<b>6</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>85</b>	<b>8</b>	<b>87</b>
<b>UKRAINE</b>															
KIEV (BORISPOL)	UKRAINE INTERNATIONAL AIRLIN	C	2	0	0	50	0	50	0	0	0	31	0	0	0
<b>TOTAL KIEV (BORISPOL)</b>			<b>2</b>	<b>4</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UKRAINE</b>			<b>2</b>	<b>4</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	EASTERN AIRWAYS	S	216	0	15	83	7	6	4	0	0	10	92	5	180
<b>TOTAL ABERDEEN</b>			<b>216</b>	<b>0</b>	<b>15</b>	<b>83</b>	<b>7</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>92</b>	<b>5</b>	<b>180</b>
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	163	0	5	77	8	6	6	2	0	17	84	12	228
<b>TOTAL BELFAST CITY</b>			<b>163</b>	<b>0</b>	<b>5</b>	<b>77</b>	<b>8</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>84</b>	<b>12</b>	<b>228</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	122	1	2	85	11	2	2	0	0	9	77	11	124
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>122</b>	<b>1</b>	<b>2</b>	<b>85</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>11</b>	<b>124</b>
BIRMINGHAM	EASTERN AIRWAYS	S	123	0	15	90	5	4	0	1	0	5	94	4	150
<b>TOTAL BIRMINGHAM</b>			<b>123</b>	<b>1</b>	<b>15</b>	<b>90</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>94</b>	<b>4</b>	<b>150</b>
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	167	1	1	80	11	7	3	0	0	10	60	34	122
<b>TOTAL BRISTOL</b>			<b>167</b>	<b>1</b>	<b>1</b>	<b>80</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>21</b>	<b>258</b>
CARDIFF WALES	AIR WALES LTD	S	8	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL CARDIFF WALES</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>
GATWICK	BRITISH AIRWAYS PLC	S	234	0	0	71	14	9	5	0	0	14	77	11	244
<b>TOTAL GATWICK</b>			<b>234</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>11</b>	<b>244</b>
HEATHROW	BRITISH AIRWAYS PLC	S	332	0	2	49	21	15	14	1	0	29	83	10	328
<b>TOTAL HEATHROW</b>			<b>332</b>	<b>0</b>	<b>2</b>	<b>49</b>	<b>21</b>	<b>15</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>83</b>	<b>10</b>	<b>328</b>
ISLE OF MAN	EASTERN AIRWAYS	S	46	5	8	96	4	0	0	0	0	2	0	0	0
<b>TOTAL ISLE OF MAN</b>			<b>46</b>	<b>5</b>	<b>8</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
JERSEY	FLYBE.BRITISH EUROPEAN	S	8	0	0	50	50	0	0	0	0	12	40	45	20
<b>TOTAL JERSEY</b>			<b>8</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>12</b>	<b>43</b>	<b>37</b>	<b>30</b>
PLYMOUTH	AIR WALES LTD	S	98	0	0	80	4	10	6	0	0	11	0	0	0
<b>TOTAL PLYMOUTH</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>4</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
SOUTHAMPTON	EASTERN AIRWAYS	S	136	0	5	86	6	7	1	0	0	7	93	5	130

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

Reporting Airport: NEWCASTLE (Full Analysis)

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL SOUTHAMPTON			136	0	5	86	6	7	1	0	0	7	93	5	130
STANSTED	EASYJET AIRLINE COMPANY LTD	S	230	0	0	73	11	11	5	0	0	14	76	13	228
TOTAL STANSTED			230	0	0	73	11	11	5	0	0	14	76	13	228
TOTAL UNITED KINGDOM			1884	24	53	74	11	8	6	0	0	14	82	11	1901
USA															
ORLANDO	MONARCH AIRLINES	C	6	0	0	67	17	0	17	0	0	18	0	0	0
TOTAL ORLANDO			6	0	0	67	17	0	17	0	0	18	0	0	0
SANFORD	AIR CORDIAL LTD	C	6	0	0	50	0	0	50	0	0	41	0	0	0
	MONARCH AIRLINES	C	3	0	0	0	0	33	33	0	33	608	40	337	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	6	78	11	9
TOTAL SANFORD			17	0	0	65	0	6	24	0	6	124	58	183	19
TOTAL USA			23	0	0	65	4	4	22	0	4	97	58	183	19
TOTAL NEWCASTLE			4575	39	62	74	11	8	6	0	0	15	79	14	4210

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 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	65	24	8	3	0	0	14	94	3	62
<b>TOTAL GRAZ</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>24</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>94</b>	<b>3</b>	<b>62</b>
KLAGENFURT	RYANAIR	S	62	0	0	73	15	6	6	0	0	14	87	5	62
<b>TOTAL KLAGENFURT</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>14</b>	<b>87</b>	<b>5</b>	<b>62</b>
LINZ	RYANAIR	S	62	0	0	90	10	0	0	0	0	4	0	0	0
<b>TOTAL LINZ</b>			<b>62</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>0</b>	<b>0</b>	<b>0</b>
SALZBURG	RYANAIR	S	124	0	0	77	12	9	2	0	0	11	91	6	124
<b>TOTAL SALZBURG</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>91</b>	<b>6</b>	<b>124</b>
<b>TOTAL AUSTRIA</b>			<b>311</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>91</b>	<b>5</b>	<b>248</b>
<b>BULGARIA</b>															
BURGAS	BULGARIA AIR	C	8	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL BURGAS</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>80</b>	<b>11</b>	<b>10</b>
<b>TOTAL BULGARIA</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>70</b>	<b>37</b>	<b>20</b>
<b>CANADA</b>															
VANCOUVER	ZOOM AIRLINES	S	4	0	2	25	0	50	25	0	0	38	0	0	0
<b>TOTAL VANCOUVER</b>			<b>4</b>	<b>0</b>	<b>2</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>0</b>	<b>0</b>
<b>TOTAL CANADA</b>			<b>4</b>	<b>0</b>	<b>2</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>0</b>	<b>0</b>
<b>CROATIA</b>															
DUBROVNIK	AIR ADRIATIC	C	8	0	0	75	25	0	0	0	0	9	88	7	8
<b>TOTAL DUBROVNIK</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>9</b>	<b>88</b>	<b>7</b>	<b>8</b>
RIJEKA	AIR ADRIATIC	C	10	0	0	60	30	10	0	0	0	18	63	13	8
<b>TOTAL RIJEKA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>63</b>	<b>13</b>	<b>8</b>
SPLIT	AIR ADRIATIC	C	8	0	0	75	25	0	0	0	0	9	0	0	0
<b>TOTAL SPLIT</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>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CROATIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>27</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>10</b>	<b>16</b>
<b>CYPRUS</b>															
LARNACA	CYPRUS AIRWAYS	S	46	0	0	78	13	9	0	0	0	8	70	26	54
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	25	13	0	0	0	10	75	13	8
<b>TOTAL LARNACA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>71</b>	<b>24</b>	<b>62</b>
PAPHOS	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	0	75	10	8
	FIRST CHOICE AIRWAYS LTD	S	8	0	0	100	0	0	0	0	0	1	63	11	8
<b>TOTAL PAPHOS</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>0</b>	<b>69</b>	<b>11</b>	<b>16</b>
<b>TOTAL CYPRUS</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>71</b>	<b>21</b>	<b>78</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	CSA	S	116	0	0	80	16	3	1	0	0	9	65	15	104
	EASYJET AIRLINE COMPANY LTD	S	186	0	0	78	9	7	5	0	0	12	82	12	176

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				Actual (7)	Plan (8)										
TOTAL PRAGUE			302	0	0	79	12	6	4	0	0	11	76	13	281
TOTAL CZECH REPUBLIC			302	0	0	79	12	6	4	0	0	11	76	13	281
<b>DENMARK</b>															
AARHUS (TIRSTRUP)	RYANAIR	S	106	0	0	69	20	6	5	1	0	16	81	10	114
TOTAL AARHUS (TIRSTRUP)			106	0	0	69	20	6	5	1	0	16	81	10	114
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	178	0	0	75	13	5	5	1	0	15	67	19	176
TOTAL COPENHAGEN			178	0	0	75	13	5	5	1	0	15	67	19	178
ESBJERG	RYANAIR	S	62	0	0	85	13	2	0	0	0	5	90	6	62
TOTAL ESBJERG			62	0	0	85	13	2	0	0	0	5	90	6	62
TOTAL DENMARK			346	0	0	75	15	5	4	1	0	13	76	14	354
<b>ESTONIA</b>															
TALLIN	CHANNEL EXPRESS (AIR SVS)	C	2	0	0	100	0	0	0	0	0	2	100	0	2
TOTAL TALLIN			2	0	0	100	0	0	0	0	0	2	100	0	2
TOTAL ESTONIA			2	0	0	100	0	0	0	0	0	2	100	0	2
<b>FAROE ISLANDS</b>															
VAGAR	ATLANTIC AIRWAYS	S	14	0	0	50	7	14	14	14	0	61	76	10	17
TOTAL VAGAR			14	0	0	50	7	14	14	14	0	61	76	10	17
TOTAL FAROE ISLANDS			14	0	0	50	7	14	14	14	0	61	76	10	17
<b>FED REP YUGO SERBIA M'ENEGRO</b>															
PRISTINA	CHANNEL EXPRESS (AIR SVS)	C	3	4	0	100	0	0	0	0	0	0	75	11	4
TOTAL PRISTINA			3	4	0	100	0	0	0	0	0	0	75	11	4
TOTAL FED REP YUGO SERBIA M'ENEGRO			3	4	0	100	0	0	0	0	0	0	75	11	4
<b>FINLAND</b>															
TAMPERE	RYANAIR	S	62	0	0	92	3	5	0	0	0	5	0	0	0
TOTAL TAMPERE			62	0	0	92	3	5	0	0	0	5	0	0	0
TOTAL FINLAND			62	0	0	92	3	5	0	0	0	5	91	3	44
<b>FRANCE</b>															
BERGERAC	RYANAIR	S	120	0	0	84	7	7	3	0	0	9	79	12	72
TOTAL BERGERAC			120	0	0	84	7	7	3	0	0	9	79	12	72
BIARRITZ	RYANAIR	S	124	0	0	77	18	5	1	0	0	9	86	6	136
TOTAL BIARRITZ			125	1	0	76	18	6	1	0	0	9	86	6	136
CALVI	CHANNEL EXPRESS (AIR SVS)	C	10	0	0	70	20	10	0	0	0	10	0	0	0
TOTAL CALVI			10	0	0	70	20	10	0	0	0	10	80	11	10
CARCASSONNE	RYANAIR	S	124	0	0	80	15	3	2	0	0	8	72	10	124
TOTAL CARCASSONNE			124	0	0	80	15	3	2	0	0	8	72	10	124
DEAUVILLE	EUROPEAN AIR CHARTER	C	2	0	0	50	0	50	0	0	0	30	100	0	2

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 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 DEAUVILLE			2	0	0	50	0	50	0	0	0	30	100	0	2
DINARD	RYANAIR	S	80	0	0	75	20	3	3	0	0	13	85	9	72
TOTAL DINARD			80	0	0	75	20	3	3	0	0	13	85	9	72
FIGARI	CHANNEL EXPRESS (AIR SVS)	C	10	0	0	90	10	0	0	0	0	4	0	0	0
TOTAL FIGARI			10	0	0	90	10	0	0	0	0	4	80	7	10
LA ROCHELLE	RYANAIR	S	70	0	2	97	3	0	0	0	0	2	90	8	62
TOTAL LA ROCHELLE			70	1	2	97	3	0	0	0	0	2	90	8	62
LIMOGES	RYANAIR	S	110	0	0	86	8	5	0	0	0	7	84	8	62
TOTAL LIMOGES			110	0	0	86	8	5	0	0	0	7	84	8	62
LYON	EASYJET AIRLINE COMPANY LTD	S	62	0	0	79	13	5	3	0	0	10	67	15	57
TOTAL LYON			62	0	0	79	13	5	3	0	0	10	67	15	57
MONTPELLIER	RYANAIR	S	72	0	0	99	0	1	0	0	0	2	76	15	62
TOTAL MONTPELLIER			72	0	0	99	0	1	0	0	0	2	76	15	62
NICE	EASYJET AIRLINE COMPANY LTD	S	124	0	0	70	12	7	8	2	0	22	60	28	124
TOTAL NICE			124	0	0	70	12	7	8	2	0	22	60	28	124
NIMES	RYANAIR	S	124	0	0	83	12	5	0	0	0	7	48	18	62
TOTAL NIMES			124	0	0	83	12	5	0	0	0	7	48	18	62
PAU	RYANAIR	S	62	0	0	81	13	5	2	0	0	9	87	6	62
TOTAL PAU			62	0	0	81	13	5	2	0	0	9	87	6	62
PERPIGNAN	RYANAIR	S	123	0	1	83	11	4	2	1	0	12	80	13	117
TOTAL PERPIGNAN			123	0	1	83	11	4	2	1	0	12	80	13	117
POITIERS	RYANAIR	S	62	0	0	45	29	21	5	0	0	22	92	5	62
TOTAL POITIERS			62	0	0	45	29	21	5	0	0	22	92	5	62
RODEZ	RYANAIR	S	62	0	0	97	0	0	3	0	0	5	89	7	62
TOTAL RODEZ			62	0	0	97	0	0	3	0	0	5	89	7	62
ST ETIENNE	RYANAIR	S	62	0	0	77	15	2	6	0	0	11	81	8	62
TOTAL ST ETIENNE			62	0	0	77	15	2	6	0	0	11	81	8	62
TARBES-LOURDES INTERNATIONAL	CHANNEL EXPRESS (AIR SVS)	C	5	0	0	40	40	20	0	0	0	16	57	10	7
	TITAN AIRWAYS LTD	C	12	1	0	58	17	17	0	8	0	27	0	0	0
TOTAL TARBES-LOURDES INTERNATIONAL			17	1	0	53	24	18	0	6	0	24	45	38	22
TOURS	RYANAIR	S	62	0	0	89	8	3	0	0	0	5	90	4	62
TOTAL TOURS			62	0	0	89	8	3	0	0	0	5	90	4	62
TOTAL FRANCE			1483	3	3	81	12	5	2	0	0	10	79	11	1618
<b>GERMANY</b>															
ALTENBURG - WALLBURG	RYANAIR	S	62	0	0	94	5	2	0	0	0	3	97	2	62
TOTAL ALTENBURG - WALLBURG			62	0	0	94	5	2	0	0	0	3	97	2	62
BERLIN (SCHONEFELD)	RYANAIR	S	124	0	0	88	6	1	5	0	0	8	90	6	166
TOTAL BERLIN (SCHONEFELD)			124	0	0	88	6	1	5	0	0	8	90	6	166



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 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)										
BERLIN (TEGEL)	AIR BERLIN	S	124	0	0	81	10	8	0	0	0	9	60	19	124
<b>TOTAL BERLIN (TEGEL)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>60</b>	<b>19</b>	<b>124</b>
COLOGNE (BONN)	EUROWINGS LUFTVERKEHRS	S	124	0	0	90	8	2	0	0	5	82	8	124	
<b>TOTAL COLOGNE (BONN)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>8</b>	<b>124</b>	
DUSSELDORF	AIR BERLIN	S	159	0	0	83	10	4	3	0	8	0	0	0	
<b>TOTAL DUSSELDORF</b>			<b>159</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	
ERFURT	RYANAIR	S	62	0	0	87	10	3	0	0	5	0	0	0	
<b>TOTAL ERFURT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	
FRIEDRICHSHAFEN	RYANAIR	S	62	0	0	84	13	3	0	0	7	76	11	62	
<b>TOTAL FRIEDRICHSHAFEN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>11</b>	<b>62</b>	
HAHN	RYANAIR	S	240	0	0	76	15	7	3	0	12	90	6	280	
<b>TOTAL HAHN</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>90</b>	<b>6</b>	<b>280</b>	
HANOVER	AIR BERLIN	S	62	0	0	81	5	6	8	0	19	98	2	62	
<b>TOTAL HANOVER</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>5</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>19</b>	<b>98</b>	<b>2</b>	<b>62</b>	
KARLSRUHE/BADEN BADEN	EUROPEAN AIR CHARTER	C	2	0	0	100	0	0	0	0	1	0	0	0	
	RYANAIR	S	106	0	0	82	13	5	0	0	8	0	0	0	
<b>TOTAL KARLSRUHE/BADEN BADEN</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	
LUBECK	RYANAIR	S	170	0	0	92	4	3	1	0	6	75	11	166	
<b>TOTAL LUBECK</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>11</b>	<b>168</b>	
MUNICH	EASYJET AIRLINE COMPANY LTD	S	124	0	0	65	15	9	10	1	22	54	24	124	
<b>TOTAL MUNICH</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>9</b>	<b>10</b>	<b>1</b>	<b>22</b>	<b>54</b>	<b>24</b>	<b>124</b>	
MUNSTER-OSNABRUCK	AIR BERLIN	S	62	0	0	85	5	8	2	0	8	97	2	62	
<b>TOTAL MUNSTER-OSNABRUCK</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>5</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>97</b>	<b>2</b>	<b>62</b>	
NIEDERRHEIN	RYANAIR	S	168	0	0	89	8	2	1	0	6	89	7	166	
<b>TOTAL NIEDERRHEIN</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>7</b>	<b>166</b>	
NUREMBERG	AIR BERLIN	S	62	0	0	65	15	11	6	3	27	65	16	62	
<b>TOTAL NUREMBERG</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>27</b>	<b>65</b>	<b>16</b>	<b>62</b>	
PADERBORN	AIR BERLIN	S	115	0	0	76	10	8	7	0	14	95	3	124	
<b>TOTAL PADERBORN</b>			<b>115</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>14</b>	<b>95</b>	<b>3</b>	<b>124</b>	
<b>TOTAL GERMANY</b>			<b>1829</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>9</b>	<b>1886</b>	
<b>GREECE</b>															
CORFU	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	8	60	9	10	
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	40	10	30	20	0	38	100	0	8	
	ISLANDSFLUG	C	10	0	0	50	0	40	10	0	26	0	0	0	
	THOMAS COOK AIRLINES LTD	C	10	0	0	60	10	10	10	10	44	63	10	8	
<b>TOTAL CORFU</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>8</b>	<b>21</b>	<b>11</b>	<b>3</b>	<b>30</b>	<b>76</b>	<b>6</b>	<b>34</b>	
HERAKLION	BRITANNIA AIRWAYS	C	10	0	0	100	0	0	0	0	4	100	4	8	
	MY TRAVEL AIRWAYS UK	C	9	0	0	67	11	22	0	0	16	0	98	8	
	THOMAS COOK AIRLINES LTD	C	9	0	0	33	11	22	33	0	46	38	52	8	

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 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 HERAKLION			28	0	0	68	7	14	11	0	0	21	44	51	34
KOS	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	6	88	118	8
TOTAL KOS			8	0	0	88	13	0	0	0	0	6	88	118	8
RHODES	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	1	80	10	10
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	0	25	0	0	0	12	88	6	8
	ISLANDSFLUG	C	8	0	0	0	25	38	38	0	0	74	89	4	9
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	4	100	2	8
TOTAL RHODES			32	0	0	66	9	16	9	0	0	23	89	6	35
SKIROS	EUROPEAN AIR CHARTER	C	4	0	0	0	25	25	50	0	0	61	0	0	0
TOTAL SKIROS			4	0	0	0	25	25	50	0	0	61	0	0	0
ZAKINTHOS	FIRST CHOICE AIRWAYS LTD	C	10	0	0	60	10	10	0	0	20	117	88	4	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	1	75	28	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	0	0	20	0	0	17	90	9	10
TOTAL ZAKINTHOS			28	0	0	79	4	4	7	0	7	48	83	11	35
TOTAL GREECE			139	0	0	65	9	14	10	1	1	30	75	23	154
HUNGARY															
BUDAPEST	MALEV (HUNGARIAN AIRLINES)	S	106	0	0	60	24	13	3	0	0	16	0	0	0
	SKY EUROPE	S	62	0	0	53	26	21	0	0	0	17	0	0	0
TOTAL BUDAPEST			168	0	0	58	24	16	2	0	0	16	0	0	0
TOTAL HUNGARY			168	0	0	58	24	16	2	0	0	16	0	0	0
ICELAND															
KEFLAVIK	ASTRAEUS LTD	S	124	0	0	86	13	1	0	0	0	6	85	14	62
TOTAL KEFLAVIK			124	0	0	86	13	1	0	0	0	6	85	14	62
TOTAL ICELAND			124	0	0	86	13	1	0	0	0	6	85	14	62
IRISH REPUBLIC															
CONNAUGHT	RYANAIR	S	62	0	0	81	13	6	0	0	0	10	81	11	62
TOTAL CONNAUGHT			62	0	0	81	13	6	0	0	0	10	81	11	62
CORK	RYANAIR	S	185	0	0	57	30	12	0	1	0	17	78	11	247
TOTAL CORK			185	0	0	57	30	12	0	1	0	17	78	11	247
DUBLIN	RYANAIR	S	757	0	1	71	17	10	2	1	0	14	74	14	736
TOTAL DUBLIN			758	1	1	71	17	9	2	1	0	14	74	14	736
KERRY COUNTY	RYANAIR	S	124	0	0	76	13	6	5	1	0	16	89	6	124
TOTAL KERRY COUNTY			124	0	0	76	13	6	5	1	0	16	89	6	124
SHANNON	RYANAIR	S	125	0	0	82	10	6	0	0	1	10	81	8	257
TOTAL SHANNON			125	0	0	82	10	6	0	0	1	10	81	8	257
TOTAL IRISH REPUBLIC			1254	1	1	71	18	9	2	0	0	14	77	12	1426
ISRAEL															
TEL AVIV	EL AL	S	17	1	1	47	24	24	6	0	0	21	48	22	31

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

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				Actual (7)	Plan (8)										
TOTAL TEL AVIV			17	1	1	47	24	24	6	0	0	21	48	22	31
TOTAL ISRAEL			17	1	1	47	24	24	6	0	0	21	48	22	31
ITALY															
ALGHERO/SASSARI	RYANAIR	S	124	0	0	85	9	4	2	0	0	8	59	19	124
TOTAL ALGHERO/SASSARI			124	0	0	85	9	4	2	0	0	8	59	19	124
ANCONA	RYANAIR	S	62	0	0	69	19	10	2	0	0	13	87	21	61
TOTAL ANCONA			62	0	0	69	19	10	2	0	0	13	87	21	61
BARI (PALESE)	RYANAIR	S	62	0	0	56	27	13	3	0	0	16	0	0	0
TOTAL BARI (PALESE)			62	0	0	56	27	13	3	0	0	16	0	0	0
BERGAMO	RYANAIR	S	212	0	0	73	17	9	2	0	0	12	83	7	176
TOTAL BERGAMO			212	0	0	73	17	9	2	0	0	12	83	7	176
BOLOGNA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	74	11	6	8	0	0	15	77	14	62
TOTAL BOLOGNA			62	0	0	74	11	6	8	0	0	15	77	14	62
BRESCIA/MONTICHIARI	RYANAIR	S	124	0	0	57	30	10	2	0	0	16	69	18	124
TOTAL BRESCIA/MONTICHIARI			124	0	0	57	30	10	2	0	0	16	69	18	124
BRINDISI	RYANAIR	S	62	0	0	69	23	8	0	0	0	12	0	0	0
TOTAL BRINDISI			62	0	0	69	23	8	0	0	0	12	0	0	0
CATANIA (FONTANAROSSA)	ISLANDSFLUG	C	2	0	0	100	0	0	0	0	0	8	0	0	0
TOTAL CATANIA (FONTANAROSSA)			2	0	0	100	0	0	0	0	0	8	0	0	0
FORLI	RYANAIR	S	123	1	1	60	20	14	6	0	0	18	80	15	133
TOTAL FORLI			123	1	1	60	20	14	6	0	0	18	80	15	133
GENOA	RYANAIR	S	117	0	0	63	21	14	2	1	0	15	89	8	115
TOTAL GENOA			117	0	0	63	21	14	2	1	0	15	89	8	115
MILAN (LINATE)	EASYJET AIRLINE COMPANY LTD	S	62	0	0	71	15	6	8	0	0	16	53	26	62
TOTAL MILAN (LINATE)			62	0	0	71	15	6	8	0	0	16	53	26	62
MILAN (MALPENSA)	EUROFLY SPA	C	3	0	0	0	0	100	0	0	0	49	0	109	4
TOTAL MILAN (MALPENSA)			3	0	0	0	0	100	0	0	0	49	0	109	4
NAPLES	EASYJET AIRLINE COMPANY LTD	S	124	0	0	65	16	15	4	0	0	16	71	21	124
TOTAL NAPLES			124	0	0	65	16	15	4	0	0	16	71	21	124
OLBIA	CHANNEL EXPRESS (AIR SVS)	C	8	0	0	50	38	0	13	0	0	20	0	0	0
TOTAL OLBIA			8	0	0	50	38	0	13	0	0	20	30	100	10
PALERMO	RYANAIR	S	124	0	0	48	23	22	6	0	0	22	65	19	124
TOTAL PALERMO			124	0	0	48	23	22	6	0	0	22	65	19	124
PESCARA	RYANAIR	S	62	0	0	66	23	11	0	0	0	12	89	6	62
TOTAL PESCARA			62	0	0	66	23	11	0	0	0	12	89	6	62
PISA	RYANAIR	S	244	0	0	73	18	6	3	0	0	12	76	14	245
TOTAL PISA			244	0	0	73	18	6	3	0	0	12	76	14	245
ROME (CIAMPINO)	EASYJET AIRLINE COMPANY LTD	S	124	0	0	73	11	7	7	0	1	19	75	13	124

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Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 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)											
ROME (CIAMPINO)	RYANAIR	S	345	0	0	79	12	8	2	0	0	10	82	8	362
<b>TOTAL ROME (CIAMPINO)</b>			<b>469</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>9</b>	<b>486</b>
ROME (FIUMICINO)	CHANNEL EXPRESS (AIR SVS)	C	6	0	0	50	0	17	33	0	0	36	0	0	0
<b>TOTAL ROME (FIUMICINO)</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>17</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>126</b>	<b>2</b>
TREVISO	RYANAIR	S	186	0	0	85	11	4	0	0	0	7	81	9	224
<b>TOTAL TREVISO</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>9</b>	<b>224</b>
TRIESTE (RONCHI DEI LEGIONARI)	RYANAIR	S	62	0	0	89	6	5	0	0	0	7	90	6	62
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>90</b>	<b>6</b>	<b>62</b>
TURIN	RYANAIR	S	62	0	0	76	24	0	0	0	0	8	84	9	62
<b>TOTAL TURIN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>9</b>	<b>62</b>
VENICE	BRAATHENS ASA	C	2	0	0	0	50	50	0	0	0	26	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	124	0	0	69	16	10	5	0	0	16	76	15	123
<b>TOTAL VENICE</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>73</b>	<b>16</b>	<b>139</b>
VERONA VILLAFRANCA	EUROPEAN AIR CHARTER	C	8	0	0	38	38	13	13	0	0	26	100	3	8
<b>TOTAL VERONA VILLAFRANCA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>100</b>	<b>3</b>	<b>8</b>
<b>TOTAL ITALY</b>			<b>2496</b>	<b>1</b>	<b>1</b>	<b>71</b>	<b>17</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>14</b>	<b>2410</b>
<b>MALTA</b>															
MALTA	AIR MALTA	S	26	0	0	69	15	8	8	0	0	14	79	8	24
<b>TOTAL MALTA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>79</b>	<b>8</b>	<b>24</b>
<b>TOTAL MALTA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>79</b>	<b>8</b>	<b>24</b>
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	178	0	0	73	15	7	4	1	0	14	0	0	0
<b>TOTAL AMSTERDAM</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>83</b>	<b>11</b>	<b>108</b>
EINDHOVEN	RYANAIR	S	106	0	0	82	9	6	3	0	0	9	91	5	112
<b>TOTAL EINDHOVEN</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>91</b>	<b>5</b>	<b>113</b>
ROTTERDAM	TRANSAVIA	S	124	0	0	94	2	3	2	0	0	7	0	0	0
<b>TOTAL ROTTERDAM</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NETHERLANDS</b>			<b>408</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>91</b>	<b>6</b>	<b>345</b>
<b>NORWAY</b>															
HAUGESUND	RYANAIR	S	62	0	0	97	2	0	0	0	2	10	97	2	62
<b>TOTAL HAUGESUND</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>10</b>	<b>97</b>	<b>2</b>	<b>62</b>
SANDEFJORD(TORP)	RYANAIR	S	124	0	0	84	8	6	2	0	0	9	63	15	112
<b>TOTAL SANDEFJORD(TORP)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>63</b>	<b>15</b>	<b>112</b>
<b>TOTAL NORWAY</b>			<b>187</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>76</b>	<b>10</b>	<b>176</b>
<b>POLAND</b>															
GDANSK	AIR POLONIA	S	18	0	0	56	28	17	0	0	0	17	0	0	0
<b>TOTAL GDANSK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>28</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 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)										
KATOWICE	AIR POLONIA	S	26	0	0	88	8	4	0	0	0	6	0	0	0
<b>TOTAL KATOWICE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
POZNAN	AIR POLONIA	S	26	0	0	73	12	15	0	0	0	11	0	0	0
<b>TOTAL POZNAN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
WARSAW	AIR POLONIA	S	52	0	0	54	29	10	8	0	0	20	0	0	0
	SKY EUROPE	S	62	0	0	48	24	21	3	3	0	25	0	0	0
<b>TOTAL WARSAW</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>26</b>	<b>16</b>	<b>5</b>	<b>2</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>60</b>	<b>22</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
PORTUGAL(EXCLUDING MADEIRA)															
FARO	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	5	100	0	10
	EASYJET AIRLINE COMPANY LTD	S	131	1	1	78	8	8	5	2	0	17	73	21	134
	EUROATLANTIC AIRWAYS	C	7	0	0	14	0	29	57	0	0	74	0	38	10
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	69	25	6	0	0	0	13	82	14	28
	MY TRAVEL AIRWAYS UK	C	10	0	0	100	0	0	0	0	0	1	80	8	10
	THOMAS COOK AIRLINES LTD	C	16	0	0	50	13	0	31	6	0	50	88	5	8
<b>TOTAL FARO</b>			<b>188</b>	<b>1</b>	<b>1</b>	<b>74</b>	<b>9</b>	<b>7</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>74</b>	<b>18</b>	<b>207</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>188</b>	<b>1</b>	<b>1</b>	<b>74</b>	<b>9</b>	<b>7</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>74</b>	<b>19</b>	<b>209</b>
SLOVAK REPUBLIC															
BRATISLAVA	SKY EUROPE	S	64	0	0	66	19	2	6	6	2	37	74	11	34
<b>TOTAL BRATISLAVA</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>19</b>	<b>2</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>37</b>	<b>74</b>	<b>11</b>	<b>34</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>19</b>	<b>2</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>37</b>	<b>74</b>	<b>11</b>	<b>34</b>
SLOVENIA															
LJUBLJANA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	76	11	3	10	0	0	18	0	0	0
<b>TOTAL LJUBLJANA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>3</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>18</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>11</b>	<b>3</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
SPAIN															
ALICANTE	BRITANNIA AIRWAYS	C	8	0	0	75	25	0	0	0	0	5	100	3	10
	EASYJET AIRLINE COMPANY LTD	S	204	0	0	76	10	6	6	1	0	17	49	36	194
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	0	25	0	0	29	100	3	10
<b>TOTAL ALICANTE</b>			<b>220</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>54</b>	<b>33</b>	<b>214</b>
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	124	1	0	72	13	13	2	0	0	13	53	30	134
<b>TOTAL BARCELONA</b>			<b>125</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>52</b>	<b>33</b>	<b>136</b>
BILBAO	EASYJET AIRLINE COMPANY LTD	S	124	0	0	64	23	10	3	0	0	13	61	20	124
<b>TOTAL BILBAO</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>23</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>61</b>	<b>20</b>	<b>124</b>
GERONA	BRITANNIA AIRWAYS	C	9	0	0	89	11	0	0	0	0	5	100	1	10
	RYANAIR	S	222	0	0	80	12	7	0	1	0	11	79	9	267
<b>TOTAL GERONA</b>			<b>231</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>9</b>	<b>277</b>
IBIZA	BRITANNIA AIRWAYS	C	24	0	0	92	8	0	0	0	0	5	93	4	28
	EASYJET AIRLINE COMPANY LTD	S	123	0	0	74	13	7	5	1	1	18	49	31	125
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	89	11	0	0	0	0	3	80	18	10

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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)
IBIZA	MY TRAVEL AIRWAYS UK	C	18	0	0	89	6	6	0	0	0	7	60	11	10
<b>TOTAL IBIZA</b>			<b>174</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>14</b>	<b>58</b>	<b>25</b>	173
JEREZ	RYANAIR	S	132	0	0	80	17	3	0	0	0	7	90	5	20
<b>TOTAL JEREZ</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>90</b>	<b>5</b>	20
MAHON	BRITANNIA AIRWAYS	C	18	0	0	100	0	0	0	0	0	1	100	1	18
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	61	6	6	17	0	11	82	89	7	18
	MY TRAVEL AIRWAYS UK	C	18	0	0	72	22	6	0	0	0	10	74	8	19
	THOMAS COOK AIRLINES LTD	C	18	0	0	89	0	0	11	0	0	8	85	6	20
<b>TOTAL MAHON</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>7</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>25</b>	<b>87</b>	<b>5</b>	75
MALAGA	BRITANNIA AIRWAYS	C	10	0	0	100	0	0	0	0	0	4	100	2	10
	EASYJET AIRLINE COMPANY LTD	S	202	0	1	55	19	15	8	2	0	26	68	16	202
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	80	0	0	0	20	0	60	90	5	20
<b>TOTAL MALAGA</b>			<b>222</b>	<b>0</b>	<b>1</b>	<b>59</b>	<b>18</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>72</b>	<b>14</b>	232
MURCIA SAN JAVIER	RYANAIR	S	220	1	1	94	5	1	0	0	0	3	83	8	134
<b>TOTAL MURCIA SAN JAVIER</b>			<b>220</b>	<b>1</b>	<b>1</b>	<b>94</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>83</b>	<b>8</b>	134
PALMA DE MALLORCA	AIR BERLIN	S	72	0	0	65	13	11	11	0	0	21	0	0	0
	BRITANNIA AIRWAYS	C	55	1	0	80	16	0	4	0	0	9	94	4	71
	EASYJET AIRLINE COMPANY LTD	S	70	0	0	73	13	11	3	0	0	13	46	22	72
	EUROPEAN AIR CHARTER	C	8	0	0	13	50	38	0	0	0	26	40	77	10
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	56	11	0	11	11	11	98	78	19	18
	HOLA AIRLINES	C	8	0	0	0	38	50	13	0	0	38	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	38	0	13	0	0	18	74	17	27
	SPANAIR	C	8	0	0	75	25	0	0	0	0	7	0	0	0
	THOMAS COOK AIRLINES LTD	C	29	0	0	59	10	3	14	14	0	46	81	9	36
<b>TOTAL PALMA DE MALLORCA</b>			<b>276</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>16</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>24</b>	<b>69</b>	<b>20</b>	255
REUS	EUROPEAN AIR CHARTER	C	10	0	0	80	20	0	0	0	0	6	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	2	0	80	20	0	0	0	0	5	88	29	8
	RYANAIR	S	124	0	0	89	10	2	0	0	0	5	0	0	0
<b>TOTAL REUS</b>			<b>152</b>	<b>2</b>	<b>0</b>	<b>88</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>94</b>	<b>15</b>	16
VALLADOLID	RYANAIR	S	62	0	0	66	23	8	3	0	0	13	0	0	0
<b>TOTAL VALLADOLID</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>23</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>16</b>	1
<b>TOTAL SPAIN</b>			<b>2012</b>	<b>7</b>	<b>2</b>	<b>75</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>68</b>	<b>19</b>	1658
SPAIN(CANARY ISLANDS)															
ARRECIFE	BRITANNIA AIRWAYS	C	8	0	0	50	25	13	13	0	0	20	100	1	8
	EXCEL AIRWAYS LTD	C	8	0	0	25	25	13	38	0	0	45	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	38	13	0	0	0	16	100	3	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	13	25	25	0	0	32	33	21	9
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	25	13	13	0	0	22	100	2	8
<b>TOTAL ARRECIFE</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>25</b>	<b>15</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>82</b>	<b>7</b>	33
FUERTEVENTURA	BRITANNIA AIRWAYS	C	10	0	0	100	0	0	0	0	0	2	100	0	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	38	13	0	0	0	13	88	4	8
<b>TOTAL FUERTEVENTURA</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>7</b>	<b>94</b>	<b>2</b>	16

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2003		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
LAS PALMAS	AIR EUROPA	C	8	0	0	75	0	25	0	0	0	13	80	7	10
	BRITANNIA AIRWAYS	C	10	0	0	100	0	0	0	0	1	94	3	16	
	MY TRAVEL AIRWAYS UK	C	9	0	0	78	0	11	11	0	0	13	90	3	10
<b>TOTAL LAS PALMAS</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>0</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>89</b>	<b>4</b>	<b>36</b>	
TENERIFE (SURREINA SOFIA)	BRITANNIA AIRWAYS	C	10	0	0	80	0	10	10	0	16	100	1	10	
	EXCEL AIRWAYS LTD	C	8	0	0	75	13	13	0	0	12	0	0	0	
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	4	70	25	10	
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	1	80	9	10	
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	0	13	0	13	110	1	10	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>28</b>	<b>88</b>	<b>9</b>	<b>40</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>127</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>12</b>	<b>9</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>87</b>	<b>6</b>	<b>125</b>
<b>SWEDEN</b>															
GOTEBORG (SAVE)	RYANAIR	S	116	0	1	74	17	9	0	0	10	64	14	104	
<b>TOTAL GOTEBORG (SAVE)</b>			<b>116</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>17</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>64</b>	<b>14</b>	<b>104</b>	
MALMO	RYANAIR	S	106	0	0	64	12	19	5	0	17	71	11	104	
<b>TOTAL MALMO</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>12</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>17</b>	<b>71</b>	<b>11</b>	<b>104</b>	
OREBRO	BRAATHENS ASA	C	2	0	0	100	0	0	0	0	6	0	0	0	
<b>TOTAL OREBRO</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>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	
STOCKHOLM (ARLANDA)	CHANNEL EXPRESS (AIR SVS)	C	2	0	0	100	0	0	0	0	0	100	3	2	
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>2</b>	<b>1</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>3</b>	<b>2</b>	
STOCKHOLM (SKAVSTA)	RYANAIR	S	124	0	0	84	11	5	0	0	7	95	5	132	
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>124</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>95</b>	<b>5</b>	<b>132</b>	
VASTERAS	RYANAIR	S	124	0	0	67	19	11	2	1	16	72	14	114	
<b>TOTAL VASTERAS</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>16</b>	<b>72</b>	<b>14</b>	<b>114</b>	
<b>TOTAL SWEDEN</b>			<b>474</b>	<b>2</b>	<b>1</b>	<b>73</b>	<b>15</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>11</b>	<b>458</b>	
<b>SWITZERLAND</b>															
BASLE MULHOUSE	EASYJET AIRLINE COMPANY LTD	S	62	0	0	61	16	16	6	0	19	0	0	0	
<b>TOTAL BASLE MULHOUSE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>16</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ZURICH</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SWITZERLAND</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>15</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TUNISIA</b>															
MONASTIR	MY TRAVEL AIRWAYS UK	C	10	0	0	90	10	0	0	0	6	0	0	0	
<b>TOTAL MONASTIR</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>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL TUNISIA</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>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TURKEY</b>															
ANTALYA	KIBRIS TURKISH AIRLINES - KTHY	S	125	0	2	18	24	30	26	2	46	37	55	101	
	THOMAS COOK AIRLINES LTD	C	10	0	0	60	20	0	20	0	18	44	49	9	
<b>TOTAL ANTALYA</b>			<b>135</b>	<b>0</b>	<b>2</b>	<b>21</b>	<b>24</b>	<b>27</b>	<b>26</b>	<b>1</b>	<b>44</b>	<b>37</b>	<b>55</b>	<b>110</b>	
BODRUM (MILAS)	FIRST CHOICE AIRWAYS LTD	C	10	0	0	30	20	10	20	20	75	78	12	9	

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 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 BODRUM (MILAS)			10	0	0	30	20	10	20	20	0	75	70	34	10
DALAMAN	FIRST CHOICE AIRWAYS LTD	C	10	0	0	40	0	20	20	10	10	165	88	5	8
	KIBRIS TURKISH AIRLINES - KTHY	S	55	0	0	62	18	9	7	4	0	22	41	48	34
	PEGASUS AIRLINES	C	8	0	0	88	13	0	0	0	0	7	90	6	10
	THOMAS COOK AIRLINES LTD	C	10	0	0	60	10	10	0	0	20	130	75	9	8
TOTAL DALAMAN			83	0	0	61	14	10	7	4	4	51	60	28	68
ISTANBUL	ONUR AIR	C	44	0	0	50	14	18	18	0	0	27	27	68	26
TOTAL ISTANBUL			44	0	0	50	14	18	18	0	0	27	31	61	32
IZMIR (ADNAM MENDERES)	KIBRIS TURKISH AIRLINES - KTHY	S	24	2	0	42	21	17	21	0	0	33	39	30	31
TOTAL IZMIR (ADNAM MENDERES)			24	2	0	42	21	17	21	0	0	33	39	30	31
TOTAL TURKEY			296	2	2	39	19	20	19	2	1	43	44	44	251
UNITED KINGDOM															
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	275	0	0	69	16	11	5	0	0	15	53	24	257
TOTAL BELFAST INTERNATIONAL			275	0	0	69	16	11	5	0	0	15	53	24	257
BLACKPOOL	RYANAIR	S	106	0	0	92	4	1	4	0	0	6	84	9	124
TOTAL BLACKPOOL			106	0	0	92	4	1	4	0	0	6	84	9	124
CITY OF DERRY (EGLINTON)	RYANAIR	S	116	0	0	84	9	7	0	0	0	7	88	7	114
TOTAL CITY OF DERRY (EGLINTON)			116	0	0	84	9	7	0	0	0	7	88	7	114
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	337	0	0	51	17	16	16	1	0	30	55	26	332
TOTAL EDINBURGH			337	0	0	51	17	16	16	1	0	30	55	26	332
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	275	0	2	78	7	8	6	1	0	16	75	15	279
TOTAL GLASGOW			275	0	2	78	7	8	6	1	0	16	75	15	279
GUERNSEY	AURIGNY AIR SERVICES	S	260	1	3	55	20	14	10	0	0	25	61	29	200
TOTAL GUERNSEY			260	1	3	55	20	14	10	0	0	25	61	29	200
HEATHROW	BRITISH AIRWAYS PLC	S	3	1	0	67	0	0	33	0	0	22	0	0	0
TOTAL HEATHROW			4	3	0	50	0	25	25	0	0	28	0	0	0
ISLE OF MAN	ROSSAIR EUROPE	S	113	0	4	23	42	26	10	0	0	31	0	0	0
TOTAL ISLE OF MAN			113	0	4	23	42	26	10	0	0	31	0	0	0
JERSEY	BRITISH AIRWAYS CITIEXPRESS L	C	8	0	0	100	0	0	0	0	0	10	20	20	10
TOTAL JERSEY			8	1	0	100	0	0	0	0	0	10	60	12	20
MANCHESTER	EASTERN AIRWAYS	S	124	0	8	80	13	7	0	0	0	8	89	6	120
TOTAL MANCHESTER			124	1	8	80	13	7	0	0	0	8	89	6	120
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	230	0	0	69	13	12	5	0	0	16	71	14	228
TOTAL NEWCASTLE			230	0	0	69	13	12	5	0	0	16	71	14	228
NEWQUAY	RYANAIR	S	124	0	0	82	12	5	1	0	0	8	93	3	117
TOTAL NEWQUAY			124	0	0	82	12	5	1	0	0	8	93	3	117
PRESTWICK	RYANAIR	S	310	0	0	87	9	3	1	0	0	6	88	6	568
TOTAL PRESTWICK			310	0	0	87	9	3	1	0	0	6	88	6	568



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2004

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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)										
TOTAL UNITED KINGDOM		2282	8	17	69	14	10	6	0	0	17	74	15	2359
TOTAL STANSTED		15044	36	31	74	14	8	4	0	0	14	77	13	14632

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 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)												
AALBORG																		
AARHUS (TIRSTRUP)																		
	STANSTED	RYANAIR		S A	53	0	0	87	6	2	6	0	0	10	89	6	57	
	STANSTED	RYANAIR		S D	53	0	0	51	34	9	4	2	0	23	72	14	57	
<b>TOTAL AARHUS (TIRSTRUP)</b>					<b>106</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>20</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>81</b>	<b>10</b>	<b>10</b>	
ABERDEEN																		
	HEATHROW	BMI BRITISH MIDLAND		S A	136	0	0	60	20	13	6	1	0	18	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND		S D	136	0	0	60	18	15	6	1	0	18	0	0	0	
	MANCHESTER	BMI REGIONAL		S A	73	0	0	85	5	8	1	0	0	8	92	6	72	
	MANCHESTER	BMI REGIONAL		S D	73	0	0	84	8	8	0	0	0	6	92	3	72	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S A	79	0	0	91	8	0	1	0	0	4	97	2	75	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S D	79	0	0	89	11	0	0	0	0	5	89	6	76	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	85	0	0	88	4	6	2	0	0	7	85	7	84	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S D	85	0	0	86	6	6	2	0	0	7	86	7	84	
	GATWICK	BRITISH AIRWAYS PLC		S A	112	0	1	66	14	15	4	0	0	17	77	10	114	
	GATWICK	BRITISH AIRWAYS PLC		S D	114	0	0	57	22	16	5	0	0	20	73	13	114	
	HEATHROW	BRITISH AIRWAYS PLC		S A	183	0	0	54	22	16	7	1	0	23	73	11	192	
	HEATHROW	BRITISH AIRWAYS PLC		S D	183	0	0	49	19	23	9	0	0	25	81	10	192	
	NEWCASTLE	EASTERN AIRWAYS		S A	108	0	7	83	9	5	3	0	0	9	94	5	90	
	NEWCASTLE	EASTERN AIRWAYS		S D	108	0	8	82	6	7	5	0	0	12	89	5	90	
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	52	0	1	73	13	12	2	0	0	13	85	11	52	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	53	0	0	62	21	13	4	0	0	18	60	20	52	
<b>TOTAL ABERDEEN</b>					<b>1659</b>	<b>4</b>	<b>17</b>	<b>70</b>	<b>14</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>83</b>	<b>8</b>	<b>8</b>	
ABU DHABI INTERNATIONAL																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	31	0	0	94	0	3	0	0	3	19	0	0	0	
	HEATHROW	ETIHAD AIRWAYS		S A	44	0	1	100	0	0	0	0	0	0	0	0	0	
	HEATHROW	ETIHAD AIRWAYS		S D	44	0	0	66	27	5	2	0	0	15	0	0	0	
	HEATHROW	GULF AIR		S A	35	0	0	71	20	3	3	3	0	17	60	33	5	
	HEATHROW	GULF AIR		S D	34	0	1	53	21	18	3	0	6	51	72	13	36	
<b>TOTAL ABU DHABI INTERNATIONAL</b>					<b>189</b>	<b>0</b>	<b>2</b>	<b>77</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>19</b>	<b>70</b>	<b>16</b>	<b>16</b>	
ABUJA																		

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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	68	23	9	0	0	0	12	59	41	22
	HEATHROW	BRITISH AIRWAYS PLC	S	D	23	0	0	52	35	4	9	0	0	28	52	22	21
<b>TOTAL ABUJA</b>					<b>45</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>29</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>56</b>	<b>32</b>	<b>32</b>
ACCRA	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	0	0	100	0	0	0	41	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	D	3	0	0	0	0	33	67	0	0	82	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	65	10	16	6	3	0	24	87	9	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	26	29	29	13	3	0	44	55	20	31
	GATWICK	FLYJET LTD	C	A	5	0	0	0	0	0	60	40	0	143	0	0	0
	GATWICK	FLYJET LTD	C	D	5	0	0	20	0	60	20	0	0	47	0	0	0
	HEATHROW	GHANA AIRWAYS	S	A	5	0	3	20	20	0	20	40	0	132	44	31	18
	HEATHROW	GHANA AIRWAYS	S	D	4	1	4	0	0	0	100	0	0	115	12	57	17
	GATWICK	MONARCH AIRLINES	C	A	4	1	0	0	0	75	25	0	0	53	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	20	60	20	0	0	0	27	0	0	0
<b>TOTAL ACCRA</b>					<b>97</b>	<b>8</b>	<b>7</b>	<b>32</b>	<b>16</b>	<b>25</b>	<b>21</b>	<b>6</b>	<b>0</b>	<b>53</b>	<b>56</b>	<b>25</b>	<b>25</b>
ADDIS ABABA	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	18	0	0	94	6	0	0	0	0	3	83	36	18
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	17	0	0	24	24	18	35	0	0	55	35	39	17
	HEATHROW	ETHIOPIAN AIRLINES	S	A	17	0	0	53	29	18	0	0	0	16	39	53	18
	HEATHROW	ETHIOPIAN AIRLINES	S	D	17	0	0	47	29	24	0	0	0	19	22	55	18
<b>TOTAL ADDIS ABABA</b>					<b>69</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>22</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>45</b>	<b>46</b>	<b>46</b>
AGADIR	GATWICK	ASTRAEUS LTD	C	A	9	0	0	56	11	22	11	0	0	28	0	0	0
	GATWICK	ASTRAEUS LTD	C	D	9	0	0	56	22	0	11	11	0	42	0	0	0
	MANCHESTER	ASTRAEUS LTD	C	A	5	0	0	80	0	0	0	20	0	41	75	4	4
	MANCHESTER	ASTRAEUS LTD	C	D	5	0	0	100	0	0	0	0	0	0	80	8	5
<b>TOTAL AGADIR</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>11</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>30</b>	<b>81</b>	<b>56</b>	<b>56</b>
AJACCIO	HEATHROW	BMI BRITISH MIDLAND	C	A	5	0	0	0	0	60	40	0	0	75	20	32	5
	HEATHROW	BMI BRITISH MIDLAND	C	D	5	0	0	60	20	0	20	0	0	35	100	4	5
<b>TOTAL AJACCIO</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>10</b>	<b>30</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>60</b>	<b>18</b>	<b>18</b>

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							AUG 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
ALEPPO																		
ALGHERO/SASSARI																		
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	C	D	4	0	0	50	50	0	0	0	0	15	0	0	0	0
	GATWICK	FLYBE.BRITISH EUROPEAN	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	0
	GATWICK	FLYBE.BRITISH EUROPEAN	C	D	4	0	0	50	25	25	0	0	0	20	0	0	0	0
	STANSTED	RYANAIR	S	A	62	0	0	87	6	3	3	0	0	6	60	21	62	62
	STANSTED	RYANAIR	S	D	62	0	0	82	11	5	2	0	0	10	58	17	62	62
<b>TOTAL ALGHERO/SASSARI</b>					<b>140</b>	<b>0</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>59</b>	<b>22</b>	<b>22</b>	<b>22</b>
ALGIERS																		
	HEATHROW	AIR ALGERIE	S	A	23	0	0	30	35	22	13	0	0	30	9	63	23	23
	HEATHROW	AIR ALGERIE	S	D	23	0	0	52	17	13	17	0	0	30	9	75	23	23
	GATWICK	BRITISH AIRWAYS PLC	S	A	22	0	0	9	5	45	41	0	0	56	0	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	23	27	41	9	0	0	30	0	0	0	0
<b>TOTAL ALGIERS</b>					<b>90</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>21</b>	<b>30</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>23</b>	<b>62</b>	<b>62</b>	<b>62</b>
ALICANTE																		
	MANCHESTER	AIR CORDIAL LTD	C	A	5	0	0	0	0	40	40	20	0	129	7	70	14	14
	MANCHESTER	AIR CORDIAL LTD	C	D	4	0	0	0	0	50	25	25	0	129	54	34	13	13
	GATWICK	ASTRAEUS LTD	C	A	13	0	0	62	15	15	8	0	0	26	64	18	22	22
	GATWICK	ASTRAEUS LTD	C	D	13	0	0	77	0	15	8	0	0	23	68	17	22	22
	HEATHROW	BMI BRITISH MIDLAND	S	A	31	0	0	32	32	23	6	6	0	39	84	8	31	31
	HEATHROW	BMI BRITISH MIDLAND	S	D	31	0	0	39	35	19	6	0	0	29	68	14	31	31
	MANCHESTER	BMIBABY LTD	S	A	31	1	0	6	23	32	29	10	0	74	0	0	0	0
	MANCHESTER	BMIBABY LTD	S	D	31	0	0	23	19	29	19	10	0	58	0	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	10	0	0	50	20	20	10	0	0	29	78	16	9	9
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	67	22	0	11	0	0	19	67	16	9	9
	GATWICK	BRITANNIA AIRWAYS	C	A	22	0	0	68	18	14	0	0	0	12	78	24	18	18
	GATWICK	BRITANNIA AIRWAYS	C	D	21	0	0	71	19	10	0	0	0	10	72	28	18	18
	GLASGOW	BRITANNIA AIRWAYS	C	A	10	0	0	70	20	0	10	0	0	22	89	2	9	9
	GLASGOW	BRITANNIA AIRWAYS	C	D	9	0	0	67	33	0	0	0	0	9	89	2	9	9
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	3	89	7	9	9
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	9	89	7	9	9
	MANCHESTER	BRITANNIA AIRWAYS	C	A	21	1	0	71	19	5	5	0	0	12	84	11	19	19
	MANCHESTER	BRITANNIA AIRWAYS	C	D	21	1	0	67	14	19	0	0	0	14	78	16	18	18

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 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	A	14	0	0	86	0	14	0	0	0	7	100	0	14	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	13	0	0	92	0	8	0	0	0	4	100	0	13	
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	5	100	3	5	
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	5	100	3	5	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	4	0	0	25	50	25	0	0	0	23	60	56	5	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	4	0	0	100	0	0	0	0	0	4	80	46	5	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	4	0	0	50	25	25	0	0	0	22	50	35	2	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	4	0	0	75	25	0	0	0	0	6	67	12	3	
	GATWICK	BRITISH AIRWAYS PLC	C	A	4	1	0	100	0	0	0	0	0	2	67	14	15	
	GATWICK	BRITISH AIRWAYS PLC	C	D	4	0	0	100	0	0	0	0	0	9	67	13	15	
	EDINBURGH	CHANNEL EXPRESS (AIR SVS)	S	A	10	0	0	80	0	0	20	0	0	24	0	0	0	
	EDINBURGH	CHANNEL EXPRESS (AIR SVS)	S	D	10	0	0	60	20	0	20	0	0	36	0	0	0	
	GLASGOW	CHANNEL EXPRESS (AIR SVS)	S	A	5	0	6	60	20	0	20	0	0	39	0	0	0	
	GLASGOW	CHANNEL EXPRESS (AIR SVS)	S	D	6	0	0	67	0	17	17	0	0	40	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	66	1	0	86	5	3	6	0	0	11	90	5	62	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	67	0	0	76	15	3	6	0	0	16	71	17	62	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	61	1	0	70	8	3	16	2	0	22	67	19	36	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	63	11	11	11	3	0	31	28	23	36	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	41	0	0	90	2	2	5	0	0	9	78	10	40	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	40	0	0	68	20	10	3	0	0	16	66	16	41	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	102	0	0	77	9	4	8	2	0	19	60	29	97	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	102	0	0	75	12	9	4	1	0	16	39	43	97	
	GATWICK	EXCEL AIRWAYS LTD	C	A	23	0	0	83	9	4	4	0	0	13	95	3	21	
	GATWICK	EXCEL AIRWAYS LTD	C	D	22	0	0	82	9	5	0	5	0	15	95	4	22	
	GLASGOW	EXCEL AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	12	80	13	5	
	GLASGOW	EXCEL AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	8	60	20	5	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	9	0	0	78	11	0	11	0	0	11	80	7	5	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	9	0	0	78	11	11	0	0	0	6	90	5	10	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	89	0	0	11	0	0	16	100	2	5	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	89	11	0	0	0	0	8	80	4	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	18	0	0	61	22	6	11	0	0	17	78	15	41	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 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																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	18	0	0	78	11	11	0	0	0	8	71	22	42	
	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	75	25	0	0	0	0	6	100	1	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	25	0	0	84	4	8	4	0	0	12	93	3	68	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	26	0	0	88	4	0	8	0	0	10	91	5	68	
	GLASGOW	FLYGLOBESPAN	S	A	27	0	3	85	0	7	0	4	4	48	0	0	0	
	GLASGOW	FLYGLOBESPAN	S	D	26	0	0	85	4	8	4	0	0	12	0	0	0	
	MANCHESTER	FLYJET LTD	C	A	5	0	0	40	40	0	0	20	0	51	0	0	0	
	MANCHESTER	FLYJET LTD	C	D	5	0	0	80	0	0	20	0	0	22	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	A	62	1	0	65	10	10	11	5	0	34	85	9	60	
	GATWICK	GB AIRWAYS LTD	S	D	62	0	0	53	18	11	11	6	0	40	81	16	62	
	EDINBURGH	GREECE AIRWAYS	S	A	11	1	0	73	18	9	0	0	0	11	0	0	0	
	EDINBURGH	GREECE AIRWAYS	S	D	13	0	0	62	31	8	0	0	0	13	0	0	0	
	GLASGOW	GREECE AIRWAYS	S	A	7	4	1	100	0	0	0	0	0	0	0	0	0	
	GLASGOW	GREECE AIRWAYS	S	D	10	2	1	70	10	20	0	0	0	14	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	16	79	6	14	
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	5	86	12	14	
	EDINBURGH	MONARCH AIRLINES	C	A	9	0	0	100	0	0	0	0	0	1	100	0	4	
	EDINBURGH	MONARCH AIRLINES	C	D	9	0	0	89	11	0	0	0	0	4	100	3	4	
	GATWICK	MONARCH AIRLINES	C	A	14	0	0	43	14	21	7	7	7	67	53	33	15	
	GATWICK	MONARCH AIRLINES	S	A	62	0	0	71	15	11	3	0	0	14	84	5	31	
	GATWICK	MONARCH AIRLINES	S	D	61	0	1	70	18	10	2	0	0	12	74	9	31	
	GATWICK	MONARCH AIRLINES	C	D	14	0	0	57	21	0	14	0	7	51	53	37	15	
	LUTON	MONARCH AIRLINES	S	A	31	0	0	71	6	10	6	3	3	36	84	13	31	
	LUTON	MONARCH AIRLINES	C	A	4	0	0	75	0	25	0	0	0	15	100	0	5	
	LUTON	MONARCH AIRLINES	S	D	31	0	0	71	10	13	0	3	3	34	84	14	31	
	LUTON	MONARCH AIRLINES	C	D	4	0	0	50	25	25	0	0	0	19	100	3	5	
	MANCHESTER	MONARCH AIRLINES	C	A	13	0	0	62	23	0	15	0	0	22	100	3	14	
	MANCHESTER	MONARCH AIRLINES	S	A	62	0	0	77	10	8	3	2	0	13	89	11	62	
	MANCHESTER	MONARCH AIRLINES	C	D	13	0	0	69	8	8	15	0	0	19	79	7	14	
	MANCHESTER	MONARCH AIRLINES	S	D	62	0	0	87	6	2	5	0	0	8	89	12	62	
	NEWCASTLE	MONARCH AIRLINES	C	A	4	0	0	75	0	25	0	0	0	12	0	0	0	
	NEWCASTLE	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	4	0	0	0	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 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	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	54	4	7	59	9	20	11	0	0	26	61	45	62
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	3	0	60	20	0	20	0	0	22	100	1	9
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	9	0	0	78	0	11	11	0	0	19	67	15	9
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	58	0	0	64	9	14	14	0	0	26	53	57	62
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	25	25	0	0	34	89	13	9
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	0	40	0	0	0	22	89	18	9
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	12	0	0	75	0	17	0	8	0	35	85	16	13
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	13	0	0	62	15	0	15	8	0	39	69	23	13
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	16	0	0	63	13	13	13	0	0	19	47	82	19
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	17	0	0	76	0	24	0	0	0	14	62	59	21
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	9	0	0	56	0	11	33	0	0	37	71	74	14
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	7	2	0	71	14	0	14	0	0	15	57	82	14
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	2	100	2	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	80	8	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	13	0	0	92	8	0	0	0	0	3	82	12	22
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	14	0	0	93	0	7	0	0	0	4	77	16	22
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	6	0	0	67	17	17	0	0	0	10	100	0	10
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	1	90	4	10
	LUTON	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	3	0	0	0
	LUTON	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	10	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	17	0	0	71	18	6	0	6	0	24	100	1	22
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	18	0	0	72	11	11	0	6	0	20	95	2	22
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	9	0	0	67	0	22	11	0	0	28	100	0	9
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	0	0	0	11	0	22	100	1	9
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	28	100	2	5
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	31	100	5	5
<b>TOTAL ALICANTE</b>					<b>2061</b>	<b>23</b>	<b>19</b>	<b>70</b>	<b>12</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>74</b>	<b>20</b>	<b>20</b>
ALMA ATA	HEATHROW	AIR ASTANA	S	A	9	0	0	78	22	0	0	0	0	6	0	0	0
	HEATHROW	AIR ASTANA	S	D	9	0	0	89	0	11	0	0	0	7	0	0	0
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	14	0	0	64	21	7	0	7	0	25	54	37	13
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	13	0	0	31	15	31	15	8	0	62	7	45	14

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 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
ALMA ATA																		
<b>TOTAL ALMA ATA</b>					<b>45</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>16</b>	<b>13</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>28</b>	<b>30</b>	<b>41</b>	<b>41</b>	
ALMERIA																		
	GATWICK	ASTRAEUS LTD	C	A	4	0	0	75	0	0	25	0	0	44	0	0	0	
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	25	25	25	25	0	0	61	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	100	1	4	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	1	100	1	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	4	75	61	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	5	75	61	4	
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	A	4	0	0	100	0	0	0	0	0	1	0	0	0	
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	D	4	0	0	100	0	0	0	0	0	8	0	0	0	
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	5	0	0	60	20	20	0	0	0	16	75	19	4	
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	5	0	0	100	0	0	0	0	0	3	75	6	4	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	50	12	4	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	100	4	4	4	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	50	50	0	0	0	0	14	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	0	0	0	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	100	0	4	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	2	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	0	0	25	0	58	75	20	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	25	0	25	0	0	52	75	23	4	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	4	0	0	0	
	LUTON	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	4	0	0	100	0	0	0	0	0	1	100	4	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	75	5	4	
	GATWICK	GB AIRWAYS LTD	S	A	18	0	0	50	11	22	17	0	0	26	69	16	13	
	GATWICK	GB AIRWAYS LTD	S	D	18	0	0	67	17	6	11	0	0	17	92	7	13	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	0	25	0	0	0	16	75	5	4	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	16	75	6	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	13	0	0	77	0	15	0	8	0	23	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	13	0	0	77	8	8	0	8	0	23	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	22	75	17	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	14	25	15	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	0	25	0	61	0	0	0	



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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					AUG 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)										
ALMERIA																		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	10	0	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	1	0	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	4	0	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	50	0	0	0	21	50	33	4	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	6	50	35	4	4
<b>TOTAL ALMERIA</b>					<b>192</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>7</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>76</b>	<b>18</b>	<b>18</b>	<b>18</b>
ALTENBURG - WALLBURG																		
	STANSTED	RYANAIR	S	A	31	0	0	94	3	3	0	0	0	3	100	0	0	31
	STANSTED	RYANAIR	S	D	31	0	0	94	6	0	0	0	0	3	94	4	0	31
<b>TOTAL ALTENBURG - WALLBURG</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>97</b>	<b>2</b>	<b>0</b>	<b>2</b>
AMMAN																		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	17	0	0	88	6	6	0	0	0	3	77	39	0	22
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	18	0	0	50	22	22	6	0	0	22	64	54	0	22
	HEATHROW	ROYAL JORDANIAN	S	A	31	0	0	81	13	3	0	3	0	14	88	8	0	33
	HEATHROW	ROYAL JORDANIAN	S	D	31	0	0	10	16	45	26	0	3	56	24	40	0	33
<b>TOTAL AMMAN</b>					<b>97</b>	<b>1</b>	<b>0</b>	<b>54</b>	<b>14</b>	<b>21</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>27</b>	<b>61</b>	<b>33</b>	<b>0</b>	<b>33</b>
AMSTERDAM																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	225	0	1	57	18	17	7	0	0	20	73	12	0	230
	HEATHROW	BMI BRITISH MIDLAND	S	D	226	0	0	58	19	16	7	0	0	20	72	13	0	229
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	83	0	0	84	10	5	1	0	0	7	71	17	0	83
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	83	0	0	92	6	1	1	0	0	3	86	7	0	83
	GATWICK	BRITISH AIRWAYS PLC	S	A	157	0	0	69	15	10	6	0	0	16	89	7	0	166
	GATWICK	BRITISH AIRWAYS PLC	S	D	157	0	0	69	16	11	4	0	0	14	86	8	0	166
	HEATHROW	BRITISH AIRWAYS PLC	S	A	228	0	0	75	11	7	5	0	0	13	76	14	0	238
	HEATHROW	BRITISH AIRWAYS PLC	S	D	228	0	0	63	20	10	7	0	0	19	76	11	0	238
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	61	1	1	43	23	15	18	2	0	32	74	19	0	62
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	66	16	15	3	0	0	18	48	28	0	62
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	111	0	0	79	14	5	3	0	0	10	76	18	0	124
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	111	0	0	71	19	8	2	0	0	12	78	18	0	124
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	87	3	10	0	0	0	6	61	16	0	31

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2003			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
AMSTERDAM	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	90	6	3	0	0	0	6	74	13	31
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	158	0	1	68	16	9	6	1	0	16	67	16	150
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	159	0	0	70	16	9	4	1	0	16	65	16	150
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	89	0	0	80	12	3	4	0	0	11	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	89	0	0	66	18	11	3	1	0	18	0	0	0
	HEATHROW	KLM	S	A	274	0	1	79	11	8	2	0	0	9	89	4	274
	HEATHROW	KLM	S	D	274	0	1	60	22	13	5	0	0	19	80	10	274
	MANCHESTER	KLM	S	A	71	0	0	79	13	7	0	1	0	11	0	0	0
	MANCHESTER	KLM	S	D	71	0	0	68	17	8	4	1	1	21	0	0	0
	BIRMINGHAM	KLM CITYHOPPER	S	A	154	0	0	79	12	5	5	0	0	11	77	14	174
	BIRMINGHAM	KLM CITYHOPPER	S	D	148	5	0	74	16	7	3	0	1	16	64	21	174
	EDINBURGH	KLM CITYHOPPER	S	A	152	0	0	80	8	7	5	1	0	14	73	15	154
	EDINBURGH	KLM CITYHOPPER	S	D	153	0	0	67	21	8	5	0	0	18	61	27	155
	GLASGOW	KLM CITYHOPPER	S	A	122	0	0	82	10	7	2	0	0	8	76	12	123
	GLASGOW	KLM CITYHOPPER	S	D	122	0	0	70	20	7	2	0	0	13	76	16	123
	LONDON CITY	KLM CITYHOPPER	S	A	103	0	0	87	7	5	1	0	0	6	80	10	126
	LONDON CITY	KLM CITYHOPPER	S	D	103	0	0	76	17	5	3	0	0	14	75	12	125
	MANCHESTER	KLM CITYHOPPER	S	A	141	2	0	72	15	7	6	1	0	15	70	18	212
	MANCHESTER	KLM CITYHOPPER	S	D	141	0	0	59	21	13	6	1	0	21	75	16	212
	NEWCASTLE	KLM CITYHOPPER	S	A	151	0	0	72	12	10	7	0	0	15	74	13	149
	NEWCASTLE	KLM CITYHOPPER	S	D	151	0	0	73	10	9	9	0	0	15	77	15	149
<b>TOTAL AMSTERDAM</b>					<b>4620</b>	<b>12</b>	<b>5</b>	<b>71</b>	<b>15</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>14</b>	<b>14</b>
ANCONA	STANSTED	RYANAIR	S	A	31	0	0	77	10	10	3	0	0	10	90	8	30
	STANSTED	RYANAIR	S	D	31	0	0	61	29	10	0	0	0	16	84	34	31
<b>TOTAL ANCONA</b>					<b>62</b>	<b>2</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>87</b>	<b>21</b>	<b>21</b>
ANTALYA	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	40	60	0	0	0	0	14	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	8	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	5	0	0	0	0	20	40	0	40	358	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	25	50	25	0	0	0	28	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	22	11	44	0	22	0	82	75	6	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	9	1	0	44	11	22	0	22	0	77	60	31	5

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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)												
ANTALYA																		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	40	20	0	40	0	0	41	75	13	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	40	40	0	20	0	0	28	80	11	5	
	MANCHESTER	FLYJET LTD	C	A	4	0	0	100	0	0	0	0	0	7	0	0	0	
	MANCHESTER	FLYJET LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	KIBRIS TURKISH AIRLINES - KTHY	S	A	10	0	0	40	20	20	10	10	0	59	75	12	4	
	GATWICK	KIBRIS TURKISH AIRLINES - KTHY	S	D	9	1	1	22	44	11	11	11	0	56	0	32	4	
	GLASGOW	KIBRIS TURKISH AIRLINES - KTHY	S	A	5	0	0	80	20	0	0	0	0	4	75	8	4	
	GLASGOW	KIBRIS TURKISH AIRLINES - KTHY	S	D	5	0	0	80	20	0	0	0	0	6	75	9	4	
	HEATHROW	KIBRIS TURKISH AIRLINES - KTHY	S	A	4	0	0	0	25	25	50	0	0	57	20	54	5	
	HEATHROW	KIBRIS TURKISH AIRLINES - KTHY	S	D	4	0	0	0	25	50	25	0	0	46	20	47	5	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	61	0	0	23	28	33	15	2	0	38	42	50	53	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	64	0	2	14	20	27	38	2	0	53	31	61	48	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	60	20	20	0	0	0	18	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	60	0	20	20	0	0	24	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	20	0	0	34	25	35	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	0	40	0	0	0	15	20	33	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	0	50	259	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	0	40	239	5	
	LUTON	PEGASUS AIRLINES	C	A	5	0	0	20	60	0	20	0	0	26	0	0	0	
	LUTON	PEGASUS AIRLINES	C	D	5	0	0	0	40	40	20	0	0	38	0	0	0	
	NEWCASTLE	SUNEXPRESS	C	A	5	0	0	100	0	0	0	0	0	3	0	0	0	
	NEWCASTLE	SUNEXPRESS	C	D	5	0	0	80	20	0	0	0	0	6	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	0	20	0	0	17	100	6	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	20	0	0	15	100	2	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	18	1	0	72	22	6	0	0	0	6	92	13	12	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	25	0	0	84	16	0	0	0	0	5	93	14	15	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	3	0	0	0	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	5	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	14	0	0	79	0	14	7	0	0	21	92	7	13	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	15	0	0	80	0	7	13	0	0	21	93	7	15	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	0	20	0	0	17	25	61	4	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	20	0	20	0	0	20	60	40	5	
<b>TOTAL ANTALYA</b>					<b>370</b>	<b>3</b>	<b>3</b>	<b>47</b>	<b>19</b>	<b>16</b>	<b>15</b>	<b>2</b>	<b>1</b>	<b>36</b>	<b>57</b>	<b>41</b>	<b>41</b>	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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)												
ANTIGUA																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	6	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	17	40	37	5	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	13	0	0	92	8	0	0	0	4	93	13	14		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	12	0	0	42	25	25	8	0	0	25	64	15	14	
<b>TOTAL ANTIGUA</b>					<b>33</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>18</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>73</b>	<b>17</b>	<b>17</b>	
ANTWERP																		
	LONDON CITY	VLM (BELGIUM)	S	A	123	0	0	96	2	2	0	0	0	3	96	5	116	
	LONDON CITY	VLM (BELGIUM)	S	D	122	0	1	92	7	1	0	0	0	5	95	4	116	
<b>TOTAL ANTWERP</b>					<b>245</b>	<b>0</b>	<b>1</b>	<b>94</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>95</b>	<b>5</b>	<b>5</b>	
ARRECIFE																		
	MANCHESTER	AIR CORDIAL LTD	C	A	4	0	0	25	0	50	25	0	0	41	25	34	12	
	MANCHESTER	AIR CORDIAL LTD	C	D	3	0	0	100	0	0	0	0	0	5	58	22	12	
	EDINBURGH	AIR EUROPA	C	A	4	0	0	25	25	25	25	0	0	37	100	2	4	
	EDINBURGH	AIR EUROPA	C	D	4	0	0	0	0	25	75	0	0	102	75	9	4	
	BIRMINGHAM	AIR MALTA	C	A	4	0	0	0	25	25	50	0	0	92	0	0	0	
	BIRMINGHAM	AIR MALTA	C	D	4	0	0	50	0	0	50	0	0	51	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	6	100	0	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	20	0	0	0	6	80	8	5	
	GATWICK	BRITANNIA AIRWAYS	C	A	13	0	0	77	23	0	0	0	0	5	92	17	13	
	GATWICK	BRITANNIA AIRWAYS	C	D	13	0	0	85	8	0	8	0	0	12	92	19	13	
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	50	0	0	0	31	100	2	5	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	11	75	7	4	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	22	80	19	5	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	24	40	34	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	100	0	0	0	0	0	2	100	0	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	78	11	11	0	0	0	7	100	1	9	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	50	0	0	0	22	100	0	4	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	26	100	0	4	
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	25	25	0	0	33	100	0	4	
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	6	100	1	4	
	GATWICK	EXCEL AIRWAYS LTD	C	A	8	0	0	63	13	13	13	0	0	17	88	11	8	
	GATWICK	EXCEL AIRWAYS LTD	C	D	8	0	0	50	25	13	13	0	0	23	88	7	8	
	GLASGOW	EXCEL AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	0	21	60	20	5	

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

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																	MATCHED	UNMATCHED
ARRECIFE																		
	GLASGOW	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	50	14	4	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	8	0	0	0	25	50	13	0	13	123	100	0	4	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	8	0	0	63	13	13	0	0	13	90	100	0	4	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	4	0	0	0	50	50	0	0	0	34	0	0	0	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	4	0	0	25	50	25	0	0	0	24	0	0	0	
	STANSTED	EXCEL AIRWAYS LTD	C	A	4	0	0	25	25	25	25	0	0	38	0	0	0	
	STANSTED	EXCEL AIRWAYS LTD	C	D	4	0	0	25	25	0	50	0	0	52	0	0	0	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	0	50	0	0	0	25	100	1	8	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	100	2	8	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	17	0	0	29	18	29	18	0	6	64	70	14	30	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	17	1	0	35	35	24	6	0	0	24	54	21	28	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	25	0	50	0	0	25	287	60	10	5	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	16	25	21	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	17	0	0	18	18	35	24	0	6	68	92	3	12	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	17	0	0	82	12	0	6	0	0	13	83	8	12	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	12	100	0	4	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	25	50	25	0	0	0	20	100	5	4	
	MANCHESTER	FLYJET LTD	C	A	4	0	0	50	0	25	25	0	0	46	0	0	0	
	MANCHESTER	FLYJET LTD	C	D	4	0	0	25	25	0	50	0	0	62	0	0	0	
	GATWICK	FUTURA AIRLINES	C	A	4	0	0	25	50	0	0	25	0	60	100	0	1	
	GATWICK	FUTURA AIRLINES	C	D	4	0	0	0	50	25	0	25	0	88	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	A	9	0	0	56	0	0	44	0	0	54	79	7	14	
	GATWICK	GB AIRWAYS LTD	S	D	9	0	0	56	0	0	44	0	0	44	69	18	13	
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	50	25	25	0	0	0	16	100	0	4	
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	50	50	0	0	0	0	10	100	1	4	
	GATWICK	MONARCH AIRLINES	C	A	13	1	0	38	15	0	38	0	8	115	33	55	12	
	GATWICK	MONARCH AIRLINES	C	D	13	0	0	54	8	0	31	8	0	63	33	53	12	
	LUTON	MONARCH AIRLINES	C	A	4	0	0	0	50	0	50	0	0	46	78	12	9	
	LUTON	MONARCH AIRLINES	C	D	4	0	0	0	25	25	50	0	0	55	63	24	8	
	MANCHESTER	MONARCH AIRLINES	C	A	3	0	0	0	67	0	33	0	0	41	75	143	4	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	0	0	25	0	0	24	75	11	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	9	0	0	67	0	22	11	0	0	23	100	2	9	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	9	0	0	44	33	11	11	0	0	22	100	5	8	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 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	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	75	0	0	0	32	25	70	4		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	50	25	0	0	44	50	69	4		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	3	75	9	4		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	1	75	6	4		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	22	44	22	11	0	0	31	56	61	9		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	56	11	22	11	0	0	23	50	63	8		
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	20	20	0	0	0	11	80	8	5		
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	40	20	0	0	0	23	25	28	4		
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	50	50	0	0	56	60	13	5		
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	9	0	32	4		
	MANCHESTER	SPANAIR	C	A	4	0	0	100	0	0	0	0	0	3	0	0	0		
	MANCHESTER	SPANAIR	C	D	4	0	0	100	0	0	0	0	0	5	0	0	0		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	25	0	25	0	93	75	127	4		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	4	75	121	4		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	13	0	0	54	31	8	8	0	0	19	82	31	17		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	13	0	0	77	23	0	0	0	0	9	81	35	16		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	2	0	0	0	0	100	0	0	0	39	100	4	4		
	LUTON	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	0	50	0	0	0	25	0	0	0		
	LUTON	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	25	50	0	0	0	25	0	0	0		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	17	0	0	53	18	12	18	0	0	24	67	47	18		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	17	0	0	76	6	12	0	6	0	23	72	49	18		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	8	0	0	13	25	38	25	0	0	46	100	0	5		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	8	0	0	100	0	0	0	0	0	5	100	2	4		
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	25	25	25	0	0	39	100	0	4		
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	5	100	4	4		
	GLASGOW	VOLAR AIRLINES	C	A	4	0	0	75	0	25	0	0	0	14	0	0	0		
	GLASGOW	VOLAR AIRLINES	C	D	4	0	0	25	50	0	25	0	0	30	0	0	0		
<b>TOTAL ARRECIFE</b>					<b>529</b>	<b>2</b>	<b>0</b>	<b>52</b>	<b>17</b>	<b>15</b>	<b>14</b>	<b>1</b>	<b>1</b>	<b>35</b>	<b>73</b>	<b>22</b>	<b>22</b>		
ARUBA																			
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	0	33	33	0	33	0	80	0	0	0		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	67	0	0	0	0	33	143	50	17	2		
<b>TOTAL ARUBA</b>					<b>6</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>17</b>	<b>17</b>	<b>111</b>	<b>25</b>	<b>28</b>	<b>28</b>		
ASHKHABAD																			

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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)												
ASHKHABAD																		
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	A	18	0	0	100	0	0	0	0	0	2	67	20	18	
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	D	18	0	0	67	11	6	17	0	0	20	56	25	18	
	HEATHROW	TURKMENISTAN AIRLINES	S	A	9	0	0	33	56	11	0	0	19	44	28	9		
	HEATHROW	TURKMENISTAN AIRLINES	S	D	9	0	0	11	33	44	11	0	40	0	46	9		
<b>TOTAL ASHKHABAD</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>48</b>	<b>28</b>	<b>28</b>	
ASTURIAS																		
	GATWICK	AIR NOSTRUM	S	A	14	0	0	79	7	14	0	0	9	92	4	13		
	GATWICK	AIR NOSTRUM	S	D	13	0	1	46	38	15	0	0	18	77	9	13		
<b>TOTAL ASTURIAS</b>					<b>27</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>22</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>85</b>	<b>7</b>	<b>7</b>		
ATHENS																		
	MANCHESTER	AEGEAN AIRLINES	C	A	4	0	0	0	0	100	0	0	40	0	0	0		
	MANCHESTER	AEGEAN AIRLINES	C	D	4	0	0	0	75	25	0	0	31	0	0	0		
	NEWCASTLE	AEGEAN AIRLINES	C	A	4	0	0	0	0	75	25	0	52	60	13	5		
	NEWCASTLE	AEGEAN AIRLINES	C	D	4	0	0	0	0	100	0	0	41	80	11	5		
	MANCHESTER	ASTRAEUS LTD	C	A	4	0	0	75	25	0	0	0	14	0	0	0		
	MANCHESTER	ASTRAEUS LTD	C	D	4	0	0	75	0	25	0	0	16	0	0	0		
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	1	0	84	3	6	6	0	11	96	2	27		
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	87	6	6	0	0	6	74	10	27		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	97	0	0	64	19	10	6	1	18	94	3	93		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	97	0	0	47	25	21	7	0	24	73	13	93		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	32	0	0	78	9	9	3	0	13	97	4	31		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	32	0	0	72	25	0	3	0	11	90	12	31		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	63	0	0	76	14	3	5	0	28	92	4	62		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	63	0	0	67	25	2	6	0	18	74	16	62		
	GATWICK	EXCEL AIRWAYS LTD	C	A	20	0	0	85	10	5	0	0	8	85	7	13		
	GATWICK	EXCEL AIRWAYS LTD	C	D	21	0	0	95	5	0	0	0	2	62	20	13		
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	2	0	0	0	0	0	100	0	131	20	62	5		
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	2	0	0	50	0	0	50	0	72	60	41	5		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	67	0	33	0	0	15	0	0	0		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	0	50	0	0	28	0	0	0		
	GLASGOW	GREECE AIRWAYS	S	A	9	0	0	78	0	11	11	0	13	0	0	0		
	GLASGOW	GREECE AIRWAYS	S	D	9	0	0	78	11	0	11	0	13	0	0	0		
	GATWICK	HELLAS JET	S	A	26	0	1	92	4	0	4	0	7	0	0	0		

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2003					
					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)												
ATHENS																		
	GATWICK	HELLAS JET	S	D	27	0	0	56	30	4	11	0	0	23	0	0	0	
	HEATHROW	HELLAS JET	S	A	35	0	0	66	17	14	3	0	0	13	90	14	31	
	HEATHROW	HELLAS JET	S	D	35	0	0	60	17	17	3	0	3	37	90	16	31	
	MANCHESTER	HELLAS JET	S	A	9	0	0	33	33	33	0	0	0	25	0	0	0	
	MANCHESTER	HELLAS JET	S	D	9	0	0	44	11	33	11	0	0	32	0	0	0	
	HEATHROW	OLYMPIC AIRWAYS	S	A	93	0	0	81	11	5	3	0	0	10	75	9	93	
	HEATHROW	OLYMPIC AIRWAYS	S	D	93	0	0	68	18	10	4	0	0	16	73	12	93	
	MANCHESTER	OLYMPIC AIRWAYS	S	A	9	0	0	33	56	11	0	0	0	18	56	14	9	
	MANCHESTER	OLYMPIC AIRWAYS	S	D	9	0	0	22	33	33	11	0	0	29	33	30	9	
	HEATHROW	QANTAS	C	A	2	0	0	50	0	0	50	0	0	36	0	0	0	
	HEATHROW	QANTAS	C	D	2	0	0	50	50	0	0	0	0	11	0	0	0	
<b>TOTAL ATHENS</b>					<b>888</b>	<b>2</b>	<b>1</b>	<b>67</b>	<b>17</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>80</b>	<b>11</b>	<b>11</b>	
ATLANTA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	61	26	6	6	0	0	19	58	18	31	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	52	23	19	6	0	0	21	68	15	31	
	GATWICK	DELTA AIRLINES	S	A	121	0	3	69	18	9	4	0	0	14	61	20	93	
	GATWICK	DELTA AIRLINES	S	D	121	0	4	84	8	4	3	0	0	10	72	15	93	
	MANCHESTER	DELTA AIRLINES	S	A	31	0	0	81	10	10	0	0	0	7	77	10	31	
	MANCHESTER	DELTA AIRLINES	S	D	31	0	0	90	6	3	0	0	0	7	97	3	31	
<b>TOTAL ATLANTA</b>					<b>366</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>14</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>70</b>	<b>15</b>	<b>15</b>	
AUCKLAND INTERNATIONAL																		
	HEATHROW	AIR NEW ZEALAND LTD	S	A	31	0	0	74	10	16	0	0	0	9	58	27	31	
	HEATHROW	AIR NEW ZEALAND LTD	S	D	31	0	0	55	19	13	6	6	0	31	61	17	31	
<b>TOTAL AUCKLAND INTERNATIONAL</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>15</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>60</b>	<b>22</b>	<b>22</b>	



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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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	58	21	11	8	2	0	29	50	21	58	
	HEATHROW	GULF AIR	S	D	62	0	0	39	35	16	6	3	0	35	78	14	27	
<b>TOTAL BAHRAIN</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>28</b>	<b>14</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>59</b>	<b>19</b>	<b>19</b>	
BAKU																		
	GATWICK	AZERBAIJAN AIRLINES ( AZAL )	S	A	13	0	0	69	8	23	0	0	0	18	56	88	9	
	GATWICK	AZERBAIJAN AIRLINES ( AZAL )	S	D	13	0	0	62	23	15	0	0	0	14	11	103	9	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	17	0	0	100	0	0	0	0	0	100	1	3		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	18	0	0	39	28	22	11	0	0	29	33	62	3	
<b>TOTAL BAKU</b>					<b>61</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>42</b>	<b>80</b>	<b>80</b>	
BALTIMORE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	90	6	0	0	0	3	46	84	14	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	61	19	16	3	0	0	18	65	21	31	
<b>TOTAL BALTIMORE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>32</b>	<b>74</b>	<b>17</b>	<b>17</b>	
BANDAR SERI BEGAWAN																		
	HEATHROW	ROYAL BRUNEI AIRLINES	S	A	31	0	0	52	26	13	10	0	0	24	65	26	31	
	HEATHROW	ROYAL BRUNEI AIRLINES	S	D	31	0	0	35	29	26	10	0	0	25	61	12	31	
<b>TOTAL BANDAR SERI BEGAWAN</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>27</b>	<b>19</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>63</b>	<b>19</b>	<b>19</b>	
BANGKOK																		
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	A	58	0	0	91	5	0	3	0	0	6	88	5	49	
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	D	58	0	0	55	29	9	7	0	0	20	78	13	49	
<b>TOTAL BANGKOK</b>					<b>116</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>83</b>	<b>9</b>	<b>9</b>	
BANJUL																		
	GATWICK	GAMBIA INTERNATIONAL AIRWAYS	S	A	4	0	0	25	0	25	50	0	0	60	0	0	0	
	GATWICK	GAMBIA INTERNATIONAL AIRWAYS	S	D	4	0	0	25	0	50	25	0	0	64	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	11	33	56	0	0	0	31	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	44	33	22	0	0	0	21	0	0	0	
<b>TOTAL BANJUL</b>					<b>26</b>	<b>0</b>	<b>1</b>	<b>27</b>	<b>23</b>	<b>38</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>16</b>	<b>57</b>	<b>57</b>	
BARCELONA																		
	EDINBURGH	AIR EUROPA	C	A	5	0	0	80	0	20	0	0	0	9	75	55	4	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 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	5	0	0	60	20	20	0	0	0	14	75	58	4	
	MANCHESTER	BMIBABY LTD	S	A	30	0	1	23	7	27	37	7	0	73	0	0	0	
	MANCHESTER	BMIBABY LTD	S	D	31	0	0	45	6	16	26	6	0	51	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	31	0	0	94	0	3	3	0	0	5	42	33	31	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	31	0	0	84	10	3	3	0	0	8	61	17	31	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	19	0	0	84	11	5	0	0	0	8	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	93	0	0	66	12	13	10	0	0	19	85	6	93	
	GATWICK	BRITISH AIRWAYS PLC	S	D	93	0	0	58	18	16	8	0	0	22	87	8	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	130	0	0	52	17	18	12	1	2	41	79	9	134	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	130	0	0	31	29	23	14	2	1	40	74	12	134	
	EDINBURGH	CHANNEL EXPRESS (AIR SVS)	S	A	9	0	0	56	22	11	11	0	0	26	78	28	9	
	EDINBURGH	CHANNEL EXPRESS (AIR SVS)	S	D	9	0	0	56	33	0	11	0	0	23	89	6	9	
	GLASGOW	CHANNEL EXPRESS (AIR SVS)	S	A	18	0	0	72	0	11	11	6	0	32	0	0	0	
	GLASGOW	CHANNEL EXPRESS (AIR SVS)	S	D	13	5	4	38	23	23	8	8	0	38	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	120	0	0	71	14	10	5	0	0	15	70	17	119	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	119	0	0	71	13	12	4	0	0	17	60	22	119	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	102	0	0	74	8	14	5	0	0	14	72	17	122	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	102	0	0	64	18	13	5	1	0	21	61	20	123	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	90	6	3	0	0	0	3	68	16	31	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	61	32	6	0	0	0	14	81	12	31	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	62	1	0	76	11	11	2	0	0	9	60	24	67	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	68	15	15	3	0	0	18	46	37	67	
	GLASGOW	FLYGLOBESPAN	S	A	4	0	0	25	50	25	0	0	0	22	0	0	0	
	GLASGOW	FLYGLOBESPAN	S	D	4	0	0	0	50	50	0	0	0	28	0	0	0	
	HEATHROW	IBERIA	S	A	124	0	0	67	21	9	3	0	0	14	81	13	124	
	HEATHROW	IBERIA	S	D	124	0	0	78	10	6	6	0	0	14	87	15	124	
	MANCHESTER	MONARCH AIRLINES	S	A	31	0	0	68	10	10	10	0	3	29	0	0	0	
	MANCHESTER	MONARCH AIRLINES	S	D	30	0	0	83	3	3	7	3	0	18	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	31	0	0	35	23	23	19	0	0	39	48	41	31	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	31	0	0	48	29	13	10	0	0	25	65	31	31	
	EDINBURGH	VOLAR AIRLINES	C	A	4	0	0	75	0	25	0	0	0	10	0	0	0	
	EDINBURGH	VOLAR AIRLINES	C	D	4	0	0	50	25	25	0	0	0	24	0	0	0	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 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)											
BARCELONA																	
<b>TOTAL BARCELONA</b>					<b>1672</b>	<b>8</b>	<b>5</b>	<b>63</b>	<b>15</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>70</b>	<b>19</b>	<b>19</b>
BARI (PALESE)																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	46	23	23	8	0	0	23	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	62	15	15	8	0	0	23	0	0	0
	STANSTED	RYANAIR	S	A	31	0	0	71	19	6	3	0	0	11	0	0	0
	STANSTED	RYANAIR	S	D	31	0	0	42	35	19	3	0	0	21	0	0	0
<b>TOTAL BARI (PALESE)</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>25</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
BARRA																	
	GLASGOW	LOGANAIR	S	A	30	3	0	70	23	0	3	3	0	18	67	43	15
	GLASGOW	LOGANAIR	S	D	30	3	0	67	30	0	3	0	0	12	71	27	14
<b>TOTAL BARRA</b>					<b>60</b>	<b>6</b>	<b>0</b>	<b>68</b>	<b>27</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>69</b>	<b>35</b>	<b>35</b>
BASLE MULHOUSE																	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	65	13	16	6	0	0	18	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	58	19	16	6	0	0	20	0	0	0
	BIRMINGHAM	SWISS AIRLINES	S	A	45	0	1	98	2	0	0	0	0	3	95	4	43
	BIRMINGHAM	SWISS AIRLINES	S	D	44	1	3	91	9	0	0	0	0	5	93	3	43
	HEATHROW	SWISS AIRLINES	S	A	92	0	0	89	8	1	2	0	0	5	100	0	93
	HEATHROW	SWISS AIRLINES	S	D	92	0	0	87	9	2	2	0	0	6	95	2	93
	LONDON CITY	SWISS AIRLINES	S	A	6	0	0	100	0	0	0	0	0	6	0	0	0
	LONDON CITY	SWISS AIRLINES	S	D	6	0	0	50	33	17	0	0	0	16	0	0	0
	MANCHESTER	SWISS AIRLINES	S	A	53	0	0	64	28	8	0	0	0	12	87	6	52
	MANCHESTER	SWISS AIRLINES	S	D	53	0	0	83	11	2	4	0	0	10	82	7	51
<b>TOTAL BASLE MULHOUSE</b>					<b>453</b>	<b>1</b>	<b>4</b>	<b>82</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>93</b>	<b>3</b>	<b>3</b>
BASTIA																	
	EDINBURGH	BMI REGIONAL	C	A	3	1	0	100	0	0	0	0	0	7	0	0	0
	EDINBURGH	BMI REGIONAL	C	D	4	1	0	75	25	0	0	0	0	9	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	9	0	0	89	0	0	11	0	0	10	100	0	4
	GATWICK	EXCEL AIRWAYS LTD	C	D	9	0	0	67	22	0	11	0	0	19	100	3	4
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	C	A	5	0	0	100	0	0	0	0	0	2	60	40	5
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	C	D	5	0	0	100	0	0	0	0	0	8	20	50	5
	GATWICK	GB AIRWAYS LTD	S	A	5	0	0	40	40	20	0	0	0	19	0	0	0
	GATWICK	GB AIRWAYS LTD	S	D	5	0	0	60	40	0	0	0	0	14	0	0	0

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 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>45</b>	<b>2</b>	<b>0</b>	<b>78</b>	<b>16</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>61</b>	<b>22</b>	<b>22</b>
BEIJING																	
	HEATHROW	AIR CHINA	S	A	31	0	0	35	13	32	19	0	0	34	48	43	23
	HEATHROW	AIR CHINA	S	D	31	0	0	68	19	3	10	0	0	18	39	42	23
	HEATHROW	BRITISH AIRWAYS PLC	S	A	23	0	0	83	9	4	4	0	0	11	92	2	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	32	32	18	18	0	0	37	31	29	13
<b>TOTAL BEIJING</b>					<b>107</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>18</b>	<b>15</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>33</b>	<b>33</b>
BEIRUT																	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	9	0	0	89	11	0	0	0	0	2	70	20	10
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	9	0	0	33	22	11	33	0	0	52	33	50	9
	HEATHROW	MEA	S	A	31	0	0	71	29	0	0	0	0	10	78	10	32
	HEATHROW	MEA	S	D	31	0	0	45	32	19	3	0	0	22	42	25	31
<b>TOTAL BEIRUT</b>					<b>80</b>	<b>1</b>	<b>0</b>	<b>59</b>	<b>28</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>59</b>	<b>21</b>	<b>21</b>
BELFAST CITY																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	238	0	0	64	18	11	6	0	0	19	83	10	237
	HEATHROW	BMI BRITISH MIDLAND	S	D	239	0	0	52	23	18	5	2	0	25	63	16	237
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	168	0	0	65	17	10	8	0	0	21	81	11	135
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	170	0	0	76	9	9	6	0	0	14	78	13	138
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	183	0	3	75	9	5	9	1	0	20	66	28	134
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	183	0	3	55	21	11	11	1	0	28	53	31	134
	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	A	108	0	3	65	20	11	4	0	0	14	0	0	0
	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	D	108	0	3	55	25	19	1	0	0	17	0	0	0
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	111	0	0	63	17	12	7	1	0	20	57	29	109
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	111	0	0	71	14	8	5	2	0	19	59	37	108
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	A	114	0	1	82	6	3	10	0	0	13	0	0	0
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	D	114	0	1	76	7	6	11	0	0	19	0	0	0
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	A	51	0	2	82	8	4	6	0	0	11	78	19	51
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	D	52	0	1	75	10	10	6	0	0	16	82	11	50
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	S	A	82	0	2	79	7	6	5	2	0	14	80	12	114
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	S	D	81	0	3	75	9	6	7	2	0	19	89	11	114

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 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
BELFAST CITY																	
<b>TOTAL BELFAST CITY</b>					<b>2113</b>	<b>0</b>	<b>22</b>	<b>67</b>	<b>15</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>73</b>	<b>18</b>	<b>18</b>
BELFAST INTERNATIONAL																	
	MANCHESTER	BMIBABY LTD	S	A	73	0	2	25	33	22	14	7	0	47	0	0	0
	MANCHESTER	BMIBABY LTD	S	D	73	0	2	51	16	15	11	7	0	38	0	0	0
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	113	0	2	62	14	12	9	4	0	27	81	13	91
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	114	0	1	54	16	17	11	3	0	31	75	17	91
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	120	0	0	70	17	8	3	2	0	17	61	18	83
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	120	0	0	67	21	8	5	0	0	14	83	10	83
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	115	0	0	83	5	7	4	0	0	9	82	8	119
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	115	0	0	80	9	6	4	1	0	11	74	15	119
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	142	0	0	82	7	6	5	1	0	13	89	14	134
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	141	0	1	58	24	8	9	1	0	22	74	18	133
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	61	1	1	85	11	2	2	0	0	9	79	10	62
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	61	0	1	85	11	2	2	0	0	9	76	12	62
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	137	0	0	71	17	8	4	0	0	13	55	24	128
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	138	0	0	67	14	13	5	0	0	17	50	23	129
<b>TOTAL BELFAST INTERNATIONAL</b>					<b>1524</b>	<b>1</b>	<b>10</b>	<b>68</b>	<b>15</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>72</b>	<b>17</b>	<b>17</b>
BELGRADE																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	77	5	9	9	0	0	20	94	5	18
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	45	27	18	5	5	0	30	83	11	18
	HEATHROW	JATAIRWAYS	S	A	31	0	0	68	23	10	0	0	0	11	87	16	31
	HEATHROW	JATAIRWAYS	S	D	31	0	0	48	35	13	3	0	0	22	58	24	31
<b>TOTAL BELGRADE</b>					<b>106</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>24</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>78</b>	<b>17</b>	<b>17</b>
BENBECULA																	
	GLASGOW	LOGANAIR	S	A	44	0	0	75	14	7	0	5	0	19	0	0	0
	GLASGOW	LOGANAIR	S	D	44	0	0	68	23	7	0	2	0	20	0	0	0
<b>TOTAL BENBECULA</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>18</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>85</b>	<b>10</b>	<b>10</b>
BENGHAZI																	
	HEATHROW	LIBYAN ARAB AIRLINES	S	A	5	0	0	20	40	20	20	0	0	43	0	0	0
	HEATHROW	LIBYAN ARAB AIRLINES	S	D	5	0	0	40	0	20	40	0	0	50	0	0	0
<b>TOTAL BENGHAZI</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>20</b>	<b>20</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>0</b>	<b>0</b>
BERGAMO																	

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Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 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)												
BERGAMO																		
	GATWICK	ASTRAEUS LTD	C	A	4	0	0	25	25	25	25	0	0	34	0	0	0	
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	0	25	50	25	0	0	52	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	1	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	4	0	0	100	0	0	0	0	0	5	0	0	0	
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	A	4	0	0	75	25	0	0	0	0	7	0	0	0	
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	D	4	0	0	50	25	25	0	0	0	14	0	0	0	
	LUTON	RYANAIR	S	A	62	0	0	97	2	2	0	0	0	1	94	3	62	
	LUTON	RYANAIR	S	D	62	0	0	79	16	5	0	0	0	10	60	16	62	
	STANSTED	RYANAIR	S	A	106	0	0	82	9	7	2	0	0	8	94	3	88	
	STANSTED	RYANAIR	S	D	106	0	0	63	24	11	2	0	0	16	72	11	88	
<b>TOTAL BERGAMO</b>					<b>364</b>	<b>4</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>14</b>	<b>14</b>	
BERGEN																		
	GATWICK	ASTRAEUS LTD	C	A	4	0	0	100	0	0	0	0	0	3	0	0	0	
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	100	0	0	0	0	0	7	0	0	0	
	GATWICK	BRAATHENS ASA	S	A	31	0	0	77	13	6	3	0	0	13	90	6	31	
	GATWICK	BRAATHENS ASA	S	D	31	0	0	77	13	6	3	0	0	11	74	9	31	
	MANCHESTER	WIDEROE FLYVESELSKAP A/S	S	A	29	0	2	90	7	0	0	3	0	11	0	0	0	
	MANCHESTER	WIDEROE FLYVESELSKAP A/S	S	D	28	0	3	86	7	0	4	4	0	13	0	0	0	
<b>TOTAL BERGEN</b>					<b>127</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>8</b>	<b>8</b>	
BERGERAC																		
	STANSTED	RYANAIR	S	A	60	0	0	87	7	3	3	0	0	7	81	10	36	
	STANSTED	RYANAIR	S	D	60	0	0	82	7	10	2	0	0	11	78	15	36	
<b>TOTAL BERGERAC</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>12</b>	<b>12</b>	
BERLIN (SCHONEFELD)																		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	84	0	0	87	6	2	5	0	0	7	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	84	0	0	63	21	10	6	0	0	17	0	0	0	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	77	13	6	3	0	0	9	0	0	0	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	65	13	19	3	0	0	17	0	0	0	
	STANSTED	RYANAIR	S	A	62	0	0	94	2	0	5	0	0	5	96	3	83	
	STANSTED	RYANAIR	S	D	62	0	0	82	11	2	5	0	0	11	84	9	83	
<b>TOTAL BERLIN (SCHONEFELD)</b>					<b>354</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>90</b>	<b>6</b>	<b>6</b>	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 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
BERLIN (TEGEL)																		
	STANSTED	AIR BERLIN	S	A	62	0	0	89	8	3	0	0	0	6	69	17	62	
	STANSTED	AIR BERLIN	S	D	62	0	0	74	13	13	0	0	0	12	50	21	62	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	30	0	0	80	7	7	7	0	0	15	94	6	31	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	30	0	0	67	17	10	7	0	0	16	94	5	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	142	0	0	60	18	8	11	1	1	31	91	4	155	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	142	0	0	39	20	21	20	1	0	36	85	8	155	
<b>TOTAL BERLIN (TEGEL)</b>					<b>468</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>16</b>	<b>12</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>83</b>	<b>9</b>	<b>9</b>	
BERMUDA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	23	0	0	78	4	9	4	0	4	67	89	13	18	
	GATWICK	BRITISH AIRWAYS PLC	S	D	23	0	0	61	22	9	9	0	0	20	83	20	18	
<b>TOTAL BERMUDA</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>43</b>	<b>86</b>	<b>17</b>	<b>17</b>	
BIARRITZ																		
	STANSTED	RYANAIR	S	A	62	0	0	87	10	3	0	0	0	5	94	3	68	
	STANSTED	RYANAIR	S	D	62	0	0	66	26	6	2	0	0	13	78	10	68	
<b>TOTAL BIARRITZ</b>					<b>125</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>18</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>6</b>	<b>6</b>	
BILBAO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	52	16	23	10	0	0	23	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	23	42	26	10	0	0	29	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	94	3	3	0	0	0	3	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	68	26	6	0	0	0	13	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	84	10	5	2	0	0	6	71	16	62	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	44	37	15	5	0	0	20	52	24	62	
	HEATHROW	IBERIA	S	A	31	0	0	94	0	6	0	0	0	3	90	5	31	
	HEATHROW	IBERIA	S	D	31	0	0	77	16	3	3	0	0	13	84	18	31	
<b>TOTAL BILBAO</b>					<b>310</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>20</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>76</b>	<b>14</b>	<b>14</b>	
BILLUND																		
	GATWICK	MAERSK AIR	S	A	80	0	0	80	16	3	1	0	0	10	84	7	83	
	GATWICK	MAERSK AIR	S	D	80	0	0	89	8	3	1	0	0	6	96	3	83	
	EDINBURGH	SUN AIR OF SCANDINAVIA	S	A	9	1	0	100	0	0	0	0	0	2	100	4	9	
	EDINBURGH	SUN AIR OF SCANDINAVIA	S	D	9	1	0	89	0	11	0	0	0	9	67	7	9	
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	A	49	0	0	47	33	16	4	0	0	21	91	8	47	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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)											
BILLUND	MANCHESTER	SUN AIR OF SCANDINAVIA	S	D	49	0	0	71	18	8	2	0	0	11	98	3	47
<b>TOTAL BILLUND</b>					<b>276</b>	<b>2</b>	<b>0</b>	<b>76</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>91</b>	<b>5</b>	<b>5</b>
BIRMINGHAM	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	115	0	0	75	11	5	8	1	0	15	75	12	149
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	116	1	0	70	15	6	9	0	0	19	81	11	106
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	132	0	0	88	3	4	5	0	0	8	78	16	67
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	95	0	0	89	3	5	2	0	0	7	82	9	149
	NEWCASTLE	EASTERN AIRWAYS	S	A	61	0	8	89	5	5	0	2	0	8	95	3	75
	NEWCASTLE	EASTERN AIRWAYS	S	D	62	0	7	92	5	3	0	0	0	3	93	4	75
	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	A	159	0	5	63	15	13	9	1	0	21	77	16	146
	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	D	159	0	5	67	15	12	6	1	0	18	68	22	146
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	A	161	1	3	70	13	6	11	1	0	19	56	26	148
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	D	162	0	2	70	12	7	10	1	0	19	65	21	147
	GLASGOW	GROSSMANN AIR SERVICE	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0
	GLASGOW	GROSSMANN AIR SERVICE	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	3	0	0	100	0	0	0	0	0	7	0	32	1
<b>TOTAL BIRMINGHAM</b>					<b>1230</b>	<b>10</b>	<b>30</b>	<b>75</b>	<b>11</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>75</b>	<b>15</b>	<b>15</b>
BISHKEK (FRUNZE)	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	14	0	0	86	7	0	7	0	0	8	43	44	14
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	13	0	0	15	31	38	15	0	0	40	38	60	13
<b>TOTAL BISHKEK (FRUNZE)</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>19</b>	<b>19</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>41</b>	<b>52</b>	<b>52</b>
BLACKPOOL	STANSTED	RYANAIR	S	A	53	0	0	96	0	0	4	0	0	5	82	11	62
	STANSTED	RYANAIR	S	D	53	0	0	87	8	2	4	0	0	8	85	7	62
<b>TOTAL BLACKPOOL</b>					<b>106</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>9</b>	<b>9</b>
BODRUM (MILAS)	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	0	0	20	0	66	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	1	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	0	100	0	4



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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 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)																			
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	1	100	2	5		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	2	50	94	4		
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	7	60	84	5		
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	60	0	20	20	0	0	31	67	12	3		
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	40	20	0	40	0	0	48	33	25	3		
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	5	0	0	40	0	60	0	0	0	30	0	0	0		
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	5	0	0	40	0	40	20	0	0	36	0	0	0		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	1	100	0	4		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	0	100	2	5		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	23	0	0	65	22	4	9	0	0	20	76	8	17		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	22	0	0	59	18	9	14	0	0	28	67	15	18		
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	22	100	1	4		
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	0	0	20	0	0	26	100	0	5		
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	60	88	5		
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	9	20	44	5		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	14	0	0	86	14	0	0	0	0	3	85	4	13		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	14	0	0	100	0	0	0	0	0	2	93	2	14		
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	0	0	20	20	0	61	75	16	4		
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	0	40	20	20	20	0	89	80	10	5		
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	4	100	3	4		
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	80	20	0	0	0	0	10	100	3	5		
	GATWICK	MONARCH AIRLINES	C	A	10	0	0	30	20	40	0	10	0	55	100	3	8		
	GATWICK	MONARCH AIRLINES	C	D	10	0	0	70	20	0	0	10	0	40	88	5	8		
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	60	0	20	20	0	0	28	75	24	4		
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	60	0	20	20	0	0	23	75	25	4		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	20	0	0	20	0	80	4		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	0	20	0	0	26	50	73	4		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	20	0	0	33	0	73	4		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	0	0	20	20	0	60	0	64	4		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	20	0	20	0	0	22	0	0	0		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	40	0	20	0	0	31	0	0	0		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	10	0	0	70	10	0	20	0	0	17	38	70	8		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	10	0	0	50	30	0	20	0	0	24	38	74	8		

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

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					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Plan (8)											
BODRUM (MILAS)		NEWCASTLE	MY TRAVEL AIRWAYS UK	C A	9	0	0	78	11	0	11	0	0	11	75	33	4
		NEWCASTLE	MY TRAVEL AIRWAYS UK	C D	9	0	0	78	11	0	11	0	0	12	75	31	4
		EDINBURGH	ONUR AIR	C A	5	0	0	60	40	0	0	0	0	9	0	0	0
		EDINBURGH	ONUR AIR	C D	5	0	0	60	20	20	0	0	0	18	0	0	0
		GATWICK	ONUR AIR	C A	5	0	0	80	0	0	20	0	0	32	75	15	4
		GATWICK	ONUR AIR	C D	5	0	0	80	0	0	20	0	0	42	50	22	4
		MANCHESTER	ONUR AIR	C A	4	0	0	50	0	25	25	0	0	50	100	7	4
		MANCHESTER	ONUR AIR	C D	4	0	0	25	25	0	50	0	0	62	75	5	4
		NEWCASTLE	ONUR AIR	C A	5	0	0	20	0	20	60	0	0	65	40	22	5
		BIRMINGHAM	THOMAS COOK AIRLINES LTD	C A	5	0	0	100	0	0	0	0	0	0	100	1	4
		BIRMINGHAM	THOMAS COOK AIRLINES LTD	C D	5	0	0	80	20	0	0	0	0	6	100	4	4
		GATWICK	THOMAS COOK AIRLINES LTD	C A	15	0	0	100	0	0	0	0	0	1	92	11	13
		GATWICK	THOMAS COOK AIRLINES LTD	C D	14	0	0	64	29	7	0	0	0	11	54	22	13
		MANCHESTER	THOMAS COOK AIRLINES LTD	C A	15	0	0	87	0	7	7	0	0	12	85	18	13
		MANCHESTER	THOMAS COOK AIRLINES LTD	C D	14	0	0	71	0	14	14	0	0	22	85	22	13
		NEWCASTLE	THOMAS COOK AIRLINES LTD	C A	5	0	0	80	0	0	20	0	0	13	0	0	0
		NEWCASTLE	THOMAS COOK AIRLINES LTD	C D	5	0	0	60	20	0	20	0	0	33	0	0	0
<b>TOTAL BODRUM (MILAS)</b>					<b>380</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>11</b>	<b>6</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>71</b>	<b>23</b>	<b>23</b>
BOGOTA		HEATHROW	BRITISH AIRWAYS PLC	S A	13	0	0	85	8	0	8	0	0	12	92	17	13
		HEATHROW	BRITISH AIRWAYS PLC	S D	14	0	0	50	21	21	7	0	0	24	77	13	13
<b>TOTAL BOGOTA</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>85</b>	<b>15</b>	<b>15</b>
BOLOGNA		EDINBURGH	BMI REGIONAL	C A	4	0	0	50	50	0	0	0	0	19	0	0	0
		EDINBURGH	BMI REGIONAL	C D	5	0	0	100	0	0	0	0	0	6	0	0	0
		MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S A	31	0	0	68	6	13	13	0	0	23	68	17	31
		MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S D	31	0	0	77	6	13	3	0	0	12	90	8	31
		GATWICK	BRITISH AIRWAYS PLC	S A	87	0	0	67	21	8	5	0	0	14	80	10	88
		GATWICK	BRITISH AIRWAYS PLC	S D	89	0	0	48	25	20	7	0	0	23	84	9	88
		STANSTED	EASYJET AIRLINE COMPANY LTD	S A	31	0	0	65	13	10	13	0	0	19	84	12	31
		STANSTED	EASYJET AIRLINE COMPANY LTD	S D	31	0	0	84	10	3	3	0	0	12	71	16	31
		EDINBURGH	EUROFLY SPA	C A	4	0	0	0	0	75	25	0	0	50	100	3	5

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					Actual (7)	Plan (8)											
BOLOGNA	EDINBURGH	EUROFLY SPA	C	D	4	0	0	0	25	50	25	0	0	46	40	21	5
<b>TOTAL BOLOGNA</b>					<b>317</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>17</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>80</b>	<b>11</b>	<b>11</b>
BORDEAUX	MANCHESTER	BMIBABY LTD	S	A	31	0	0	61	0	26	13	0	0	25	0	0	0
	MANCHESTER	BMIBABY LTD	S	D	31	0	0	68	6	23	3	0	0	14	0	0	0
	GATWICK	BRIT AIR	S	A	26	0	0	81	15	4	0	0	0	8	87	7	55
	GATWICK	BRIT AIR	S	D	26	0	0	62	27	12	0	0	0	14	83	9	54
	GATWICK	BRITISH AIRWAYS PLC	S	A	71	0	0	45	34	13	7	1	0	27	64	32	67
	GATWICK	BRITISH AIRWAYS PLC	S	D	71	0	0	48	41	3	7	1	0	23	81	12	67
<b>TOTAL BORDEAUX</b>					<b>256</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>26</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>80</b>	<b>17</b>	<b>17</b>
BOSTON	HEATHROW	AMERICAN AIRLINES	S	A	58	0	0	72	17	5	5	0	0	12	68	12	57
	HEATHROW	AMERICAN AIRLINES	S	D	58	0	0	64	28	5	3	0	0	14	89	6	57
	MANCHESTER	AMERICAN AIRLINES	S	A	31	0	0	61	23	6	6	3	0	24	0	0	0
	MANCHESTER	AMERICAN AIRLINES	S	D	31	0	0	90	3	0	6	0	0	10	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	85	8	3	4	0	0	8	89	6	93
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	32	29	24	13	2	0	35	52	26	93
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	44	0	0	59	20	9	11	0	0	21	68	31	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	44	0	0	32	30	18	18	2	0	40	26	53	31
<b>TOTAL BOSTON</b>					<b>453</b>	<b>1</b>	<b>0</b>	<b>61</b>	<b>20</b>	<b>10</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>69</b>	<b>18</b>	<b>18</b>
BRATISLAVA	BIRMINGHAM	AIR SLOVAKIA BWJ	S	A	14	3	7	50	7	0	43	0	0	42	0	91	2
	BIRMINGHAM	AIR SLOVAKIA BWJ	S	D	15	0	5	60	27	13	0	0	0	15	50	523	2
	GATWICK	AUSTRIAN AIRLINES	S	A	31	0	0	45	39	13	3	0	0	21	0	0	0
	GATWICK	AUSTRIAN AIRLINES	S	D	31	0	0	81	0	13	3	3	0	23	0	0	0
	STANSTED	SKY EUROPE	S	A	32	0	0	84	3	0	6	3	3	28	94	5	17
	STANSTED	SKY EUROPE	S	D	32	0	0	47	34	3	6	9	0	46	53	17	17
<b>TOTAL BRATISLAVA</b>					<b>155</b>	<b>3</b>	<b>12</b>	<b>63</b>	<b>19</b>	<b>7</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>29</b>	<b>68</b>	<b>42</b>	<b>42</b>
BREMEN	LONDON CITY	OLTOSTFRIESISCHE LUFTTRANSPORT	S	A	49	0	0	96	4	0	0	0	0	2	0	0	0
	LONDON CITY	OLTOSTFRIESISCHE LUFTTRANSPORT	S	D	49	0	0	96	4	0	0	0	0	5	0	0	0

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 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
BREMEN																	
<b>TOTAL BREMEN</b>					<b>98</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>91</b>	<b>6</b>	<b>6</b>
BRESCIA/MONTICHIARI																	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	25	75	0	0	0	0	17	0	0	0
	STANSTED	RYANAIR	S	A	62	0	0	69	19	10	2	0	0	13	69	16	62
	STANSTED	RYANAIR	S	D	62	0	0	45	40	11	3	0	0	20	68	21	62
<b>TOTAL BRESCIA/MONTICHIARI</b>					<b>134</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>30</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>18</b>	<b>18</b>
BREST																	
BRIDGETOWN																	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	0	0	20	0	74	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	0	0	0	20	83	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	74	13	10	3	0	0	13	71	9	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	74	16	6	3	0	0	16	68	14	31
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	20	20	20	40	0	118	0	81	2
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	0	20	60	0	20	0	69	0	78	2
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	18	0	0	67	17	17	0	0	0	13	83	8	18
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	17	0	0	41	35	24	0	0	0	19	71	13	17
<b>TOTAL BRIDGETOWN</b>					<b>117</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>18</b>	<b>14</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>27</b>	<b>68</b>	<b>18</b>	<b>18</b>
BRINDISI																	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	100	2	5	5
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	25	25	50	0	0	0	32	100	4	5
	STANSTED	RYANAIR	S	A	31	0	0	55	32	13	0	0	0	16	0	0	0
	STANSTED	RYANAIR	S	D	31	0	0	84	13	3	0	0	0	8	0	0	0
<b>TOTAL BRINDISI</b>					<b>70</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>13</b>	<b>100</b>	<b>3</b>	<b>3</b>
BRISTOL																	
	MANCHESTER	AIR SOUTHWEST	S	A	21	0	1	57	19	14	10	0	0	23	0	0	0
	MANCHESTER	AIR SOUTHWEST	S	D	43	0	1	67	14	7	12	0	0	20	0	0	0
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	101	0	0	67	16	7	10	0	0	17	87	7	106
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	103	0	0	79	7	7	7	1	0	18	84	10	108
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	75	1	0	88	12	0	0	0	0	3	78	8	76

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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)										
BRISTOL	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	106	1	0	91	4	4	1	1	0	7	82	7	107
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	80	0	0	76	11	6	5	1	0	16	64	16	78
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	80	0	0	49	24	15	11	1	0	27	42	27	78
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	79	0	1	82	8	8	3	0	0	9	73	12	78
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	79	0	1	66	16	13	5	0	0	16	59	20	78
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	83	1	1	83	6	6	5	0	0	10	64	33	61
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	84	0	0	76	15	7	1	0	0	10	56	35	61
<b>TOTAL BRISTOL</b>					<b>934</b>	<b>3</b>	<b>5</b>	<b>75</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>15</b>	<b>15</b>
BRIZE NORTON																	
BRUSSELS	HEATHROW	BMI BRITISH MIDLAND	S	A	150	0	0	51	25	13	11	0	0	25	82	7	173
	HEATHROW	BMI BRITISH MIDLAND	S	D	151	0	1	43	26	20	10	1	0	29	64	16	173
	EDINBURGH	BMI REGIONAL	S	A	75	0	0	59	16	13	9	3	0	25	96	3	77
	EDINBURGH	BMI REGIONAL	S	D	75	0	0	72	13	12	1	1	0	16	94	4	77
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	66	0	0	61	14	20	6	0	0	18	76	15	67
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	66	0	0	59	23	14	5	0	0	16	82	12	67
	HEATHROW	BRITISH AIRWAYS PLC	S	A	215	0	1	61	16	14	7	1	0	22	93	3	225
	HEATHROW	BRITISH AIRWAYS PLC	S	D	215	0	0	39	28	21	11	0	0	29	86	7	225
	BIRMINGHAM	SN BRUSSELS AIRLINES	S	A	88	0	2	81	14	6	0	0	0	8	93	4	76
	BIRMINGHAM	SN BRUSSELS AIRLINES	S	D	88	0	1	66	23	11	0	0	0	12	99	2	75
	GATWICK	SN BRUSSELS AIRLINES	S	A	37	0	0	73	22	5	0	0	0	12	0	0	0
	GATWICK	SN BRUSSELS AIRLINES	S	D	37	0	0	38	35	24	3	0	0	23	0	0	0
	HEATHROW	SN BRUSSELS AIRLINES	S	A	4	0	0	100	0	0	0	0	0	0	100	2	5
	HEATHROW	SN BRUSSELS AIRLINES	S	D	5	0	0	60	40	0	0	0	0	12	20	26	5
	MANCHESTER	SN BRUSSELS AIRLINES	S	A	70	0	0	80	11	9	0	0	0	9	91	4	57
	MANCHESTER	SN BRUSSELS AIRLINES	S	D	70	0	0	89	9	3	0	0	0	5	98	2	57
	NEWCASTLE	SN BRUSSELS AIRLINES	S	A	51	0	1	73	16	12	0	0	0	9	95	3	57
	NEWCASTLE	SN BRUSSELS AIRLINES	S	D	53	0	1	53	38	9	0	0	0	17	96	4	56
	LONDON CITY	VLM (BELGIUM)	S	A	111	0	1	62	17	15	5	0	0	18	90	6	104
	LONDON CITY	VLM (BELGIUM)	S	D	111	0	1	57	27	14	3	0	0	17	94	4	105
<b>TOTAL BRUSSELS</b>					<b>1739</b>	<b>2</b>	<b>9</b>	<b>59</b>	<b>21</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>87</b>	<b>7</b>	<b>7</b>

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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	
BUCHAREST (OTOPENI)																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	55	16	13	16	0	0	26	100	0	31		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	42	26	13	19	0	0	36	94	4	31		
	HEATHROW	TAROM	S	A	31	0	0	97	0	3	0	0	0	3	87	15	31		
	HEATHROW	TAROM	S	D	31	0	0	84	6	6	3	0	0	9	65	22	31		
<b>TOTAL BUCHAREST (OTOPENI)</b>					<b>132</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>21</b>	<b>86</b>	<b>10</b>	<b>10</b>		
BUDAPEST																			
	GATWICK	BRITISH AIRWAYS PLC	S	A	22	1	0	18	36	27	18	0	0	35	0	0	0		
	GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	1	45	36	9	9	0	0	21	0	0	0		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	50	12	20	18	0	0	27	65	17	62		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	0	18	16	41	25	0	0	45	74	13	62		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	87	10	3	0	0	0	5	0	0	0		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	71	23	6	0	0	0	11	0	0	0		
	HEATHROW	MALEV (HUNGARIAN AIRLINES)	S	A	62	0	0	61	13	16	10	0	0	20	81	11	62		
	HEATHROW	MALEV (HUNGARIAN AIRLINES)	S	D	62	0	0	73	19	3	5	0	0	14	77	10	62		
	STANSTED	MALEV (HUNGARIAN AIRLINES)	S	A	53	0	0	77	13	8	2	0	0	11	0	0	0		
	STANSTED	MALEV (HUNGARIAN AIRLINES)	S	D	53	0	0	43	34	19	4	0	0	20	0	0	0		
	STANSTED	SKY EUROPE	S	A	31	0	0	77	16	6	0	0	0	9	0	0	0		
	STANSTED	SKY EUROPE	S	D	31	0	0	29	35	35	0	0	0	24	0	0	0		
	LUTON	WIZZ AIR	S	A	49	0	0	53	29	14	4	0	0	18	0	0	0		
	LUTON	WIZZ AIR	S	D	48	0	1	13	31	46	10	0	0	37	0	0	0		
<b>TOTAL BUDAPEST</b>					<b>618</b>	<b>1</b>	<b>2</b>	<b>51</b>	<b>22</b>	<b>19</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>77</b>	<b>12</b>	<b>12</b>		
BUENOS AIRES																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	88	6	0	6	0	0	6	92	5	13		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	65	29	0	6	0	0	15	54	11	13		
<b>TOTAL BUENOS AIRES</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>18</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>8</b>	<b>8</b>		
BURGAS																			
	BIRMINGHAM	BH AIR	C	A	4	0	0	50	25	25	0	0	0	22	40	13	5		
	BIRMINGHAM	BH AIR	C	D	4	0	0	25	50	25	0	0	0	29	40	23	5		
	EDINBURGH	BH AIR	C	A	10	0	0	40	20	30	10	0	0	21	71	9	7		
	EDINBURGH	BH AIR	C	D	10	0	0	50	0	30	20	0	0	31	57	11	7		
	GATWICK	BH AIR	C	A	8	0	0	75	0	25	0	0	0	13	40	47	5		
	GATWICK	BH AIR	C	D	9	0	0	44	11	33	11	0	0	27	40	52	5		
	GLASGOW	BH AIR	C	A	13	0	0	54	31	15	0	0	0	18	100	2	10		

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 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)												
BURGAS	GLASGOW	BH AIR	C	D	12	0	0	67	17	17	0	0	0	15	89	8	9	
	MANCHESTER	BH AIR	C	A	22	0	0	45	23	14	18	0	0	29	67	11	18	
	MANCHESTER	BH AIR	C	D	22	0	0	50	18	9	23	0	0	29	72	11	18	
	NEWCASTLE	BH AIR	C	A	10	0	0	70	20	10	0	0	0	10	75	8	4	
	NEWCASTLE	BH AIR	C	D	10	0	0	60	30	10	0	0	0	13	50	18	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	3	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	1	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	5	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	1	0	0	0	
	STANSTED	BULGARIA AIR	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	STANSTED	BULGARIA AIR	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	10	0	0	20	10	30	40	0	0	68	100	1	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	10	0	0	20	20	10	40	10	0	76	100	1	4	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	5	0	0	0	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	60	20	20	0	0	0	18	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	33	0	11	56	0	0	53	25	25	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	33	0	11	56	0	0	53	25	30	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	0	20	0	63	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	0	20	0	66	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	8	75	7	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	60	0	0	0	0	13	75	9	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	20	0	0	28	0	0	0	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	4	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	0	60	0	20	20	0	91	75	19	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	1	0	60	0	20	0	20	0	81	75	24	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	3	0	0	0	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	20	0	0	0	11	0	0	0	
<b>TOTAL BURGAS</b>					<b>260</b>	<b>1</b>	<b>0</b>	<b>58</b>	<b>15</b>	<b>13</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>68</b>	<b>14</b>	<b>14</b>	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 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
CAEN																		
CAGLIARI (ELMAS)																		
	HEATHROW	BMI BRITISH MIDLAND	C	A	4	0	0	0	0	100	0	0	0	41	20	40	5	
	HEATHROW	BMI BRITISH MIDLAND	C	D	4	0	0	25	75	0	0	0	17	60	18	5		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	4	0	0	100	0	0	0	0	8	67	15	3		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	4	0	0	75	25	0	0	0	12	100	5	4		
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	23	23	46	8	0	35	0	0	0		
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	62	23	15	0	0	17	0	0	0		
	GATWICK	MERIDIANA AIR	S	A	31	0	0	35	42	6	10	6	39	0	0	0		
	GATWICK	MERIDIANA AIR	S	D	31	0	0	74	16	6	3	0	13	0	0	0		
	LUTON	VOLARE AIRLINES	S	A	13	0	0	77	15	8	0	0	10	0	0	0		
	LUTON	VOLARE AIRLINES	S	D	13	0	0	23	23	38	15	0	32	0	0	0		
<b>TOTAL CAGLIARI (ELMAS)</b>					<b>130</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>25</b>	<b>17</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>60</b>	<b>19</b>	<b>19</b>	
CAIRO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	94	3	3	0	0	2	100	0	31		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	26	23	26	23	3	52	42	27	31		
	HEATHROW	EGYPT AIR	S	A	31	0	0	32	45	13	10	0	25	69	26	32		
	HEATHROW	EGYPT AIR	S	D	32	0	0	9	25	47	19	0	44	30	41	33		
<b>TOTAL CAIRO</b>					<b>125</b>	<b>2</b>	<b>0</b>	<b>40</b>	<b>24</b>	<b>22</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>31</b>	<b>59</b>	<b>23</b>	<b>23</b>	
CALCUTTA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	77	8	8	8	0	11	80	15	10		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	15	38	23	23	0	45	33	38	9		
<b>TOTAL CALCUTTA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>23</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>58</b>	<b>26</b>	<b>26</b>	
CALGARY																		
	HEATHROW	AIR CANADA	S	A	62	0	0	50	18	18	10	5	34	68	21	62		
	HEATHROW	AIR CANADA	S	D	62	0	0	24	32	26	15	2	58	48	33	62		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	3	0	0	0	33	0	33	0	33	312	0	0	0	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	3	0	0	0	33	0	33	0	33	325	0	0	0	
<b>TOTAL CALGARY</b>					<b>130</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>25</b>	<b>21</b>	<b>13</b>	<b>3</b>	<b>2</b>	<b>59</b>	<b>58</b>	<b>27</b>	<b>27</b>	
CALVI																		
	MANCHESTER	ASTRAEUS LTD	C	A	5	0	0	100	0	0	0	0	0	100	0	5		
	MANCHESTER	ASTRAEUS LTD	C	D	5	0	0	100	0	0	0	0	3	80	7	5		



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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							AUG 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	
CALVI																			
	STANSTED	CHANNEL EXPRESS (AIR SVS)		C A	5	0	0	80	20	0	0	0	0	6	0	0	0		
	STANSTED	CHANNEL EXPRESS (AIR SVS)		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	80	0	0	20	0	0	15	100	0	5		
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	5	0	0	80	0	0	20	0	0	18	100	0	5		
<b>TOTAL CALVI</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>8</b>	<b>8</b>		
CAMPBELTOWN																			
	GLASGOW	LOGANAIR		S A	43	0	0	100	0	0	0	0	0	1	100	1	40		
	GLASGOW	LOGANAIR		S D	43	0	0	93	7	0	0	0	0	5	95	4	40		
<b>TOTAL CAMPBELTOWN</b>					<b>86</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>98</b>	<b>2</b>	<b>2</b>		
CANCUN																			
	GATWICK	BRITANNIA AIRWAYS		C A	9	0	0	44	0	44	11	0	0	38	100	3	4		
	GATWICK	BRITANNIA AIRWAYS		C D	9	0	0	44	22	11	22	0	0	33	75	5	4		
	MANCHESTER	BRITANNIA AIRWAYS		C A	8	1	0	75	25	0	0	0	0	4	75	45	4		
	MANCHESTER	BRITANNIA AIRWAYS		C D	9	0	0	89	11	0	0	0	0	5	75	58	4		
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	75	25	0	0	0	0	5	50	18	4		
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	5	0	0	80	20	0	0	0	0	7	75	11	4		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	5	0	0	20	40	0	20	0	20	329	50	18	4		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	5	0	0	0	40	20	20	0	20	334	50	20	4		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		C A	3	0	0	33	33	0	33	0	0	61	100	9	2		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		C D	3	0	0	33	67	0	0	0	0	13	0	27	2		
	GATWICK	MY TRAVEL AIRWAYS UK		C A	8	0	0	50	25	13	13	0	0	20	44	19	9		
	GATWICK	MY TRAVEL AIRWAYS UK		C D	9	0	0	11	33	33	22	0	0	45	67	11	9		
	GLASGOW	MY TRAVEL AIRWAYS UK		C A	4	0	0	75	0	25	0	0	0	16	25	64	4		
	GLASGOW	MY TRAVEL AIRWAYS UK		C D	5	0	0	20	40	20	20	0	0	36	75	51	4		
	MANCHESTER	MY TRAVEL AIRWAYS UK		C A	9	0	0	56	11	11	11	11	0	62	50	85	4		
	MANCHESTER	MY TRAVEL AIRWAYS UK		C D	12	0	0	67	8	8	8	8	0	55	67	52	6		
	GATWICK	THOMAS COOK AIRLINES LTD		C A	5	0	0	80	20	0	0	0	0	6	75	297	4		
	GATWICK	THOMAS COOK AIRLINES LTD		C D	5	0	0	80	0	20	0	0	0	15	40	255	5		
	MANCHESTER	THOMAS COOK AIRLINES LTD		C A	5	0	0	0	20	40	20	0	20	292	0	0	0		
	MANCHESTER	THOMAS COOK AIRLINES LTD		C D	5	0	0	40	0	0	40	0	20	285	0	0	0		
<b>TOTAL CANCUN</b>					<b>127</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>20</b>	<b>13</b>	<b>12</b>	<b>2</b>	<b>3</b>	<b>73</b>	<b>60</b>	<b>55</b>	<b>55</b>		
CANNES																			

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					AUG 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
CAPE TOWN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	87	3	0	0	3	7	61	97	1	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	23	17	27	20	10	3	105	52	22	31	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	40	0	0	78	15	8	0	0	0	8	87	13	31	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	40	0	0	60	20	18	3	0	0	18	74	12	31	
<b>TOTAL CAPE TOWN</b>					<b>140</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>14</b>	<b>13</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>43</b>	<b>77</b>	<b>12</b>	<b>12</b>	
CARCASSONNE																		
	STANSTED	RYANAIR	S	A	62	0	0	92	5	2	2	0	0	4	87	5	62	
	STANSTED	RYANAIR	S	D	62	0	0	68	26	5	2	0	0	12	56	14	62	
<b>TOTAL CARCASSONNE</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>15</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>72</b>	<b>10</b>	<b>10</b>	
CARDIFF WALES																		
	NEWCASTLE	AIR WALES LTD	S	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	NEWCASTLE	AIR WALES LTD	S	D	4	0	0	100	0	0	0	0	0	0	0	0	0	
	EDINBURGH	BMIBABY LTD	S	A	75	0	5	52	12	24	9	3	0	31	0	0	0	
	EDINBURGH	BMIBABY LTD	S	D	74	0	6	32	19	28	18	3	0	42	0	0	0	
<b>TOTAL CARDIFF WALES</b>					<b>162</b>	<b>2</b>	<b>11</b>	<b>46</b>	<b>14</b>	<b>25</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>34</b>	<b>73</b>	<b>10</b>	<b>10</b>	
CASABLANCA MOHAMED V																		
	HEATHROW	GB AIRWAYS LTD	S	A	9	0	0	44	22	22	11	0	0	22	0	0	0	
	HEATHROW	GB AIRWAYS LTD	S	D	8	0	0	13	38	25	25	0	0	44	0	0	0	
	HEATHROW	ROYAL AIR MAROC	S	A	31	0	0	58	23	16	3	0	0	16	74	13	31	
	HEATHROW	ROYAL AIR MAROC	S	D	31	0	0	52	23	19	3	3	0	25	74	14	31	
<b>TOTAL CASABLANCA MOHAMED V</b>					<b>79</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>24</b>	<b>19</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>74</b>	<b>13</b>	<b>13</b>	
CATANIA (FONTANAROSSA)																		
	GATWICK	ASTRAEUS LTD	C	A	4	0	0	75	25	0	0	0	0	13	0	0	0	
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	C	A	4	0	0	25	25	50	0	0	0	30	0	90	5	
	HEATHROW	BMI BRITISH MIDLAND	C	D	4	0	0	100	0	0	0	0	0	4	20	35	5	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	7	0	81	5	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	8	60	35	5	
	GATWICK	BRITISH AIRWAYS PLC	S	A	18	0	0	22	11	39	28	0	0	43	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	18	0	0	67	22	11	0	0	0	14	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	5	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	0	0	0	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 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
CATANIA (FONTANAROSSA)																		
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	50	0	0	50	0	0	42	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	0	0	25	0	0	25	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	0	75	0	0	0	37	40	47	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	25	0	0	0	14	100	0	5	
<b>TOTAL CATANIA (FONTANAROSSA)</b>					<b>86</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>12</b>	<b>17</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>61</b>	<b>27</b>	<b>27</b>	
CHANIA																		
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	60	0	0	40	0	0	35	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	20	0	0	0	14	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	60	0	40	0	0	0	18	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	60	0	20	20	0	0	25	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	0	3	
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	60	20	20	0	0	0	16	75	8	4	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	5	0	0	40	40	0	20	0	0	33	100	0	4	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	5	0	0	40	20	0	40	0	0	52	100	4	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	10	0	0	60	20	0	20	0	0	18	100	1	8	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	10	0	0	60	20	0	20	0	0	20	100	4	8	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	8	100	3	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	60	40	0	0	0	0	9	100	0	4	
	BIRMINGHAM	ISLANDSFLUG	C	A	5	0	0	20	20	40	20	0	0	37	0	0	0	
	BIRMINGHAM	ISLANDSFLUG	C	D	5	0	0	0	60	20	20	0	0	39	0	0	0	
	NEWCASTLE	ISLANDSFLUG	C	A	5	0	0	40	20	20	20	0	0	30	0	0	0	
	NEWCASTLE	ISLANDSFLUG	C	D	5	0	0	40	20	20	20	0	0	27	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	10	0	0	50	10	10	20	10	0	53	100	1	8	
	GATWICK	MONARCH AIRLINES	C	D	10	0	0	50	10	10	20	10	0	67	75	12	8	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	80	0	0	0	0	20	86	100	2	4	
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	80	0	0	0	0	20	90	75	7	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	7	100	2	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	8	88	4	8	
<b>TOTAL CHANIA</b>					<b>130</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>16</b>	<b>9</b>	<b>14</b>	<b>2</b>	<b>2</b>	<b>33</b>	<b>86</b>	<b>7</b>	<b>7</b>	
CHARLEROI																		
CHARLOTTE																		
	GATWICK	US AIRWAYS	S	A	30	0	1	80	7	3	7	3	0	19	58	35	31	
	GATWICK	US AIRWAYS	S	D	30	0	1	30	33	23	10	3	0	36	39	35	31	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 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)											
CHARLOTTE																	
<b>TOTAL CHARLOTTE</b>					<b>60</b>	<b>0</b>	<b>2</b>	<b>55</b>	<b>20</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>28</b>	<b>48</b>	<b>35</b>	<b>35</b>
CHICAGO (O'HARE)																	
	HEATHROW	AIR INDIA	S	A	13	0	0	69	0	8	15	0	8	61	54	124	13
	HEATHROW	AIR INDIA	S	D	14	0	0	43	29	21	0	7	0	36	79	10	14
	GLASGOW	AMERICAN AIRLINES	S	A	31	0	0	74	19	0	6	0	0	11	65	21	31
	GLASGOW	AMERICAN AIRLINES	S	D	31	0	0	84	10	0	6	0	0	11	74	16	31
	HEATHROW	AMERICAN AIRLINES	S	A	155	0	0	77	8	8	7	0	0	14	73	18	154
	HEATHROW	AMERICAN AIRLINES	S	D	155	0	0	77	13	6	4	0	0	13	88	6	154
	MANCHESTER	AMERICAN AIRLINES	S	A	31	0	0	48	16	19	13	3	0	32	65	23	31
	MANCHESTER	AMERICAN AIRLINES	S	D	31	0	0	87	0	0	13	0	0	15	97	2	31
	MANCHESTER	BMI BRITISH MIDLAND	S	A	31	0	0	65	16	16	3	0	0	14	65	17	31
	MANCHESTER	BMI BRITISH MIDLAND	S	D	31	0	0	74	16	6	3	0	0	10	97	8	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	0	82	8	8	2	0	0	8	84	32	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	0	36	20	36	8	0	0	32	65	17	62
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	9	0	0	67	0	11	22	0	0	39	0	0	0
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	8	0	0	75	13	0	0	13	0	34	0	0	0
	HEATHROW	UNITED AIRLINES	S	A	93	0	0	74	10	10	6	0	0	13	66	28	93
	HEATHROW	UNITED AIRLINES	S	D	93	0	0	67	16	15	2	0	0	15	78	12	93
<b>TOTAL CHICAGO (O'HARE)</b>					<b>848</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>12</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>76</b>	<b>18</b>	<b>18</b>
CINCINNATI																	
	GATWICK	DELTA AIRLINES	S	A	31	0	0	68	23	3	3	3	0	18	77	9	31
	GATWICK	DELTA AIRLINES	S	D	31	0	0	90	6	3	0	0	0	6	87	5	31
<b>TOTAL CINCINNATI</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>15</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>7</b>	<b>7</b>
CITY OF DERRY (EGLINTON)																	
	BIRMINGHAM	AER ARRAN	S	A	27	0	0	85	7	4	4	0	0	10	0	0	0
	BIRMINGHAM	AER ARRAN	S	D	27	0	0	70	22	4	4	0	0	13	0	0	0
	MANCHESTER	AER ARRAN	S	A	30	0	1	70	17	3	10	0	0	15	0	0	0
	MANCHESTER	AER ARRAN	S	D	31	0	0	81	6	3	10	0	0	12	0	0	0
	GLASGOW	LOGANAIR	S	A	26	5	0	81	0	8	12	0	0	16	62	23	26
	GLASGOW	LOGANAIR	S	D	31	0	0	6	16	6	0	71	0	156	38	22	26
	STANSTED	RYANAIR	S	A	58	0	0	91	5	3	0	0	0	4	95	3	57
	STANSTED	RYANAIR	S	D	58	0	0	76	14	10	0	0	0	11	81	11	57
<b>TOTAL CITY OF DERRY (EGLINTON)</b>					<b>288</b>	<b>5</b>	<b>1</b>	<b>72</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>26</b>	<b>78</b>	<b>12</b>	<b>12</b>

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 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																		
CLEVELAND																		
	GATWICK	CONTINENTAL AIRLINES		S A	31	0	0	77	6	3	13	0	0	17	50	25	30	
	GATWICK	CONTINENTAL AIRLINES		S D	31	0	0	90	10	0	0	0	0	5	77	11	31	
<b>TOTAL CLEVELAND</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>64</b>	<b>18</b>	<b>18</b>	
COLOGNE (BONN)																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	90	0	0	60	13	16	7	3	1	32	91	5	91	
	HEATHROW	BRITISH AIRWAYS PLC		S D	89	0	0	38	18	27	16	1	0	33	84	7	91	
	EDINBURGH	EUROWINGS LUFTVERKEHRS		S A	31	0	0	55	35	10	0	0	0	16	97	1	31	
	EDINBURGH	EUROWINGS LUFTVERKEHRS		S D	31	0	0	16	42	39	3	0	0	30	94	5	31	
	GATWICK	EUROWINGS LUFTVERKEHRS		S A	62	0	0	74	18	6	2	0	0	11	0	0	0	
	GATWICK	EUROWINGS LUFTVERKEHRS		S D	62	0	0	81	11	6	2	0	0	11	0	0	0	
	STANSTED	EUROWINGS LUFTVERKEHRS		S A	62	0	0	94	5	2	0	0	0	3	95	5	62	
	STANSTED	EUROWINGS LUFTVERKEHRS		S D	62	0	0	85	11	3	0	0	0	7	69	11	62	
	MANCHESTER	HAPAG LLOYD EXPRESS		S A	41	0	0	56	24	17	2	0	0	16	92	4	50	
	MANCHESTER	HAPAG LLOYD EXPRESS		S D	41	0	0	71	7	17	5	0	0	15	84	13	50	
	HEATHROW	LUFTHANSA CITY LINE		S A	84	0	0	79	13	6	2	0	0	11	79	8	70	
	HEATHROW	LUFTHANSA CITY LINE		S D	84	0	0	81	12	4	4	0	0	11	84	8	68	
<b>TOTAL COLOGNE (BONN)</b>					<b>739</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>15</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>86</b>	<b>7</b>	<b>7</b>	
COLOMBO																		
	HEATHROW	SRILANKAN AIRLINES		S A	54	0	0	76	7	9	7	0	0	16	98	1	40	
	HEATHROW	SRILANKAN AIRLINES		S D	54	0	0	48	17	17	15	2	2	41	68	13	40	
<b>TOTAL COLOMBO</b>					<b>108</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>12</b>	<b>13</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>28</b>	<b>83</b>	<b>7</b>	<b>7</b>	
CONNAUGHT																		
	MANCHESTER	BMIBABY LTD		S A	31	0	0	29	39	26	3	3	0	32	0	0	0	
	MANCHESTER	BMIBABY LTD		S D	31	0	0	81	19	0	0	0	0	7	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	18	0	0	83	0	11	6	0	0	11	84	12	31	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S D	18	0	0	83	0	6	11	0	0	13	84	11	31	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		S A	31	0	0	29	26	23	19	3	0	39	32	43	31	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		S D	31	0	0	29	29	26	13	3	0	37	48	34	31	
	STANSTED	RYANAIR		S A	31	0	0	77	16	6	0	0	0	11	84	10	31	
	STANSTED	RYANAIR		S D	31	0	0	84	10	6	0	0	0	9	77	12	31	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 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>CONNAUGHT</b>																	
<b>TOTAL CONNAUGHT</b>																	
<b>222      0      0      59      19      14      6      1      0      21      68      20      20</b>																	
<b>COPENHAGEN</b>																	
	EDINBURGH	BMI REGIONAL	S	A	53	0	0	91	6	0	4	0	0	6	0	0	0
	EDINBURGH	BMI REGIONAL	S	D	53	0	0	92	2	4	2	0	0	7	0	0	0
	GLASGOW	BMI REGIONAL	S	A	30	0	0	93	0	3	3	0	0	7	0	0	0
	GLASGOW	BMI REGIONAL	S	D	30	0	0	90	3	3	3	0	0	7	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	69	0	0	61	23	12	4	0	0	19	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	69	0	0	78	9	7	6	0	0	11	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	172	0	0	68	13	15	5	0	0	17	88	7	176
	HEATHROW	BRITISH AIRWAYS PLC	S	D	172	0	0	52	22	15	10	0	0	23	81	9	176
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	87	0	6	3	3	0	16	0	0	0
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	68	16	6	6	3	0	26	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	89	0	0	80	10	6	3	1	0	12	75	15	88
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	89	0	0	71	17	4	7	1	0	18	59	24	88
	GATWICK	MAERSK AIR	S	A	80	0	0	91	6	3	0	0	0	5	89	5	88
	GATWICK	MAERSK AIR	S	D	80	0	0	93	3	4	1	0	0	6	94	4	88
	BIRMINGHAM	SAS	S	A	70	0	2	89	6	3	3	0	0	8	98	3	56
	BIRMINGHAM	SAS	S	D	69	0	2	78	10	7	3	1	0	15	88	9	56
	HEATHROW	SAS	S	A	177	0	0	61	29	7	3	0	0	15	85	7	210
	HEATHROW	SAS	S	D	177	0	0	67	16	11	5	1	0	18	90	6	209
	MANCHESTER	SAS	S	A	102	0	1	85	12	2	1	0	0	7	80	11	85
	MANCHESTER	SAS	S	D	101	0	1	91	5	2	2	0	0	5	86	6	85
	HEATHROW	VARIG	S	A	13	0	0	85	15	0	0	0	0	6	100	5	13
	HEATHROW	VARIG	S	D	13	0	0	0	0	38	62	0	0	70	0	54	13
<b>TOTAL COPENHAGEN</b>																	
<b>1774      0      8      74      13      8      4      0      0      14      85      8      8</b>																	
<b>CORFU</b>																	
	BIRMINGHAM	AIR MALTA	C	A	5	0	0	0	0	0	40	60	0	180	0	0	0
	BIRMINGHAM	AIR MALTA	C	D	5	0	0	0	0	40	20	40	0	145	0	0	0
	MANCHESTER	AIR MALTA	C	A	9	0	0	11	22	22	33	0	11	113	0	0	0
	MANCHESTER	AIR MALTA	C	D	9	0	0	56	0	22	22	0	0	38	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	89	0	11	0	0	0	6	80	11	10
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	67	22	0	11	0	0	24	100	2	10

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 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																		
	GATWICK	BRITANNIA AIRWAYS		A	22	0	0	91	5	0	5	0	0	8	79	8	28	
	GATWICK	BRITANNIA AIRWAYS		D	22	0	0	95	0	0	5	0	0	6	96	5	28	
	GLASGOW	BRITANNIA AIRWAYS		A	7	0	0	86	14	0	0	0	0	5	100	1	5	
	GLASGOW	BRITANNIA AIRWAYS		D	6	0	0	100	0	0	0	0	0	3	100	1	5	
	LUTON	BRITANNIA AIRWAYS		A	8	0	0	75	13	0	13	0	0	17	67	21	9	
	LUTON	BRITANNIA AIRWAYS		D	9	0	0	89	0	0	11	0	0	15	78	17	9	
	MANCHESTER	BRITANNIA AIRWAYS		A	18	0	0	61	11	17	6	6	0	30	77	14	22	
	MANCHESTER	BRITANNIA AIRWAYS		D	18	0	0	78	6	6	6	6	0	24	83	8	23	
	NEWCASTLE	BRITANNIA AIRWAYS		A	4	0	0	100	0	0	0	0	0	2	100	1	5	
	NEWCASTLE	BRITANNIA AIRWAYS		D	4	0	0	100	0	0	0	0	0	6	100	0	5	
	STANSTED	BRITANNIA AIRWAYS		A	4	0	0	100	0	0	0	0	0	1	60	10	5	
	STANSTED	BRITANNIA AIRWAYS		D	4	0	0	75	25	0	0	0	0	14	60	9	5	
	GATWICK	EXCEL AIRWAYS LTD		A	29	0	0	55	14	17	10	0	3	44	71	9	31	
	GATWICK	EXCEL AIRWAYS LTD		D	29	0	0	45	21	17	14	0	3	48	66	12	32	
	GLASGOW	EXCEL AIRWAYS LTD		A	5	0	0	80	20	0	0	0	0	6	100	0	4	
	GLASGOW	EXCEL AIRWAYS LTD		D	5	0	0	60	20	0	20	0	0	21	75	6	4	
	MANCHESTER	EXCEL AIRWAYS LTD		A	24	0	0	58	13	0	25	4	0	32	65	14	17	
	MANCHESTER	EXCEL AIRWAYS LTD		D	24	0	0	83	0	4	13	0	0	12	82	4	17	
	NEWCASTLE	EXCEL AIRWAYS LTD		A	5	0	0	100	0	0	0	0	0	2	0	0	0	
	NEWCASTLE	EXCEL AIRWAYS LTD		D	5	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		A	5	0	0	80	0	20	0	0	0	7	100	0	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		D	5	0	0	100	0	0	0	0	0	0	100	3	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD		A	28	0	0	64	7	18	11	0	0	21	65	16	43	
	GATWICK	FIRST CHOICE AIRWAYS LTD		D	28	0	0	61	7	18	14	0	0	23	53	22	43	
	GLASGOW	FIRST CHOICE AIRWAYS LTD		A	4	0	0	100	0	0	0	0	0	0	100	4	5	
	GLASGOW	FIRST CHOICE AIRWAYS LTD		D	4	0	0	100	0	0	0	0	0	1	100	6	5	
	LUTON	FIRST CHOICE AIRWAYS LTD		A	4	0	0	100	0	0	0	0	0	1	60	18	5	
	LUTON	FIRST CHOICE AIRWAYS LTD		D	4	0	0	50	50	0	0	0	0	16	40	20	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		A	19	0	0	32	11	26	21	11	0	63	66	38	29	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		D	19	0	0	53	16	5	16	11	0	55	76	36	29	
	STANSTED	FIRST CHOICE AIRWAYS LTD		A	5	0	0	40	20	20	20	0	0	36	100	0	4	
	STANSTED	FIRST CHOICE AIRWAYS LTD		D	5	0	0	40	0	40	20	0	0	40	100	0	4	
	GATWICK	FLYJET LTD		A	5	0	0	80	0	0	20	0	0	22	0	52	4	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 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																		
	GATWICK	FLYJET LTD		C D	5	0	0	80	0	20	0	0	0	7	25	86	4	
	MANCHESTER	FLYJET LTD		C A	5	0	0	20	0	40	40	0	0	70	25	91	4	
	MANCHESTER	FLYJET LTD		C D	5	0	0	40	20	20	20	0	0	42	25	33	4	
	NEWCASTLE	ISLANDSFLUG		C D	4	0	0	100	0	0	0	0	0	2	0	0	0	
	STANSTED	ISLANDSFLUG		C A	5	0	0	60	0	40	0	0	0	21	0	0	0	
	STANSTED	ISLANDSFLUG		C D	5	0	0	40	0	40	20	0	0	31	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES		C A	10	0	0	70	10	0	20	0	0	23	88	4	8	
	BIRMINGHAM	MONARCH AIRLINES		C D	10	0	0	70	0	10	20	0	0	23	100	2	8	
	GATWICK	MONARCH AIRLINES		C A	23	0	0	48	9	13	26	4	0	52	62	55	21	
	GATWICK	MONARCH AIRLINES		C D	23	0	0	70	0	9	17	4	0	38	76	11	21	
	LUTON	MONARCH AIRLINES		C A	4	0	0	75	0	0	0	0	25	128	100	7	5	
	LUTON	MONARCH AIRLINES		C D	4	0	0	50	0	25	0	0	25	130	100	4	5	
	MANCHESTER	MONARCH AIRLINES		C A	18	0	0	44	6	22	17	11	0	51	71	36	17	
	MANCHESTER	MONARCH AIRLINES		C D	18	0	0	61	0	22	6	11	0	34	88	16	17	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		C A	5	0	0	60	0	0	20	20	0	56	75	30	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		C D	5	0	0	20	20	20	20	20	0	72	50	28	4	
	GATWICK	MY TRAVEL AIRWAYS UK		C A	10	0	0	40	20	0	30	10	0	60	25	65	8	
	GATWICK	MY TRAVEL AIRWAYS UK		C D	10	0	0	30	30	0	30	10	0	61	38	52	8	
	GLASGOW	MY TRAVEL AIRWAYS UK		C A	5	0	0	0	40	20	40	0	0	50	0	0	0	
	GLASGOW	MY TRAVEL AIRWAYS UK		C D	5	0	0	40	0	40	20	0	0	37	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK		C A	13	0	0	31	8	8	31	8	15	178	44	59	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK		C D	13	0	0	46	0	0	31	8	15	157	44	52	9	
	NEWCASTLE	MY TRAVEL AIRWAYS UK		C A	5	0	0	20	40	40	0	0	0	22	25	42	4	
	NEWCASTLE	MY TRAVEL AIRWAYS UK		C D	5	0	0	40	20	40	0	0	0	30	25	31	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD		C A	5	0	0	100	0	0	0	0	0	3	75	11	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD		C D	5	0	0	100	0	0	0	0	0	4	50	20	4	
	GATWICK	THOMAS COOK AIRLINES LTD		C A	23	0	0	91	0	4	4	0	0	7	80	13	25	
	GATWICK	THOMAS COOK AIRLINES LTD		C D	23	0	0	83	4	0	13	0	0	16	84	14	25	
	GLASGOW	THOMAS COOK AIRLINES LTD		C A	7	0	0	86	14	0	0	0	0	6	89	3	9	
	GLASGOW	THOMAS COOK AIRLINES LTD		C D	5	0	0	100	0	0	0	0	0	1	89	4	9	
	LUTON	THOMAS COOK AIRLINES LTD		C A	2	0	0	0	50	50	0	0	0	29	0	0	0	
	LUTON	THOMAS COOK AIRLINES LTD		C D	4	0	0	25	25	50	0	0	0	23	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C A	14	0	0	50	7	21	7	7	7	65	33	33	18	



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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)											
CORFU	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	13	1	0	62	23	8	0	8	0	25	72	16	18
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	0	11	11	0	0	18	100	1	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	0	0	11	0	0	16	100	0	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	0	20	20	0	0	42	50	11	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	20	0	0	20	0	46	75	9	4
<b>TOTAL CORFU</b>					<b>779</b>	<b>4</b>	<b>0</b>	<b>64</b>	<b>8</b>	<b>11</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>37</b>	<b>70</b>	<b>23</b>	<b>23</b>
CORK	BIRMINGHAM	AER ARRAN	S	A	58	0	0	66	10	12	7	5	0	29	71	31	51
	BIRMINGHAM	AER ARRAN	S	D	58	0	0	55	19	10	10	5	0	35	53	37	51
	EDINBURGH	AER ARRAN	S	A	27	0	0	59	19	7	15	0	0	25	50	39	22
	EDINBURGH	AER ARRAN	S	D	27	0	0	48	15	22	15	0	0	34	55	46	22
	HEATHROW	AER LINGUS	S	A	124	0	0	60	23	5	12	1	0	25	83	13	144
	HEATHROW	AER LINGUS	S	D	124	0	0	55	17	15	12	2	0	29	68	19	145
	GATWICK	BMIBABY LTD	S	A	31	0	0	0	32	58	10	0	0	39	0	0	0
	GATWICK	BMIBABY LTD	S	D	31	0	0	13	29	52	6	0	0	34	0	0	0
	MANCHESTER	BMIBABY LTD	S	A	30	0	1	33	27	17	20	3	0	44	0	0	0
	MANCHESTER	BMIBABY LTD	S	D	31	0	0	45	10	26	16	3	0	36	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	30	0	0	63	13	20	3	0	0	15	78	22	80
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	31	0	0	74	0	19	6	0	0	15	84	17	81
	GLASGOW	LOGANAIR	S	A	27	4	0	81	4	7	7	0	0	13	88	5	26
	GLASGOW	LOGANAIR	S	D	31	0	0	55	23	13	10	0	0	23	77	8	26
	STANSTED	RYANAIR	S	A	92	0	0	51	35	13	0	1	0	19	80	10	123
	STANSTED	RYANAIR	S	D	93	0	0	63	26	11	0	0	0	14	76	12	124
<b>TOTAL CORK</b>					<b>846</b>	<b>4</b>	<b>1</b>	<b>54</b>	<b>20</b>	<b>16</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>74</b>	<b>19</b>	<b>19</b>
CUNAGUA	GATWICK	MONARCH AIRLINES	C	A	3	0	0	67	0	0	33	0	0	43	50	217	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	25	25	0	25	0	66	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	12	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	17	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	25	25	0	0	45	75	11	4
<b>TOTAL CUNAGUA</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>8</b>	<b>8</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>28</b>	<b>63</b>	<b>114</b>	<b>114</b>

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2003					
					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)												
DACCA																		
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	A	27	0	0	67	22	4	7	0	0	17	50	71	26	
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	D	27	0	0	15	33	19	26	4	4	68	38	46	26	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	92	0	0	0	8	0	18	85	10	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	8	31	46	8	8	0	58	29	48	14	
<b>TOTAL DACCA</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>24</b>	<b>15</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>41</b>	<b>48</b>	<b>49</b>	<b>49</b>	
DALAMAN																		
	GATWICK	AIR ATLANTA EUROPE LTD	C	A	5	0	0	60	0	20	20	0	0	30	60	9	5	
	GATWICK	AIR ATLANTA EUROPE LTD	C	D	5	0	0	0	0	60	20	20	0	76	60	27	5	
	MANCHESTER	AIR CORDIAL LTD	C	A	15	0	0	0	20	20	20	27	13	262	25	51	4	
	MANCHESTER	AIR CORDIAL LTD	C	D	15	0	0	20	13	7	20	27	13	252	33	50	3	
	MANCHESTER	ASTRAEUS LTD	C	A	5	0	0	80	0	0	20	0	0	25	0	43	5	
	MANCHESTER	ASTRAEUS LTD	C	D	5	0	0	80	0	0	0	20	0	40	60	23	5	
	HEATHROW	BMI BRITISH MIDLAND	C	A	4	0	0	25	0	0	75	0	0	84	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	C	D	4	0	0	25	0	25	50	0	0	64	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	60	0	20	20	0	0	32	100	1	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	40	20	20	20	0	0	43	100	1	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	100	0	0	0	0	0	0	89	10	9	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	89	11	0	0	0	0	4	88	4	8	
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	5	75	4	4	
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	4	75	7	4	
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	40	40	0	0	20	0	72	0	0	0	
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	40	20	20	0	20	0	87	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	78	22	0	0	0	0	7	100	2	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	89	11	0	0	0	0	4	75	5	8	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	5	100	0	4	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	5	100	2	4	
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	35	100	2	5	
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	D	4	0	0	25	25	0	50	0	0	73	100	3	5	
	GATWICK	EXCEL AIRWAYS LTD	C	A	45	0	0	84	2	7	7	0	0	13	83	14	41	
	GATWICK	EXCEL AIRWAYS LTD	C	D	43	0	0	72	14	9	5	0	0	17	79	12	42	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	18	0	0	67	17	0	17	0	0	26	79	8	14	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	18	0	0	72	6	6	17	0	0	27	69	14	13	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	1	80	9	5	

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

Origin / Destinations: D

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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
DALAMAN																		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	78	22	0	0	0	0	7	75	6	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	34	0	0	74	6	0	21	0	0	28	93	6	27	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	34	0	0	59	9	12	15	6	0	39	92	8	25	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	20	20	0	0	0	12	75	285	4	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	0	0	20	0	0	16	100	4	4	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	18	100	0	4	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	0	0	20	0	0	29	75	7	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	24	0	0	75	13	0	0	8	4	62	96	2	23	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	23	0	0	83	0	4	4	9	0	33	90	3	21	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	40	0	20	20	0	20	232	100	1	4	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	40	0	20	20	20	0	99	75	9	4	
	GATWICK	KIBRIS TURKISH AIRLINES - KTHY	S	A	4	0	0	100	0	0	0	0	0	0	25	18	4	
	GATWICK	KIBRIS TURKISH AIRLINES - KTHY	S	D	4	0	0	75	0	25	0	0	0	13	25	33	4	
	MANCHESTER	KIBRIS TURKISH AIRLINES - KTHY	S	A	12	0	0	25	17	8	50	0	0	49	50	51	14	
	MANCHESTER	KIBRIS TURKISH AIRLINES - KTHY	S	D	12	0	0	8	25	8	58	0	0	72	21	73	14	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	29	0	0	76	10	7	3	3	0	17	44	38	18	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	26	0	0	46	27	12	12	4	0	29	38	58	16	
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	40	0	60	0	0	0	27	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	40	0	60	0	0	0	24	0	0	0	
	EDINBURGH	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	6	60	9	5	
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	11	40	11	5	
	GATWICK	MONARCH AIRLINES	C	A	27	0	0	48	22	22	4	0	4	36	85	7	26	
	GATWICK	MONARCH AIRLINES	C	D	25	1	0	60	24	12	0	0	4	33	75	13	28	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	80	0	20	0	0	0	6	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	80	0	20	0	0	0	7	100	0	1	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	12	0	0	100	0	0	0	0	0	2	100	5	10	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	13	0	0	62	31	0	8	0	0	14	90	7	10	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	13	0	0	46	8	8	8	8	23	162	36	136	14	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	13	0	0	54	8	8	8	8	15	139	57	67	14	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	11	80	13	5	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	25	0	0	0	21	60	25	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	22	0	0	64	5	9	18	5	0	35	72	21	18	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	24	0	0	63	8	8	17	4	0	36	78	20	18	

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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)												
DALAMAN																		
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	8	0	0	63	13	25	0	0	0	12	89	4	9	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	9	0	0	33	44	11	11	0	0	22	100	1	9	
	EDINBURGH	ONUR AIR	C	A	5	0	0	80	0	0	0	20	0	54	0	0	0	
	EDINBURGH	ONUR AIR	C	D	5	0	0	40	40	0	0	20	0	67	0	0	0	
	GATWICK	ONUR AIR	C	A	4	0	0	25	0	0	0	50	25	213	100	2	5	
	GATWICK	ONUR AIR	C	D	4	0	0	0	0	25	0	50	25	246	80	9	5	
	MANCHESTER	ONUR AIR	C	A	9	0	0	78	0	0	0	11	11	85	100	2	5	
	MANCHESTER	ONUR AIR	C	D	9	0	0	0	33	0	33	22	11	135	100	4	5	
	NEWCASTLE	ONUR AIR	C	D	5	0	0	0	0	20	80	0	0	80	75	24	4	
	GATWICK	PEGASUS AIRLINES	C	A	6	0	0	67	17	0	17	0	0	22	0	0	0	
	GATWICK	PEGASUS AIRLINES	C	D	5	0	0	0	60	20	20	0	0	39	0	0	0	
	LUTON	PEGASUS AIRLINES	C	A	5	0	0	100	0	0	0	0	0	3	75	5	4	
	LUTON	PEGASUS AIRLINES	C	D	5	0	0	80	20	0	0	0	0	10	75	15	4	
	NEWCASTLE	PEGASUS AIRLINES	C	A	5	0	0	100	0	0	0	0	0	1	100	0	8	
	NEWCASTLE	PEGASUS AIRLINES	C	D	5	0	0	100	0	0	0	0	0	1	89	2	9	
	STANSTED	PEGASUS AIRLINES	C	A	4	0	0	100	0	0	0	0	0	0	100	1	5	
	STANSTED	PEGASUS AIRLINES	C	D	4	0	0	75	25	0	0	0	0	14	80	11	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	5	80	18	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	31	0	0	84	6	6	3	0	0	9	63	27	27	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	31	0	0	84	0	3	13	0	0	15	78	15	27	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	7	0	0	86	14	0	0	0	0	5	92	4	13	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	40	0	0	0	0	12	100	1	10	
	LUTON	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	LUTON	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	25	50	0	0	0	29	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	22	0	0	73	14	5	5	5	0	17	90	15	20	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	22	0	0	77	5	9	5	5	0	19	77	28	22	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	0	11	0	0	12	100	0	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	0	11	11	0	0	20	100	0	4	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	0	0	20	123	100	1	4	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	20	20	0	0	20	137	50	16	4	
	GATWICK	THY TURK HAVA YOLLARI TURKISH	C	A	4	0	0	75	25	0	0	0	0	6	0	0	0	

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

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					Actual (7)	Plan (8)											
DALAMAN	GATWICK	THY TURK HAVA YOLLARI TURKISH	C	D	4	0	0	50	25	25	0	0	0	15	0	0	0
<b>TOTAL DALAMAN</b>					<b>966</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>11</b>	<b>8</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>41</b>	<b>76</b>	<b>20</b>	<b>20</b>
DALLAS/FORT WORTH	GATWICK	AMERICAN AIRLINES	S	A	75	0	0	68	13	8	9	1	0	18	39	33	62
	GATWICK	AMERICAN AIRLINES	S	D	75	0	0	83	11	4	3	0	0	11	94	7	62
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	71	10	10	10	0	0	16	81	11	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	68	16	13	3	0	0	17	87	8	31
<b>TOTAL DALLAS/FORT WORTH</b>					<b>212</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>72</b>	<b>16</b>	<b>16</b>
DAMASCUS	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	31	0	0	90	3	3	3	0	0	7	94	5	18
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	31	0	0	39	29	26	6	0	0	26	37	71	19
	HEATHROW	SYRIANAIR	S	A	13	0	0	8	31	31	31	0	0	57	46	36	13
	HEATHROW	SYRIANAIR	S	D	14	0	0	50	14	14	21	0	0	36	46	22	13
	MANCHESTER	SYRIANAIR	S	A	9	0	0	0	33	11	56	0	0	70	0	0	0
	MANCHESTER	SYRIANAIR	S	D	9	0	0	56	11	22	11	0	0	23	0	0	0
<b>TOTAL DAMASCUS</b>					<b>107</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>19</b>	<b>17</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>57</b>	<b>35</b>	<b>35</b>
DAR-ES-SALAAM	HEATHROW	BRITISH AIRWAYS PLC	S	A	14	0	0	71	14	0	14	0	0	21	71	129	14
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	46	23	23	8	0	0	31	54	20	13
<b>TOTAL DAR-ES-SALAAM</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>19</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>63</b>	<b>76</b>	<b>76</b>
DEAUVILLE																	
<b>TOTAL DEAUVILLE</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>93</b>	<b>8</b>	<b>8</b>
DELHI	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	97	3	0	0	0	0	2	94	12	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	39	29	26	3	3	0	29	65	13	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	13	0	0	15	15	69	0	0	0	36	11	83	9
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	13	0	0	31	38	23	8	0	0	29	44	39	9
<b>TOTAL DELHI</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>19</b>	<b>23</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>68</b>	<b>23</b>	<b>23</b>
DENVER INTERNATIONAL	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	74	16	0	10	0	0	13	87	10	31

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					Actual (7)	Plan (8)											
DENVER INTERNATIONAL	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	0	35	23	26	16	0	0	38	55	25	31
<b>TOTAL DENVER INTERNATIONAL</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>19</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>71</b>	<b>17</b>	<b>17</b>
DETROIT	HEATHROW	BRITISH AIRWAYS PLC		S A	31	0	0	90	10	0	0	0	0	3	90	10	31
	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	0	74	16	6	3	0	0	12	74	14	31
	GATWICK	NORTHWEST AIRLINES		S A	31	0	0	90	3	3	3	0	0	5	74	25	31
	GATWICK	NORTHWEST AIRLINES		S D	31	0	0	77	16	3	3	0	0	13	69	18	29
<b>TOTAL DETROIT</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>17</b>	<b>17</b>
DINARD	STANSTED	RYANAIR		S A	40	0	0	78	18	3	3	0	0	11	89	6	36
	STANSTED	RYANAIR		S D	40	0	0	73	23	3	3	0	0	15	81	11	36
<b>TOTAL DINARD</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>20</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>85</b>	<b>9</b>	<b>9</b>
DJIBOUTI	GATWICK	DAALLO AIRLINES		S A	7	2	0	57	29	14	0	0	0	14	14	191	7
	GATWICK	DAALLO AIRLINES		S D	9	0	0	33	0	44	0	11	11	154	38	67	8
<b>TOTAL DJIBOUTI</b>					<b>16</b>	<b>2</b>	<b>0</b>	<b>44</b>	<b>13</b>	<b>31</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>93</b>	<b>27</b>	<b>125</b>	<b>125</b>
DOHA	HEATHROW	BRITISH AIRWAYS PLC		S A	31	0	0	97	3	0	0	0	0	1	94	7	31
	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	0	26	29	32	13	0	0	31	48	18	31
	HEATHROW	QATAR AIRWAYS		S A	62	0	0	90	8	0	2	0	0	4	93	3	58
	HEATHROW	QATAR AIRWAYS		S D	62	0	0	56	26	15	3	0	0	17	76	11	58
	MANCHESTER	QATAR AIRWAYS		S A	16	2	2	94	0	6	0	0	0	3	82	8	17
	MANCHESTER	QATAR AIRWAYS		S D	18	0	0	56	11	17	17	0	0	23	76	78	17
<b>TOTAL DOHA</b>					<b>220</b>	<b>2</b>	<b>2</b>	<b>70</b>	<b>15</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>80</b>	<b>14</b>	<b>14</b>
DORTMUND																	
DOUALA																	
DUBAI	HEATHROW	BRITISH AIRWAYS PLC		S A	61	0	0	89	7	2	3	0	0	7	100	0	62
	HEATHROW	BRITISH AIRWAYS PLC		S D	61	0	0	54	28	10	5	3	0	25	71	15	62
	BIRMINGHAM	EMIRATES		S A	31	0	0	81	16	3	0	0	0	6	45	28	31
	BIRMINGHAM	EMIRATES		S D	30	1	1	50	33	17	0	0	0	17	61	28	31
	GATWICK	EMIRATES		S A	94	0	0	76	14	11	0	0	0	10	78	9	93

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 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																			
	GATWICK	EMIRATES	S	D	93	0	1	66	25	6	3	0	0	15	74	11	93		
	GLASGOW	EMIRATES	S	A	31	0	0	77	6	13	3	0	0	13	0	0	0		
	GLASGOW	EMIRATES	S	D	31	0	0	48	26	13	13	0	0	25	0	0	0		
	HEATHROW	EMIRATES	S	A	124	0	0	60	24	14	2	0	0	16	55	17	93		
	HEATHROW	EMIRATES	S	D	124	0	0	35	34	21	10	0	0	29	52	22	93		
	MANCHESTER	EMIRATES	S	A	62	0	0	92	6	2	0	0	0	5	63	15	62		
	MANCHESTER	EMIRATES	S	D	62	0	0	73	18	10	0	0	0	11	61	31	62		
<b>TOTAL DUBAI</b>					<b>804</b>	<b>1</b>	<b>2</b>	<b>64</b>	<b>21</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>67</b>	<b>16</b>	<b>16</b>		
DUBLIN																			
	BIRMINGHAM	AER LINGUS	S	A	106	0	0	81	8	7	5	0	0	10	81	20	156		
	BIRMINGHAM	AER LINGUS	S	D	106	0	0	74	13	8	6	0	0	13	75	30	157		
	EDINBURGH	AER LINGUS	S	A	45	0	0	60	24	11	4	0	0	17	72	19	61		
	EDINBURGH	AER LINGUS	S	D	45	0	0	27	42	24	7	0	0	28	48	36	61		
	GLASGOW	AER LINGUS	S	A	68	0	0	56	18	21	6	0	0	19	82	20	92		
	GLASGOW	AER LINGUS	S	D	68	0	0	37	29	24	10	0	0	29	60	38	92		
	HEATHROW	AER LINGUS	S	A	397	0	2	58	18	16	7	1	0	21	70	20	409		
	HEATHROW	AER LINGUS	S	D	397	0	1	61	18	13	7	2	0	23	70	21	408		
	MANCHESTER	AER LINGUS	S	A	138	0	0	73	9	9	9	0	0	15	83	14	169		
	MANCHESTER	AER LINGUS	S	D	138	0	0	65	17	9	9	0	0	17	76	22	170		
	EDINBURGH	AIR MALTA	C	A	2	0	0	0	0	50	50	0	0	59	0	0	0		
	HEATHROW	BMI BRITISH MIDLAND	S	A	221	0	0	54	15	19	10	1	0	27	66	22	224		
	HEATHROW	BMI BRITISH MIDLAND	S	D	221	0	0	51	21	19	7	2	0	27	63	23	224		
	GATWICK	BRITISH AIRWAYS PLC	S	A	115	0	0	62	17	11	10	0	0	20	62	23	93		
	GATWICK	BRITISH AIRWAYS PLC	S	D	115	0	0	61	15	16	9	0	0	21	76	15	93		
	LONDON CITY	CITY JET	S	A	101	0	0	85	9	5	1	0	0	7	0	0	0		
	LONDON CITY	CITY JET	S	D	101	0	0	64	20	13	3	0	0	16	0	0	0		
	MANCHESTER	LUXAIR	S	A	31	0	0	65	23	10	3	0	0	13	94	4	31		
	MANCHESTER	LUXAIR	S	D	31	0	0	77	16	3	3	0	0	9	94	4	31		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	66	0	1	45	23	17	15	0	0	27	0	0	0		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	66	0	1	48	32	15	5	0	0	21	0	0	0		
	BIRMINGHAM	RYANAIR	S	A	80	0	40	71	18	6	4	1	0	14	88	5	93		
	BIRMINGHAM	RYANAIR	S	D	78	0	42	62	18	14	5	0	1	22	80	12	92		
	EDINBURGH	RYANAIR	S	A	88	0	0	73	14	10	3	0	0	11	93	6	119		

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							AUG 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	
DUBLIN																			
	EDINBURGH	RYANAIR	S	D	88	0	0	66	17	14	3	0	0	16	87	8	119		
	GATWICK	RYANAIR	S	A	186	0	0	67	22	6	5	0	0	16	73	14	142		
	GATWICK	RYANAIR	S	D	186	0	0	74	17	3	5	0	0	14	71	16	142		
	LUTON	RYANAIR	S	A	151	0	0	81	9	7	2	0	0	9	86	6	147		
	LUTON	RYANAIR	S	D	151	0	0	75	13	9	3	0	0	11	83	10	149		
	MANCHESTER	RYANAIR	S	A	128	0	0	71	16	9	2	1	0	14	76	11	106		
	MANCHESTER	RYANAIR	S	D	127	0	1	72	15	10	2	1	0	14	83	12	106		
	NEWCASTLE	RYANAIR	S	A	57	0	0	84	5	7	4	0	0	9	90	5	60		
	NEWCASTLE	RYANAIR	S	D	57	0	0	77	5	12	5	0	0	13	82	8	60		
	STANSTED	RYANAIR	S	A	378	0	1	67	17	12	3	1	0	17	73	15	367		
	STANSTED	RYANAIR	S	D	379	0	0	74	17	7	1	0	0	11	74	13	369		
<b>TOTAL DUBLIN</b>					<b>4715</b>	<b>2</b>	<b>89</b>	<b>66</b>	<b>17</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>75</b>	<b>17</b>	<b>17</b>		
DUBROVNIK																			
	STANSTED	AIR ADRIATIC	C	A	4	0	0	100	0	0	0	0	0	3	100	6	4		
	STANSTED	AIR ADRIATIC	C	D	4	0	0	50	50	0	0	0	0	14	75	8	4		
	GATWICK	ASTRAEUS LTD	C	A	5	0	0	60	20	0	20	0	0	24	0	0	0		
	GATWICK	ASTRAEUS LTD	C	D	5	0	0	60	20	0	20	0	0	24	0	0	0		
	MANCHESTER	ASTRAEUS LTD	C	A	5	0	0	100	0	0	0	0	0	0	0	0	0		
	MANCHESTER	ASTRAEUS LTD	C	D	5	0	0	100	0	0	0	0	0	0	0	0	0		
	GATWICK	BRITISH AIRWAYS PLC	S	A	17	0	0	76	12	6	0	6	0	21	0	0	0		
	GATWICK	BRITISH AIRWAYS PLC	S	D	17	0	0	82	18	0	0	0	0	8	0	0	0		
	GATWICK	CROATIA AIRLINES	S	A	18	0	0	56	17	11	17	0	0	24	71	27	17		
	GATWICK	CROATIA AIRLINES	S	D	19	0	0	37	21	32	11	0	0	33	35	36	17		
	GLASGOW	CROATIA AIRLINES	S	A	2	0	0	0	50	0	50	0	0	82	0	0	0		
	MANCHESTER	CROATIA AIRLINES	S	A	9	0	0	67	11	22	0	0	0	14	78	21	9		
	MANCHESTER	CROATIA AIRLINES	S	D	9	0	0	78	22	0	0	0	0	9	78	19	9		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	40	40	20	0	0	0	20	0	0	0		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	5	0	0	0		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	3	0	0	0		
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	C	A	5	0	0	100	0	0	0	0	0	2	60	41	5		
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	C	D	5	0	0	60	40	0	0	0	0	10	80	34	5		
<b>TOTAL DUBROVNIK</b>					<b>144</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>66</b>	<b>25</b>	<b>25</b>		
DUNDEE																			



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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 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)											
DUNDEE	LONDON CITY	SCOT AIRWAYS	S	A	97	1	4	73	18	5	3	1	0	14	89	8	93
	LONDON CITY	SCOT AIRWAYS	S	D	94	0	7	71	17	7	4	0	0	14	82	9	93
<b>TOTAL DUNDEE</b>					<b>191</b>	<b>2</b>	<b>11</b>	<b>72</b>	<b>17</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>85</b>	<b>8</b>	<b>8</b>
DUSSELDORF	STANSTED	AIR BERLIN	S	A	80	0	0	89	6	1	4	0	0	7	0	0	0
	STANSTED	AIR BERLIN	S	D	79	0	0	77	14	8	1	0	0	10	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	103	0	0	84	13	2	1	0	0	6	71	13	68
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	104	0	0	93	3	4	0	0	0	3	81	11	69
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	9	0	0	78	0	0	22	0	0	15	88	5	8
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	19	0	0	89	0	11	0	0	0	6	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	97	0	0	90	6	2	0	2	0	10	79	11	99
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	100	0	0	87	8	3	2	0	0	6	76	12	101
	HEATHROW	BRITISH AIRWAYS PLC	S	A	156	0	0	63	10	15	10	1	0	23	87	9	147
	HEATHROW	BRITISH AIRWAYS PLC	S	D	157	0	0	48	14	23	13	2	0	32	82	8	147
	LONDON CITY	EAE EUROPEAN AIR EXPRESS	S	A	38	0	0	97	3	0	0	0	0	2	0	0	0
	LONDON CITY	EAE EUROPEAN AIR EXPRESS	S	D	38	0	0	92	5	3	0	0	0	6	0	0	0
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	59	0	0	88	8	3	0	0	0	5	92	5	49
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	60	0	0	77	15	7	2	0	0	11	80	11	49
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	A	27	0	0	100	0	0	0	0	0	1	83	11	18
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	D	27	0	0	89	11	0	0	0	0	6	72	16	18
	HEATHROW	LUFTHANSA	S	A	151	0	0	62	27	9	2	0	0	14	86	8	99
	HEATHROW	LUFTHANSA	S	D	150	0	2	79	9	9	3	0	0	11	81	8	99
	MANCHESTER	LUFTHANSA CITY LINE	S	A	80	0	0	80	15	5	0	0	0	9	83	9	58
	MANCHESTER	LUFTHANSA CITY LINE	S	D	80	0	0	80	14	6	0	0	0	7	88	6	58
<b>TOTAL DUSSELDORF</b>					<b>1614</b>	<b>2</b>	<b>2</b>	<b>77</b>	<b>11</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>9</b>	<b>9</b>

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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 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	238	0	0	47	21	22	9	0	0	25	79	10	238
	HEATHROW	BMI BRITISH MIDLAND	S	D	237	0	0	43	23	24	8	0	0	25	69	14	238
	MANCHESTER	BMI REGIONAL	S	A	119	0	0	76	15	6	3	0	0	11	89	7	116
	MANCHESTER	BMI REGIONAL	S	D	118	1	0	81	10	5	3	0	0	9	91	4	116
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	162	1	0	77	6	9	7	0	0	16	78	10	180
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	162	0	0	77	9	5	9	1	0	16	78	11	181
	LONDON CITY	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	68	0	0	68	15	6	12	0	0	23	0	0	0
	LONDON CITY	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	66	2	0	45	30	8	17	0	0	31	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	154	0	0	64	12	14	8	2	0	23	78	11	148
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	156	0	0	69	12	8	9	2	0	20	89	7	149
	GATWICK	BRITISH AIRWAYS PLC	S	A	181	0	0	56	18	16	9	1	0	23	58	17	161
	GATWICK	BRITISH AIRWAYS PLC	S	D	181	0	0	62	14	14	9	0	0	21	68	16	161
	HEATHROW	BRITISH AIRWAYS PLC	S	A	320	2	3	38	21	24	14	2	0	35	69	12	324
	HEATHROW	BRITISH AIRWAYS PLC	S	D	323	1	1	41	21	21	15	2	0	33	75	11	326
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	120	0	0	58	25	10	8	0	0	19	79	12	135
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	120	0	0	61	19	15	5	0	0	18	65	21	135
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	166	0	2	63	12	11	11	2	0	25	73	17	166
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	168	0	1	51	19	14	14	1	0	30	58	23	166
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	168	0	0	59	14	13	14	1	0	27	55	26	166
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	169	0	0	43	20	19	18	1	0	34	55	26	166
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	158	0	6	70	15	9	5	1	0	16	71	20	146
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	158	0	6	52	25	13	9	1	0	25	64	23	146
	LONDON CITY	SCOT AIRWAYS	S	A	172	2	23	61	27	8	4	0	0	16	76	13	197
	LONDON CITY	SCOT AIRWAYS	S	D	176	1	19	71	26	3	1	0	0	11	87	8	198
<b>TOTAL EDINBURGH</b>					<b>4060</b>	<b>12</b>	<b>61</b>	<b>57</b>	<b>18</b>	<b>14</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>73</b>	<b>14</b>	<b>14</b>
EDMONTON																	
EINDHOVEN	HEATHROW	HOLLANDEXEL	S	A	42	0	0	69	17	2	7	5	0	26	66	13	41
	HEATHROW	HOLLANDEXEL	S	D	42	0	0	57	14	17	7	5	0	33	76	14	41

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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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	53	0	0	85	8	6	2	0	0	7	93	3	55
	STANSTED	RYANAIR		S D	53	0	0	79	11	6	4	0	0	12	89	6	57
<b>TOTAL EINDHOVEN</b>					<b>190</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>83</b>	<b>8</b>	<b>8</b>
ENTEBBE	HEATHROW	BRITISH AIRWAYS PLC		S A	13	0	0	77	8	0	15	0	0	19	92	5	13
	HEATHROW	BRITISH AIRWAYS PLC		S D	14	0	0	43	29	14	0	14	0	47	77	29	13
<b>TOTAL ENTEBBE</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>19</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>33</b>	<b>85</b>	<b>17</b>	<b>17</b>
ERFURT	STANSTED	RYANAIR		S A	31	0	0	90	6	3	0	0	0	3	0	0	0
	STANSTED	RYANAIR		S D	31	0	0	84	13	3	0	0	0	7	0	0	0
<b>TOTAL ERFURT</b>					<b>63</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>0</b>	<b>0</b>	<b>0</b>
ESBJERG	STANSTED	RYANAIR		S A	31	0	0	97	3	0	0	0	0	2	97	3	31
	STANSTED	RYANAIR		S D	31	0	0	74	23	3	0	0	0	7	84	8	31
<b>TOTAL ESBJERG</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>90</b>	<b>6</b>	<b>6</b>
EXETER	EDINBURGH	FLYBE.BRITISH EUROPEAN		S A	31	0	0	58	10	32	0	0	0	20	0	0	0
	EDINBURGH	FLYBE.BRITISH EUROPEAN		S D	31	0	0	58	26	16	0	0	0	13	0	0	0
	GLASGOW	FLYBE.BRITISH EUROPEAN		S A	31	0	0	74	13	6	6	0	0	15	0	0	0
	GLASGOW	FLYBE.BRITISH EUROPEAN		S D	31	0	0	90	3	6	0	0	0	6	0	0	0
<b>TOTAL EXETER</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>100</b>	<b>6</b>	<b>6</b>

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					AUG 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
FARNBOROUGH																		
FARO																		
	GATWICK	AIR CORDIAL LTD	C	A	2	1	0	0	0	50	50	0	0	102	0	0	0	
	MANCHESTER	AIR CORDIAL LTD	C	A	4	0	0	75	25	0	0	0	10	30	33	10		
	MANCHESTER	AIR CORDIAL LTD	C	D	7	0	0	71	0	0	14	0	14	153	50	24	10	
	GLASGOW	AIR LUXOR	C	A	4	0	0	50	50	0	0	0	12	80	19	5		
	GLASGOW	AIR LUXOR	C	D	4	0	0	50	25	25	0	0	21	40	40	5		
	BIRMINGHAM	AIR MALTA	C	A	8	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	AIR MALTA	C	D	8	0	0	88	0	13	0	0	8	0	0	0		
	MANCHESTER	AIR MALTA	C	A	4	0	0	100	0	0	0	0	3	0	0	0		
	MANCHESTER	AIR MALTA	C	D	4	0	0	75	25	0	0	0	10	0	0	0		
	HEATHROW	AIR PORTUGAL	S	A	31	0	0	26	39	16	19	0	31	52	16	31		
	HEATHROW	AIR PORTUGAL	S	D	31	0	0	97	0	3	0	0	2	97	2	31		
	GATWICK	ASTRAEUS LTD	C	A	9	0	0	44	11	22	22	0	32	80	32	5		
	GATWICK	ASTRAEUS LTD	C	D	9	0	0	56	0	11	33	0	30	80	29	5		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	100	0	0	0	0	0	89	11	9		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	89	11	0	0	0	3	89	15	9		
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	78	22	0	0	0	7	86	5	14		
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	100	0	0	0	0	2	92	6	13		
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	100	1	4		
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	100	1	4		
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	100	0	5		
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	8	100	5	5		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	13	0	0	85	15	0	0	0	6	89	7	9		
	MANCHESTER	BRITANNIA AIRWAYS	C	D	13	0	0	85	15	0	0	0	4	100	1	9		
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	100	0	5		
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	10	100	0	5		
	GATWICK	BRITISH AIRWAYS PLC	C	A	8	0	0	88	0	0	13	0	15	70	14	10		
	GATWICK	BRITISH AIRWAYS PLC	C	D	8	0	0	75	13	0	13	0	19	70	15	10		
	EDINBURGH	CHANNEL EXPRESS (AIR SVS)	S	A	4	0	0	100	0	0	0	0	1	0	0	0		
	EDINBURGH	CHANNEL EXPRESS (AIR SVS)	S	D	4	0	0	50	0	50	0	0	24	0	0	0		
	GLASGOW	CHANNEL EXPRESS (AIR SVS)	S	A	8	0	0	100	0	0	0	0	3	0	0	0		
	GLASGOW	CHANNEL EXPRESS (AIR SVS)	S	D	8	0	0	88	0	13	0	0	8	0	0	0		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	35	0	0	77	11	9	3	0	12	0	0	0		

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2003				
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Plan (8)												
FARO																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	35	0	0	74	20	3	3	0	0	10	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	90	3	5	2	0	0	6	73	20	52	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	74	19	6	0	0	0	12	58	31	52	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	66	0	0	79	9	5	6	2	0	15	81	20	67	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	65	1	1	77	6	11	5	2	0	20	66	23	67	
	BIRMINGHAM	EUROATLANTIC AIRWAYS	C	A	4	0	0	50	0	25	25	0	0	43	0	0	0	
	BIRMINGHAM	EUROATLANTIC AIRWAYS	C	D	4	0	0	25	25	25	25	0	0	59	0	0	0	
	GATWICK	EUROATLANTIC AIRWAYS	C	A	2	0	0	50	50	0	0	0	0	13	73	18	11	
	STANSTED	EUROATLANTIC AIRWAYS	C	A	4	0	0	25	0	25	50	0	0	62	0	36	5	
	STANSTED	EUROATLANTIC AIRWAYS	C	D	3	0	0	0	0	33	67	0	0	90	0	41	5	
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	A	5	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	D	5	0	0	100	0	0	0	0	0	1	0	0	0	
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	4	0	0	75	0	25	0	0	0	12	0	0	0	
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	13	0	0	77	15	0	8	0	0	18	71	14	14	
	GATWICK	EXCEL AIRWAYS LTD	C	D	17	0	0	82	12	6	0	0	0	6	86	16	14	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	12	0	0	67	8	0	17	0	8	57	69	15	13	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	8	0	0	63	13	0	13	0	13	78	62	19	13	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	88	13	0	0	0	0	3	89	3	9	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	63	25	13	0	0	0	13	56	10	9	
	EDINBURGH	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	100	7	4	
	EDINBURGH	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	25	0	25	0	0	25	50	12	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	30	1	0	70	13	3	3	7	3	55	82	9	45	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	29	0	0	69	14	7	3	7	0	26	73	11	45	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	75	13	13	0	0	0	7	100	0	9	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	50	38	13	0	0	0	16	100	1	9	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	18	100	0	4	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	1	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	25	0	0	80	12	0	8	0	0	11	95	5	42	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	25	0	0	92	4	4	0	0	0	6	93	5	42	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	75	13	13	0	0	0	10	79	14	14	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	63	38	0	0	0	0	17	86	14	14	
	GATWICK	FLYJET LTD	C	A	4	0	0	25	25	25	25	0	0	30	0	0	0	

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 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																		
	GATWICK	FLYJET LTD		C D	4	0	0	50	25	25	0	0	0	20	0	0	0	0
	GATWICK	GB AIRWAYS LTD		S A	97	0	0	81	8	3	6	1	0	14	87	6	71	
	GATWICK	GB AIRWAYS LTD		S D	97	0	0	69	20	5	6	0	0	17	85	8	71	
	BIRMINGHAM	MONARCH AIRLINES		C A	4	0	0	75	25	0	0	0	0	7	93	4	14	
	BIRMINGHAM	MONARCH AIRLINES		C D	4	0	0	50	50	0	0	0	0	15	93	3	14	
	EDINBURGH	MONARCH AIRLINES		C A	8	0	0	63	38	0	0	0	0	9	100	0	4	
	EDINBURGH	MONARCH AIRLINES		C D	8	0	0	88	13	0	0	0	0	3	100	2	4	
	GATWICK	MONARCH AIRLINES		C A	13	0	0	69	23	0	8	0	0	14	57	49	23	
	GATWICK	MONARCH AIRLINES		S A	31	0	0	71	3	10	13	3	0	31	88	11	26	
	GATWICK	MONARCH AIRLINES		C D	13	0	0	85	8	0	8	0	0	12	65	49	23	
	GATWICK	MONARCH AIRLINES		S D	31	0	0	74	3	13	6	3	0	27	96	9	26	
	LUTON	MONARCH AIRLINES		S A	13	0	0	69	8	8	15	0	0	18	93	4	14	
	LUTON	MONARCH AIRLINES		C A	4	0	0	75	0	0	25	0	0	24	50	59	4	
	LUTON	MONARCH AIRLINES		S D	13	0	0	85	0	8	8	0	0	15	93	4	14	
	LUTON	MONARCH AIRLINES		C D	4	0	0	50	25	25	0	0	0	21	75	56	4	
	MANCHESTER	MONARCH AIRLINES		C A	9	1	0	56	22	22	0	0	0	19	50	47	10	
	MANCHESTER	MONARCH AIRLINES		S A	31	0	0	90	6	3	0	0	0	6	68	13	31	
	MANCHESTER	MONARCH AIRLINES		C D	9	0	0	33	33	22	11	0	0	28	50	48	10	
	MANCHESTER	MONARCH AIRLINES		S D	31	0	0	81	6	13	0	0	0	7	84	6	31	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		C A	4	0	0	75	0	25	0	0	0	8	50	17	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		S A	23	0	0	65	13	9	13	0	0	23	77	23	31	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		S D	22	0	0	59	18	0	18	5	0	32	74	16	31	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		C D	4	0	0	75	0	0	25	0	0	16	75	12	4	
	GATWICK	MY TRAVEL AIRWAYS UK		C A	8	0	0	63	38	0	0	0	0	11	67	27	6	
	GATWICK	MY TRAVEL AIRWAYS UK		C D	8	0	0	88	0	13	0	0	0	8	80	5	5	
	GLASGOW	MY TRAVEL AIRWAYS UK		C A	4	0	0	75	25	0	0	0	0	13	100	0	1	
	GLASGOW	MY TRAVEL AIRWAYS UK		C D	4	0	0	50	0	25	25	0	0	33	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK		C A	17	0	0	47	6	18	18	12	0	61	74	21	23	
	MANCHESTER	MY TRAVEL AIRWAYS UK		C D	17	0	0	59	6	18	6	12	0	53	70	21	23	
	STANSTED	MY TRAVEL AIRWAYS UK		C A	5	0	0	100	0	0	0	0	0	1	80	8	5	
	STANSTED	MY TRAVEL AIRWAYS UK		C D	5	0	0	100	0	0	0	0	0	0	80	8	5	
	GLASGOW	SPANAIR		C A	4	0	0	75	25	0	0	0	0	9	60	15	5	
	GLASGOW	SPANAIR		C D	4	0	0	25	25	25	25	0	0	35	20	39	5	

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					AUG 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																		
	NEWCASTLE	SPANAIR	C	A	5	0	0	80	0	20	0	0	0	15	0	0	0	
	NEWCASTLE	SPANAIR	C	D	5	0	0	60	20	20	0	0	0	14	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	13	0	0	92	0	0	8	0	0	9	86	16	14	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	13	0	0	85	8	0	8	0	0	13	86	5	14	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	21	0	0	90	10	0	0	0	0	4	89	6	28	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	21	0	0	81	14	5	0	0	0	8	75	11	28	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	0	20	20	0	0	22	80	9	10	
	LUTON	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	20	0	0	0	18	0	0	0	
	LUTON	THOMAS COOK AIRLINES LTD	C	D	8	0	0	38	25	13	25	0	0	32	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	17	0	0	76	18	6	0	0	0	12	83	10	24	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	17	0	0	76	12	12	0	0	0	9	83	6	24	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	13	0	0	100	0	0	0	0	0	2	100	0	9	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	13	0	0	92	8	0	0	0	0	2	100	0	9	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	8	0	0	63	0	0	38	0	0	43	75	5	4	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	8	0	0	38	25	0	25	13	0	56	100	5	4	
<b>TOTAL FARO</b>					<b>1567</b>	<b>5</b>	<b>1</b>	<b>75</b>	<b>11</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>77</b>	<b>15</b>	<b>15</b>	
FIGARI																		
	STANSTED	CHANNEL EXPRESS (AIR SVS)	C	A	5	0	0	80	20	0	0	0	0	8	0	0	0	
	STANSTED	CHANNEL EXPRESS (AIR SVS)	C	D	5	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	0	20	60	20	0	0	53	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	80	0	20	0	0	0	12	0	0	0	
<b>TOTAL FIGARI</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>10</b>	<b>20</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>70</b>	<b>13</b>	<b>13</b>	
FLORENCE																		
	GATWICK	MERIDIANA AIR	S	A	48	0	1	63	19	13	6	0	0	16	69	19	61	
	GATWICK	MERIDIANA AIR	S	D	48	0	1	48	19	19	10	4	0	32	66	17	61	
<b>TOTAL FLORENCE</b>					<b>96</b>	<b>0</b>	<b>2</b>	<b>55</b>	<b>19</b>	<b>16</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>67</b>	<b>18</b>	<b>18</b>	
FORLI																		
	STANSTED	RYANAIR	S	A	61	1	1	59	18	16	7	0	0	18	79	22	66	
	STANSTED	RYANAIR	S	D	62	0	0	61	23	11	5	0	0	18	82	8	67	
<b>TOTAL FORLI</b>					<b>123</b>	<b>1</b>	<b>1</b>	<b>60</b>	<b>20</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>80</b>	<b>15</b>	<b>15</b>	
FRANKFURT MAIN																		
	LONDON CITY	AUGSBURG AIRWAYS GMBH	S	A	21	0	0	90	5	5	0	0	0	5	95	6	21	

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 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	D	21	0	0	90	5	5	0	0	0	8	48	18	21	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	117	0	0	94	3	1	2	0	0	3	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	117	0	0	87	4	3	5	0	0	8	0	0	0	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	24	0	0	83	8	4	4	0	0	10	97	2	66	
	LONDON CITY	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	65	0	0	83	9	3	3	2	0	10	77	14	64	
	LONDON CITY	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	65	0	0	69	11	11	9	0	0	25	58	21	64	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	134	0	0	85	8	6	1	0	0	8	83	15	135	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	138	0	0	86	7	6	1	0	0	7	91	5	136	
	GATWICK	BRITISH AIRWAYS PLC	S	A	42	0	0	81	10	7	2	0	0	9	87	7	52	
	GATWICK	BRITISH AIRWAYS PLC	S	D	42	0	0	81	7	7	5	0	0	13	83	9	52	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	203	0	1	51	17	19	10	3	0	35	94	4	228	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	203	0	1	37	21	22	19	1	0	36	79	9	229	
	BIRMINGHAM	LUFTHANSA	S	A	93	0	0	81	12	5	2	0	0	9	86	7	92	
	BIRMINGHAM	LUFTHANSA	S	D	93	0	0	83	12	4	1	0	0	8	82	10	92	
	HEATHROW	LUFTHANSA	S	A	308	0	2	74	17	6	3	0	0	11	89	6	279	
	HEATHROW	LUFTHANSA	S	D	308	0	2	70	16	9	4	0	0	14	77	10	279	
	MANCHESTER	LUFTHANSA	S	A	123	0	1	76	16	7	1	0	0	10	86	9	93	
	MANCHESTER	LUFTHANSA	S	D	124	0	0	91	5	1	3	0	0	6	82	10	93	
	EDINBURGH	LUFTHANSA CITY LINE	S	A	93	0	0	91	6	2	0	0	0	3	0	0	0	
	EDINBURGH	LUFTHANSA CITY LINE	S	D	93	0	0	78	15	4	1	1	0	11	0	0	0	
	LONDON CITY	LUFTHANSA CITY LINE	S	A	48	0	0	85	10	2	2	0	0	6	87	7	46	
	LONDON CITY	LUFTHANSA CITY LINE	S	D	47	0	0	74	17	4	4	0	0	13	70	15	46	
<b>TOTAL FRANKFURT MAIN</b>					<b>2523</b>	<b>1</b>	<b>22</b>	<b>75</b>	<b>12</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>84</b>	<b>9</b>	<b>9</b>	
FREEPORT																		
FREETOWN																		
	GATWICK	ASTRAEUS LTD	C	A	9	0	0	0	11	67	22	0	0	50	0	0	0	
	GATWICK	ASTRAEUS LTD	C	D	9	0	0	56	33	11	0	0	0	13	0	0	0	
<b>TOTAL FREETOWN</b>					<b>18</b>	<b>0</b>	<b>1</b>	<b>28</b>	<b>22</b>	<b>39</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>9</b>	<b>59</b>	<b>59</b>	



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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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)											
FRIEDRICHSHAFEN	STANSTED	RYANAIR		S A	31	0	0	90	10	0	0	0	0	3	90	5	31
	STANSTED	RYANAIR		S D	31	0	0	77	16	6	0	0	0	11	61	17	31
<b>TOTAL FRIEDRICHSHAFEN</b>					<b>62</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>76</b>	<b>11</b>	<b>11</b>
FUERTEVENTURA	BIRMINGHAM	BRITANNIA AIRWAYS		C A	5	0	0	80	0	20	0	0	0	8	75	15	4
	BIRMINGHAM	BRITANNIA AIRWAYS		C D	5	0	0	60	40	0	0	0	0	13	75	29	4
	GATWICK	BRITANNIA AIRWAYS		C A	5	0	0	100	0	0	0	0	0	100	0	4	
	GATWICK	BRITANNIA AIRWAYS		C D	5	0	0	60	40	0	0	0	0	10	100	1	4
	LUTON	BRITANNIA AIRWAYS		C A	5	0	0	100	0	0	0	0	0	75	5	4	
	LUTON	BRITANNIA AIRWAYS		C D	5	0	0	80	20	0	0	0	0	8	100	1	4
	MANCHESTER	BRITANNIA AIRWAYS		C A	4	1	0	100	0	0	0	0	0	1	100	0	4
	MANCHESTER	BRITANNIA AIRWAYS		C D	5	0	0	100	0	0	0	0	0	1	100	2	4
	STANSTED	BRITANNIA AIRWAYS		C A	5	0	0	100	0	0	0	0	0	3	100	0	4
	STANSTED	BRITANNIA AIRWAYS		C D	5	0	0	100	0	0	0	0	0	1	100	1	4
	GATWICK	EXCEL AIRWAYS LTD		C A	4	0	0	100	0	0	0	0	0	0	100	0	4
	GATWICK	EXCEL AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	0	100	2	4
	MANCHESTER	EXCEL AIRWAYS LTD		C A	4	0	0	75	0	0	25	0	0	38	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD		C D	4	0	0	75	0	0	25	0	0	35	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	100	0	0	0	0	0	3	100	0	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	50	25	25	0	0	0	13	100	1	4
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	13	0	0	92	8	0	0	0	0	1	88	8	8
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	13	0	0	100	0	0	0	0	0	5	75	14	8
	LUTON	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	100	0	0	0	0	0	100	2	4	
	LUTON	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	100	1	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	13	0	0	69	8	15	0	0	8	89	100	0	8
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	13	0	0	69	15	8	0	0	8	90	100	1	8
	GATWICK	GB AIRWAYS LTD		S A	4	0	0	25	25	50	0	0	0	25	0	0	0
	GATWICK	GB AIRWAYS LTD		S D	4	0	0	50	0	50	0	0	0	24	0	0	0
	GATWICK	MONARCH AIRLINES		C A	4	0	0	100	0	0	0	0	0	100	0	5	
	GATWICK	MONARCH AIRLINES		C D	4	0	0	75	25	0	0	0	0	6	100	1	5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		C A	4	0	0	100	0	0	0	0	0	38	20	8	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		C D	4	0	0	75	0	25	0	0	0	12	50	22	8
	GATWICK	MY TRAVEL AIRWAYS UK		C A	8	0	0	75	0	13	13	0	0	25	56	27	9

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2003				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
FUERTEVENTURA	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	63	38	0	0	0	0	13	67	30	9
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	31	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	4	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	67	11	0	22	0	0	27	33	28	12
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	44	11	22	11	11	0	48	38	39	13
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	6	67	12	3
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	100	3	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	5	75	4	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	50	25	0	0	0	22	100	4	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	5	75	4	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	12	0	0	92	0	8	0	0	0	7	100	1	12
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	12	0	0	75	17	0	8	0	0	13	92	5	12
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	18	0	0	0
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	25	0	0	0	17	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	0	54	15	15	15	0	0	24	93	3	14
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	12	0	0	83	0	0	17	0	0	15	92	3	13
<b>TOTAL FUERTEVENTURA</b>					<b>280</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>19</b>	<b>79</b>	<b>12</b>	<b>12</b>
FUNCHAL	GATWICK	AIR PORTUGAL	S	A	13	0	0	54	38	8	0	0	0	16	50	18	4
	GATWICK	AIR PORTUGAL	S	D	13	0	0	69	23	8	0	0	0	14	25	30	4
	HEATHROW	AIR PORTUGAL	S	A	9	0	0	44	33	0	22	0	0	29	56	15	9
	HEATHROW	AIR PORTUGAL	S	D	9	0	0	33	22	22	22	0	0	47	11	46	9
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	5	75	8	4
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	60	20	20	0	0	0	18	75	18	4
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	0	0	20	0	49	75	15	4
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	0	0	20	0	51	50	21	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	60	40	0	0	0	0	11	75	5	4
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	6	75	7	4
	GLASGOW	EUROATLANTIC AIRWAYS	C	A	3	2	0	100	0	0	0	0	0	67	76	3	3
	GLASGOW	EUROATLANTIC AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	75	55	4	4
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	13	63	12	8
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	20	80	0	0	0	0	15	88	12	8

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							AUG 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	5	0	0	100	0	0	0	0	0	0	100	1	4		
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	0	100	0	4		
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	3	0	0	0		
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	8	0	0	0		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	0	4		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	1	100	0	4		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	0	20	20	0	0	27	100	2	4		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	20	20	20	40	0	0	42	75	13	4		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	16	50	117	4		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	11	100	1	4		
	GATWICK	GB AIRWAYS LTD	S	A	13	0	0	77	15	0	0	0	8	36	89	8	18		
	GATWICK	GB AIRWAYS LTD	S	D	13	0	0	62	23	8	0	0	8	46	94	10	18		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	40	0	0	0	0	13	75	10	4		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	20	0	0	0	0	6	75	13	4		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	40	20	0	0	0	19	100	2	4		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	20	40	0	0	0	25	75	10	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	4	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	0	75	8	4		
<b>TOTAL FUNCHAL</b>					<b>198</b>	<b>2</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>19</b>	<b>75</b>	<b>18</b>	<b>18</b>		

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 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	27	0	0	78	19	0	0	4	0	20	0	0	0	
	BIRMINGHAM	AER ARRAN	S	D	27	0	0	70	19	4	4	4	0	25	0	0	0	
	EDINBURGH	AER ARRAN	S	A	27	0	0	48	15	19	19	0	0	31	0	0	0	
	EDINBURGH	AER ARRAN	S	D	27	0	0	37	22	26	15	0	0	35	0	0	0	
	LUTON	AER ARRAN	S	A	62	0	0	68	6	8	15	3	0	31	72	18	29	
	LUTON	AER ARRAN	S	D	62	0	0	48	16	13	18	3	2	42	32	50	31	
	MANCHESTER	AER ARRAN	S	A	31	0	0	87	6	3	3	0	0	9	77	24	31	
	MANCHESTER	AER ARRAN	S	D	31	0	0	81	6	6	6	0	0	14	74	24	31	
	GLASGOW	LOGANAIR	S	A	22	5	0	32	18	32	18	0	0	37	0	0	0	
	GLASGOW	LOGANAIR	S	D	22	6	0	18	32	32	18	0	0	37	0	0	0	
<b>TOTAL GALWAY</b>					<b>338</b>	<b>11</b>	<b>0</b>	<b>59</b>	<b>14</b>	<b>13</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>64</b>	<b>29</b>	<b>29</b>	
GANDER																		
	MANCHESTER	AIR CORDIAL LTD	C	D	3	0	0	33	0	67	0	0	0	31	0	0	0	
<b>TOTAL GANDER</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>52</b>	<b>0</b>	<b>0</b>	<b>0</b>	
GATWICK																		
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	181	0	0	65	14	14	7	0	0	18	75	11	161	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	181	0	0	56	22	14	8	1	0	23	54	20	161	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	175	2	0	76	8	9	7	0	0	14	84	8	164	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	175	0	0	71	13	7	9	0	1	22	76	12	164	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	190	0	1	67	17	10	5	0	0	17	89	6	191	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	188	0	1	76	10	10	4	0	0	13	93	4	191	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	A	117	0	0	72	14	10	4	0	0	12	86	8	122	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	D	117	0	0	70	15	9	6	1	0	16	69	13	122	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	119	0	1	75	18	4	3	0	0	11	80	13	135	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	119	0	1	46	29	18	7	0	0	23	69	18	135	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	20	20	0	0	0	19	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	7	100	0	1	
<b>TOTAL GATWICK</b>					<b>1572</b>	<b>11</b>	<b>4</b>	<b>68</b>	<b>15</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>78</b>	<b>11</b>	<b>11</b>	
GDANSK																		
	STANSTED	AIR POLONIA	S	A	9	0	0	67	22	11	0	0	0	13	0	0	0	
	STANSTED	AIR POLONIA	S	D	9	0	0	44	33	22	0	0	0	21	0	0	0	
	LUTON	WIZZ AIR	S	A	22	0	0	27	32	41	0	0	0	27	0	0	0	
	LUTON	WIZZ AIR	S	D	22	0	0	18	50	32	0	0	0	26	0	0	0	

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 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)											
GDANSK																	
<b>TOTAL GDANSK</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>37</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>
GENEVA																	
	LONDON CITY	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	65	2	0	89	3	3	5	0	0	8	0	0	0
	LONDON CITY	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	67	0	0	46	34	13	6	0	0	25	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	56	0	0	84	5	4	7	0	0	11	90	4	50
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	57	0	0	79	7	5	9	0	0	15	82	5	51
	GATWICK	BRITISH AIRWAYS PLC	S	A	79	1	0	81	14	5	0	0	0	7	82	9	88
	GATWICK	BRITISH AIRWAYS PLC	S	D	80	0	0	73	16	9	3	0	0	12	86	7	88
	HEATHROW	BRITISH AIRWAYS PLC	S	A	170	0	0	68	19	9	4	1	0	16	85	7	175
	HEATHROW	BRITISH AIRWAYS PLC	S	D	171	0	0	60	20	14	6	0	0	19	82	9	175
	GATWICK	EASYJET SWITZERLAND	S	A	93	0	0	95	2	1	1	1	0	5	92	5	93
	GATWICK	EASYJET SWITZERLAND	S	D	93	0	0	82	14	2	2	0	0	8	87	9	93
	LUTON	EASYJET SWITZERLAND	S	A	124	0	0	85	9	2	4	0	0	8	77	17	119
	LUTON	EASYJET SWITZERLAND	S	D	124	0	0	71	18	4	6	1	0	19	53	26	119
	HEATHROW	SWISS AIRLINES	S	A	124	0	0	83	11	3	2	0	0	8	95	2	119
	HEATHROW	SWISS AIRLINES	S	D	124	0	0	86	8	3	2	1	0	8	97	4	119
<b>TOTAL GENEVA</b>					<b>1429</b>	<b>11</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>84</b>	<b>9</b>	<b>9</b>
GENOA																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	35	0	0	86	9	3	3	0	0	8	85	10	62
	GATWICK	BRITISH AIRWAYS PLC	S	D	35	0	0	46	46	3	6	0	0	21	81	13	62
	STANSTED	RYANAIR	S	A	58	0	0	74	12	10	2	2	0	14	91	4	57
	STANSTED	RYANAIR	S	D	59	0	0	53	29	17	2	0	0	17	86	11	58
<b>TOTAL GENOA</b>					<b>188</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>23</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>86</b>	<b>10</b>	<b>10</b>
GERONA																	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	0	0	20	0	60	100	0	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	1	100	0	4
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	100	0	0	0	0	0	0	78	15	9
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	100	0	0	0	0	0	2	78	14	9
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	0	0	20	0	68	100	0	4
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	0	0	0	20	78	100	0	4

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 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	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	4	80	4	5
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	4	80	12	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	38	13	38	13	0	0	29	89	8	9
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	44	33	11	11	0	0	27	89	11	9
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	4	80	5	5
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	8	80	10	5
	STANSTED	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	2	100	0	5
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	7	100	2	5
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	9
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	0	89	5	9
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	0	100	0	4
	GLASGOW	GREECE AIRWAYS	S	A	7	2	0	86	14	0	0	0	0	5	0	0	0
	GLASGOW	GREECE AIRWAYS	S	D	9	0	0	67	11	22	0	0	0	22	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	40	20	0	0	40	0	120	100	1	5
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	60	0	0	0	40	0	116	100	1	5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	20	0	0	0	12	100	1	5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	25	0	0	0	18	80	10	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	25	52	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	1	25	62	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	9	0	0	67	0	11	22	0	0	30	80	6	5
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	8	1	0	50	25	13	13	0	0	24	100	1	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	7	1	0	71	0	29	0	0	0	11	80	11	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	1	0	50	13	38	0	0	0	19	75	20	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	20	0	0	0	0	4	100	0	5
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	20	0	0	0	0	6	100	1	5
	STANSTED	RYANAIR	S	A	111	0	0	81	10	7	0	2	0	12	90	5	134
	STANSTED	RYANAIR	S	D	111	0	0	78	14	6	1	0	0	10	68	14	133
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	90	17	10
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	5	78	9	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	0	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	15	100	0	5

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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	4	0	0	75	0	25	0	0	0	10	100	0	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	13	13	0	0	0	10	100	1	10		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	63	13	25	0	0	0	14	90	2	10		
<b>TOTAL GERONA</b>					<b>448</b>	<b>5</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>84</b>	<b>8</b>	<b>8</b>		
GIBRALTAR																			
	GATWICK	GB AIRWAYS LTD	S	A	53	1	5	75	19	4	2	0	0	13	90	6	60		
	GATWICK	GB AIRWAYS LTD	S	D	58	1	2	67	24	7	2	0	0	16	75	11	61		
	LUTON	MONARCH AIRLINES	S	A	26	2	5	69	8	12	8	4	0	29	90	7	30		
	LUTON	MONARCH AIRLINES	S	D	29	0	2	66	17	7	7	3	0	23	84	8	31		
	MANCHESTER	MONARCH AIRLINES	S	A	18	0	0	67	11	6	11	6	0	32	0	0	0		
	MANCHESTER	MONARCH AIRLINES	S	D	18	0	0	61	17	11	11	0	0	24	0	0	0		
<b>TOTAL GIBRALTAR</b>					<b>202</b>	<b>4</b>	<b>14</b>	<b>69</b>	<b>18</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>84</b>	<b>8</b>	<b>8</b>		
GLASGOW																			
	HEATHROW	BMI BRITISH MIDLAND	S	A	231	0	0	64	19	12	5	0	0	16	87	6	231		
	HEATHROW	BMI BRITISH MIDLAND	S	D	228	0	0	54	23	18	4	0	0	19	81	8	232		
	MANCHESTER	BMI REGIONAL	S	A	110	0	0	88	7	5	0	0	0	6	98	2	109		
	MANCHESTER	BMI REGIONAL	S	D	111	0	0	93	4	3	1	0	0	4	97	1	110		
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	153	0	0	92	3	5	1	0	0	4	85	7	172		
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	156	0	0	78	13	1	7	0	0	12	78	12	171		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	145	0	0	63	17	13	8	0	0	19	86	9	141		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	146	0	0	71	12	11	6	1	0	16	86	10	140		
	GATWICK	BRITISH AIRWAYS PLC	S	A	175	0	0	65	18	7	9	0	1	23	77	10	164		
	GATWICK	BRITISH AIRWAYS PLC	S	D	175	0	0	69	13	10	9	0	0	18	74	12	164		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	310	0	2	50	18	21	10	1	0	26	87	8	328		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	311	0	1	42	23	21	13	1	0	31	79	10	329		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	164	0	0	83	3	7	5	2	0	15	86	7	161		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	165	0	0	73	8	8	10	0	0	18	73	13	161		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	137	0	1	83	5	5	5	1	0	14	83	12	140		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	138	0	1	73	8	11	7	1	0	19	67	17	139		
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	159	0	5	75	8	6	10	1	0	17	67	19	145		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 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	159	0	5	64	16	9	11	1	0	22	48	28	148	
	EDINBURGH	GREECE AIRWAYS	S	A	5	11	0	40	20	20	0	20	0	70	0	0	0	
	EDINBURGH	GREECE AIRWAYS	S	D	3	9	1	33	0	33	0	33	0	116	0	0	0	
<b>TOTAL GLASGOW</b>					<b>3183</b>	<b>47</b>	<b>16</b>	<b>67</b>	<b>14</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>80</b>	<b>11</b>	<b>11</b>	
GOTEBORG																		
	BIRMINGHAM	CITY AIRLINE	S	A	17	0	0	82	18	0	0	0	0	10	0	0	0	
	BIRMINGHAM	CITY AIRLINE	S	D	27	0	0	85	7	0	4	4	0	17	0	0	0	
	MANCHESTER	CITY AIRLINE	S	A	39	0	0	85	10	3	3	0	0	6	95	6	21	
	MANCHESTER	CITY AIRLINE	S	D	39	0	0	95	3	3	0	0	0	2	100	0	25	
	HEATHROW	SAS	S	A	62	0	0	68	18	8	6	0	0	19	84	8	62	
	HEATHROW	SAS	S	D	62	0	0	90	3	0	6	0	0	9	97	2	62	
<b>TOTAL GOTEBORG</b>					<b>246</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>7</b>	<b>7</b>	
GOTEBORG (SAVE)																		
	STANSTED	RYANAIR	S	A	58	0	1	88	9	3	0	0	0	4	62	14	52	
	STANSTED	RYANAIR	S	D	58	0	0	60	26	14	0	0	0	15	67	13	52	
<b>TOTAL GOTEBORG (SAVE)</b>					<b>116</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>17</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>64</b>	<b>14</b>	<b>14</b>	
GRAND CAYMAN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	76	24	0	0	0	0	9	89	6	18	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	53	24	6	12	6	0	31	72	16	18	
<b>TOTAL GRAND CAYMAN</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>24</b>	<b>3</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>81</b>	<b>11</b>	<b>11</b>	
GRAZ																		
	STANSTED	RYANAIR	S	A	31	0	0	71	23	6	0	0	0	11	100	0	31	
	STANSTED	RYANAIR	S	D	31	0	0	58	26	10	6	0	0	18	87	5	31	
<b>TOTAL GRAZ</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>24</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>94</b>	<b>3</b>	<b>3</b>	
GRENADA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	0	100	0	0	0	0	0	0	25	58	4	
	GATWICK	BRITISH AIRWAYS PLC	S	D	5	0	0	80	0	20	0	0	0	11	100	1	4	
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	0	0	0	80	20	0	162	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	20	0	20	60	0	0	78	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	5	0	0	0	60	20	20	0	0	34	100	2	3	
<b>TOTAL GRENADA</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>13</b>	<b>33</b>	<b>4</b>	<b>0</b>	<b>59</b>	<b>55</b>	<b>27</b>	<b>27</b>	
GRONINGEN																		



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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 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)												
GUERNSEY																		
	GATWICK	AURIGNY AIR SERVICES	S	A	124	0	0	74	13	7	6	0	0	13	88	12	93	
	GATWICK	AURIGNY AIR SERVICES	S	D	124	0	0	62	26	6	6	0	0	16	84	11	91	
	MANCHESTER	AURIGNY AIR SERVICES	S	A	109	0	1	76	12	8	4	0	0	12	70	18	113	
	MANCHESTER	AURIGNY AIR SERVICES	S	D	109	0	1	77	9	7	5	0	2	30	77	29	113	
	STANSTED	AURIGNY AIR SERVICES	S	A	132	0	0	54	18	17	11	0	0	25	62	23	100	
	STANSTED	AURIGNY AIR SERVICES	S	D	128	1	3	55	23	11	10	1	0	25	60	36	100	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	36	0	0	69	8	14	8	0	0	21	44	42	39	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	35	0	0	63	20	9	9	0	0	23	44	31	41	
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	123	1	1	89	5	4	2	1	0	8	80	17	119	
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	124	0	0	83	7	7	2	0	0	9	79	16	121	
<b>TOTAL GUERNSEY</b>					<b>1044</b>	<b>2</b>	<b>6</b>	<b>71</b>	<b>14</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>72</b>	<b>22</b>	<b>22</b>	
GURYEV																		

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 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
HAHN																		
	STANSTED	RYANAIR		S A	120	0	0	88	5	5	3	0	0	8	97	3	140	
	STANSTED	RYANAIR		S D	120	0	0	64	24	8	3	1	0	16	83	9	140	
<b>TOTAL HAHN</b>					<b>240</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>90</b>	<b>6</b>	<b>6</b>	
HALIFAX INT																		
	HEATHROW	AIR CANADA		S A	31	0	0	65	23	3	10	0	0	23	23	87	30	
	HEATHROW	AIR CANADA		S D	31	0	0	55	19	13	13	0	0	24	59	32	29	
	GATWICK	THOMAS COOK AIRLINES LTD		S A	4	0	0	25	25	0	0	25	25	178	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD		S D	3	0	0	67	0	0	0	33	0	118	0	0	0	
	GLASGOW	ZOOM AIRLINES		S A	3	0	0	67	33	0	0	0	0	12	0	0	0	
	GLASGOW	ZOOM AIRLINES		S D	2	0	0	100	0	0	0	0	0	10	0	0	0	
<b>TOTAL HALIFAX INT</b>					<b>74</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>20</b>	<b>7</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>35</b>	<b>41</b>	<b>60</b>	<b>60</b>	
HAMBURG																		
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S A	45	0	0	91	7	2	0	0	0	4	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S D	46	0	0	85	7	7	2	0	0	7	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC		S A	117	0	1	61	14	11	10	4	0	28	93	5	124	
	HEATHROW	BRITISH AIRWAYS PLC		S D	117	0	1	41	20	25	12	3	0	36	85	8	124	
	HEATHROW	LUFTHANSA		S A	93	0	0	81	11	6	2	0	0	9	88	4	93	
	HEATHROW	LUFTHANSA		S D	93	0	0	76	11	8	4	1	0	13	89	6	93	
	MANCHESTER	LUFTHANSA CITY LINE		S A	53	0	0	74	11	11	4	0	0	13	94	4	51	
	MANCHESTER	LUFTHANSA CITY LINE		S D	53	0	0	85	8	6	2	0	0	7	100	2	51	
<b>TOTAL HAMBURG</b>					<b>617</b>	<b>1</b>	<b>7</b>	<b>70</b>	<b>12</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>91</b>	<b>5</b>	<b>5</b>	
HANOVER																		
	STANSTED	AIR BERLIN		S A	31	0	0	84	3	6	6	0	0	16	100	0	31	
	STANSTED	AIR BERLIN		S D	31	0	0	77	6	6	10	0	0	23	97	3	31	
	HEATHROW	BMI BRITISH MIDLAND		S A	74	0	0	69	15	12	3	1	0	17	84	10	81	
	HEATHROW	BMI BRITISH MIDLAND		S D	74	0	0	61	12	19	7	1	0	20	69	19	81	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S A	31	0	0	97	0	0	3	0	0	3	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S D	31	0	0	94	0	3	3	0	0	6	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	52	0	0	88	6	6	0	0	0	5	90	6	50	

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 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	0	0	90	0	8	2	0	0	6	84	7	51	
	GATWICK	BRITISH AIRWAYS PLC	S	A	72	0	0	63	18	13	7	0	0	18	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	73	0	0	60	26	10	4	0	0	18	0	0	0	
	NEWCASTLE	HAPAG LLOYD EXPRESS	S	A	13	0	0	69	31	0	0	0	0	7	0	0	0	
	NEWCASTLE	HAPAG LLOYD EXPRESS	S	D	13	0	0	46	31	23	0	0	0	15	0	0	0	
<b>TOTAL HANOVER</b>					<b>547</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>83</b>	<b>11</b>	<b>11</b>	
HARARE																		
	GATWICK	AIR ZIMBABWE	S	A	19	4	8	21	5	58	11	5	0	47	43	49	14	
	GATWICK	AIR ZIMBABWE	S	D	23	0	4	22	17	26	22	9	4	75	35	30	17	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	62	8	15	15	0	0	23	50	23	10	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	15	31	31	23	0	0	47	33	26	9	
<b>TOTAL HARARE</b>					<b>68</b>	<b>4</b>	<b>12</b>	<b>28</b>	<b>15</b>	<b>34</b>	<b>18</b>	<b>4</b>	<b>1</b>	<b>52</b>	<b>40</b>	<b>33</b>	<b>33</b>	
HASSI MESSAOUD																		
	GATWICK	AIR ALGERIE	C	A	7	0	0	14	71	14	0	0	0	27	0	0	0	
	GATWICK	AIR ALGERIE	C	D	7	0	0	71	14	14	0	0	0	13	0	0	0	
	GATWICK	ASTRAEUS LTD	C	A	17	0	0	35	29	24	12	0	0	33	100	0	4	
	GATWICK	ASTRAEUS LTD	C	D	17	0	0	76	6	6	12	0	0	23	50	13	4	
<b>TOTAL HASSI MESSAOUD</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>25</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>88</b>	<b>4</b>	<b>4</b>	
HAUGESUND																		
	STANSTED	RYANAIR	S	A	31	0	0	94	3	0	0	0	3	18	100	0	31	
	STANSTED	RYANAIR	S	D	31	0	0	100	0	0	0	0	0	2	94	4	31	
<b>TOTAL HAUGESUND</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>10</b>	<b>97</b>	<b>2</b>	<b>2</b>	
HAVANA																		
	GATWICK	CUBANA	S	A	8	0	0	38	0	25	38	0	0	47	20	30	5	
	GATWICK	CUBANA	S	D	8	0	0	25	0	25	50	0	0	71	20	70	5	
<b>TOTAL HAVANA</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>25</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>22</b>	<b>49</b>	<b>49</b>	
HEATHROW																		
	EDINBURGH	BMI BRITISH MIDLAND	S	A	237	0	2	47	23	24	6	0	0	23	70	13	238	
	EDINBURGH	BMI BRITISH MIDLAND	S	D	238	0	2	47	21	24	8	0	0	25	72	13	238	
	GLASGOW	BMI BRITISH MIDLAND	S	A	228	0	4	57	23	17	4	0	0	18	81	8	232	
	GLASGOW	BMI BRITISH MIDLAND	S	D	231	0	4	63	18	15	3	0	0	17	85	8	231	
	MANCHESTER	BMI BRITISH MIDLAND	S	A	198	1	1	59	14	18	9	1	0	24	77	13	232	

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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	198	0	1	71	13	11	5	1	0	15	86	7	232	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	322	3	1	40	22	22	14	2	0	33	70	12	326	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	320	2	1	43	21	22	13	1	0	34	65	12	324	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	310	1	1	41	23	21	13	1	0	30	80	10	329	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	307	3	2	51	21	18	8	0	0	23	87	9	328	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	288	0	1	36	25	23	14	2	0	35	79	10	301	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	287	0	1	74	10	8	7	1	0	16	90	5	301	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	A	166	0	1	35	27	20	17	1	0	35	79	11	164	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	D	166	0	1	63	15	10	12	1	0	23	87	8	164	
	STANSTED	BRITISH AIRWAYS PLC	S	D	3	1	0	67	0	0	33	0	0	22	0	0	0	
	MANCHESTER	QANTAS	S	A	62	0	0	73	11	11	5	0	0	15	0	0	0	
	MANCHESTER	QANTAS	S	D	31	0	0	90	0	10	0	0	0	5	0	0	0	
<b>TOTAL HEATHROW</b>					<b>3593</b>	<b>41</b>	<b>23</b>	<b>52</b>	<b>20</b>	<b>18</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>79</b>	<b>10</b>	<b>10</b>	
HELSINGBORG-ANGELHOLM																		
HELSINKI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	0	2	58	10	20	12	0	0	26	93	3	75	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	0	0	29	22	32	17	0	0	36	87	7	75	
	BIRMINGHAM	CITY AIRLINE	S	A	22	0	0	86	5	0	5	5	0	20	0	0	0	
	BIRMINGHAM	CITY AIRLINE	S	D	12	0	0	92	8	0	0	0	0	5	0	0	0	
	HEATHROW	FINNAIR	S	A	125	0	0	74	18	5	4	0	0	11	92	4	120	
	HEATHROW	FINNAIR	S	D	124	0	0	58	23	14	3	2	0	19	83	9	120	
	MANCHESTER	FINNAIR	S	A	57	0	0	86	11	2	0	2	0	11	88	9	52	
	MANCHESTER	FINNAIR	S	D	57	1	1	93	4	2	0	2	0	8	98	2	52	
<b>TOTAL HELSINKI</b>					<b>515</b>	<b>2</b>	<b>3</b>	<b>67</b>	<b>16</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>90</b>	<b>6</b>	<b>6</b>	
HERAKLION																		
	GATWICK	AIR ATLANTA EUROPE LTD	C	A	6	0	0	67	17	17	0	0	0	15	0	0	0	
	GATWICK	AIR ATLANTA EUROPE LTD	C	D	6	0	0	33	17	33	17	0	0	37	0	0	0	
	MANCHESTER	AIR CORDIAL LTD	C	A	9	1	0	33	11	33	11	0	11	68	67	23	9	
	MANCHESTER	AIR CORDIAL LTD	C	D	9	1	0	11	33	11	22	0	22	159	67	27	9	
	BIRMINGHAM	AIR MALTA	C	A	5	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	AIR MALTA	C	D	5	0	0	80	20	0	0	0	0	8	0	0	0	
	GATWICK	AIR MALTA	C	A	3	0	0	100	0	0	0	0	0	1	0	0	0	
	GATWICK	AIR MALTA	C	D	4	0	0	75	0	25	0	0	0	14	0	0	0	

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 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																		
	MANCHESTER	AIR MALTA	C	A	5	0	0	60	0	0	0	40	0	114	0	0	0	0
	MANCHESTER	AIR MALTA	C	D	5	0	0	80	0	0	0	20	0	52	0	0	0	0
	GATWICK	ASTRAEUS LTD	C	A	5	0	0	60	0	0	20	20	0	70	75	34	4	4
	GATWICK	ASTRAEUS LTD	C	D	4	1	0	25	25	0	25	25	0	102	50	70	4	4
	GLASGOW	BMI BRITISH MIDLAND	C	A	4	0	0	0	25	50	25	0	0	43	40	21	5	5
	GLASGOW	BMI BRITISH MIDLAND	C	D	4	0	0	0	25	75	0	0	0	37	20	26	5	5
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	20	40	20	20	0	0	34	75	10	4	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	20	40	20	20	0	0	39	50	20	4	4
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	78	11	0	11	0	0	11	62	13	13	13
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	100	0	0	0	0	0	2	69	18	13	13
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	20	60	0	0	20	0	72	75	7	4	4
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	20	20	40	0	20	0	84	50	15	4	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	100	0	0	0	0	0	0	92	5	13	13
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	78	22	0	0	0	0	8	92	10	13	13
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	1	100	0	4	4
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	100	0	4	4
	STANSTED	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	0	100	1	4	4
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	7	100	6	4	4
	GATWICK	EXCEL AIRWAYS LTD	C	A	9	0	0	89	0	0	0	0	11	62	81	14	16	16
	GATWICK	EXCEL AIRWAYS LTD	C	D	9	0	0	89	0	0	0	0	11	73	76	25	17	17
	GLASGOW	EXCEL AIRWAYS LTD	C	A	8	0	0	88	0	13	0	0	0	6	78	191	9	9
	GLASGOW	EXCEL AIRWAYS LTD	C	D	9	0	0	67	11	11	11	0	0	17	67	118	9	9
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	5	1	0	80	0	20	0	0	0	12	100	3	4	4
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	7	100	0	4	4
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	0	0	0	0
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	8	0	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	7	100	2	5	5
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	4	80	11	5	5
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	17	0	0	59	18	24	0	0	0	15	77	11	31	31
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	18	0	0	61	11	28	0	0	0	18	74	15	31	31
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	4	50	21	4	4
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	6	50	29	4	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	13	0	0	15	8	31	46	0	0	63	79	12	14	14

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	14	0	0	29	7	29	36	0	0	59	86	10	14
	MANCHESTER	FLYJET LTD	C	A	4	0	0	0	0	75	25	0	0	43	60	24	5
	MANCHESTER	FLYJET LTD	C	D	4	0	0	50	25	25	0	0	0	21	80	11	5
	BIRMINGHAM	MONARCH AIRLINES	C	A	13	0	0	85	15	0	0	0	0	5	85	17	13
	BIRMINGHAM	MONARCH AIRLINES	C	D	14	0	0	71	29	0	0	0	0	7	85	19	13
	GATWICK	MONARCH AIRLINES	C	A	22	0	0	59	9	9	18	0	5	55	100	0	17
	GATWICK	MONARCH AIRLINES	C	D	23	0	0	52	4	9	26	4	4	72	94	5	17
	MANCHESTER	MONARCH AIRLINES	C	A	14	0	0	50	14	7	7	7	14	109	95	4	22
	MANCHESTER	MONARCH AIRLINES	C	D	15	0	0	40	13	13	13	7	13	109	95	2	22
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	9	0	0	89	0	11	0	0	0	5	67	54	9
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	9	0	0	67	22	11	0	0	0	16	44	43	9
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	67	11	0	0	0	22	119	67	43	12
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	44	22	11	0	0	22	131	67	42	12
	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	5	0	0	80	20	0	0	0	0	7	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	14	0	0	71	0	14	0	7	7	51	50	50	10
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	14	0	0	71	0	14	0	7	7	57	78	8	9
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	20	20	0	0	0	11	25	99	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	20	0	0	0	16	50	92	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	10	0	95	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	20	0	0	0	21	0	100	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	4	100	1	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	0	11	0	0	20	67	11	12
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	10	0	0	80	10	0	0	10	0	23	75	14	12
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	1	100	0	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	4	100	0	4
	LUTON	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	0	50	0	0	0	25	0	0	0
	LUTON	THOMAS COOK AIRLINES LTD	C	D	3	0	0	67	0	33	0	0	0	21	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	44	22	11	11	11	0	48	75	17	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	10	0	0	60	10	20	0	10	0	35	75	20	8
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	6	50	12	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	7	100	2	4

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 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)											
HERAKLION	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	25	25	25	0	0	42	50	43	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	0	20	40	0	0	48	25	62	4
<b>TOTAL HERAKLION</b>					<b>557</b>	<b>4</b>	<b>0</b>	<b>64</b>	<b>11</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>40</b>	<b>75</b>	<b>25</b>	<b>25</b>
HOLGUIN (FRANK PAIS)	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	9	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	13	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	0	25	0	75	0	0	77	56	18	9
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	20	20	20	20	0	20	272	0	0	0
<b>TOTAL HOLGUIN (FRANK PAIS)</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>24</b>	<b>12</b>	<b>24</b>	<b>0</b>	<b>6</b>	<b>103</b>	<b>73</b>	<b>12</b>	<b>12</b>
HONG KONG (CHEP LAP KOK)	HEATHROW	BRITISH AIRWAYS PLC	S	A	75	0	0	96	3	1	0	0	0	2	95	4	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	75	0	0	31	28	24	15	3	0	35	62	24	61
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	A	93	0	0	76	15	8	1	0	0	9	90	5	86
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	D	92	0	1	53	25	20	2	0	0	19	60	17	86
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	87	13	0	0	0	0	5	93	60	28
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	32	42	19	6	0	0	27	81	12	31
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>					<b>397</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>19</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>78</b>	<b>16</b>	<b>16</b>
HOUSTON	GATWICK	BRITISH AIRWAYS PLC	S	A	42	1	1	69	14	12	5	0	0	17	42	23	43
	GATWICK	BRITISH AIRWAYS PLC	S	D	44	0	0	75	11	11	2	0	0	11	82	8	44
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	81	3	3	10	3	0	16	77	19	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	68	13	13	3	3	0	21	58	21	31
	GATWICK	CONTINENTAL AIRLINES	S	A	62	0	0	74	10	15	2	0	0	12	52	19	62
	GATWICK	CONTINENTAL AIRLINES	S	D	62	0	0	82	13	3	2	0	0	10	79	10	62
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	9	0	0	78	11	11	0	0	0	8	0	0	0
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	9	0	0	78	11	11	0	0	0	10	0	0	0
<b>TOTAL HOUSTON</b>					<b>290</b>	<b>1</b>	<b>1</b>	<b>76</b>	<b>11</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>65</b>	<b>16</b>	<b>16</b>
HURGHADA	MANCHESTER	AIR CORDIAL LTD	C	A	4	1	0	0	0	25	50	25	0	112	0	0	0
	MANCHESTER	AIR CORDIAL LTD	C	D	4	1	0	25	25	25	25	0	0	52	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	1	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	20	0	0	0	9	0	0	0

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							AUG 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																		
	GATWICK	EXCEL AIRWAYS LTD	C	A	8	0	0	88	0	13	0	0	0	6	80	9	5	
	GATWICK	EXCEL AIRWAYS LTD	C	D	8	0	0	75	0	25	0	0	0	13	80	15	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	75	25	0	0	68	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	40	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	24	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	25	0	0	0	
<b>TOTAL HURGHADA</b>					<b>50</b>	<b>2</b>	<b>0</b>	<b>64</b>	<b>2</b>	<b>18</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>30</b>	<b>59</b>	<b>15</b>	<b>15</b>	



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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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																		
	EDINBURGH	AIR EUROPA	C	A	4	0	0	50	0	25	25	0	0	57	0	0	0	
	EDINBURGH	AIR EUROPA	C	D	4	0	0	25	50	0	25	0	0	53	0	0	0	
	GATWICK	ASTRAEUS LTD	C	A	5	0	0	60	0	20	0	20	0	70	0	0	0	
	GATWICK	ASTRAEUS LTD	C	D	5	0	0	40	20	20	0	20	0	86	0	0	0	
	MANCHESTER	ASTRAEUS LTD	C	A	5	0	0	60	40	0	0	0	0	13	0	0	0	
	MANCHESTER	ASTRAEUS LTD	C	D	5	0	0	80	0	20	0	0	0	7	0	0	0	
	MANCHESTER	BMIBABY LTD	S	A	30	2	1	17	13	37	33	0	0	53	0	0	0	
	MANCHESTER	BMIBABY LTD	S	D	31	0	0	16	23	26	32	0	3	70	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	13	0	0	77	23	0	0	0	0	8	56	17	18	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	13	0	0	69	23	0	8	0	0	11	78	20	18	
	GATWICK	BRITANNIA AIRWAYS	C	A	30	0	0	87	3	7	3	0	0	10	79	12	33	
	GATWICK	BRITANNIA AIRWAYS	C	D	29	0	0	86	3	3	7	0	0	11	69	14	32	
	GLASGOW	BRITANNIA AIRWAYS	C	A	12	0	0	83	8	8	0	0	0	5	86	18	14	
	GLASGOW	BRITANNIA AIRWAYS	C	D	12	0	0	92	0	8	0	0	0	4	86	18	14	
	LUTON	BRITANNIA AIRWAYS	C	A	17	0	0	82	18	0	0	0	0	7	72	18	18	
	LUTON	BRITANNIA AIRWAYS	C	D	17	0	0	65	24	6	6	0	0	15	78	16	18	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	22	0	0	77	18	0	5	0	0	11	89	7	27	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	21	0	0	71	14	10	5	0	0	13	96	1	27	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	13	0	0	85	8	8	0	0	0	5	100	1	14	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	13	0	0	92	0	8	0	0	0	5	100	0	14	
	STANSTED	BRITANNIA AIRWAYS	C	A	12	0	0	92	8	0	0	0	0	3	100	2	14	
	STANSTED	BRITANNIA AIRWAYS	C	D	12	0	0	92	8	0	0	0	0	6	86	6	14	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	5	0	0	100	0	0	0	0	0	4	100	5	5	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	5	0	0	100	0	0	0	0	0	4	80	8	5	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	84	3	6	6	0	0	11	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	84	3	3	10	0	0	13	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	61	0	0	82	7	7	3	0	2	14	49	33	63	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	66	19	6	6	2	0	21	48	30	62	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	20	20	0	0	0	13	80	4	5	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	60	0	40	0	0	0	21	100	3	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	18	0	0	72	0	17	11	0	0	19	87	6	23	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	17	0	0	71	0	18	12	0	0	22	78	9	23	

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 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	5	0	0	100	0	0	0	0	0	0	0	0	0	0
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	22	0	0	77	9	9	5	0	0	10	95	6	22	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	21	0	0	86	0	10	5	0	0	10	95	7	22	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	80	16	5	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	6	80	20	5	
	GATWICK	GB AIRWAYS LTD	S	A	21	0	0	48	19	14	5	14	0	50	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	D	21	0	0	57	19	5	5	14	0	47	0	0	0	
	GLASGOW	IBERWORLD	C	A	2	1	0	50	0	0	50	0	0	37	60	21	5	
	MANCHESTER	IBERWORLD	C	A	2	1	0	100	0	0	0	0	0	3	0	0	0	
	MANCHESTER	IBERWORLD	C	D	4	0	0	75	0	0	0	25	0	56	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	3	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	80	0	20	0	0	0	7	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	60	20	0	20	0	0	16	20	84	10	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	4	30	87	10	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	2	78	19	9	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	0	80	13	10	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	9	0	0	89	0	11	0	0	0	5	71	38	14	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	9	0	0	67	33	0	0	0	0	14	43	49	14	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	14	0	0	43	29	0	21	7	0	58	86	17	14	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	14	0	0	43	29	7	14	7	0	49	86	22	14	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	9	0	0	100	0	0	0	0	0	2	100	2	10	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	9	0	0	89	0	11	0	0	0	9	100	2	10	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	18	1	0	50	17	6	6	17	6	104	79	28	19	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	18	0	0	56	17	0	6	17	6	105	79	31	19	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	9	0	0	100	0	0	0	0	0	0	90	21	10	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	9	0	0	100	0	0	0	0	0	2	90	22	10	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	9	0	0	89	11	0	0	0	0	3	40	15	5	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	9	0	0	89	0	11	0	0	0	11	80	6	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	20	0	0	24	100	0	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	80	5	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	22	1	0	86	5	0	0	5	5	43	96	3	24	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	21	1	0	86	0	5	0	5	5	45	80	13	25	

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	20	0	0	0	16	67	8	3
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	8	100	1	3
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	17	0	0	59	6	18	12	6	0	37	94	4	18
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	16	0	0	50	13	19	13	6	0	37	94	2	18
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	9	0	0	67	0	0	33	0	0	41	89	12	9
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	8	0	0	50	25	0	13	13	0	50	89	2	9
<b>TOTAL IBIZA</b>					<b>957</b>	<b>9</b>	<b>1</b>	<b>72</b>	<b>11</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>25</b>	<b>77</b>	<b>17</b>	<b>17</b>
INNSBRUCK	BIRMINGHAM	AUSTRIAN AIRLINES	C	A	4	0	0	100	0	0	0	0	0	100	1	5	
	BIRMINGHAM	AUSTRIAN AIRLINES	C	D	4	0	0	50	50	0	0	0	0	14	60	11	5
	NEWCASTLE	AUSTRIAN AIRLINES	C	A	4	0	0	75	25	0	0	0	0	6	100	1	5
	NEWCASTLE	AUSTRIAN AIRLINES	C	D	4	0	0	75	0	0	0	0	25	256	100	0	5
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	100	0	0	0	0	0	4	89	13	9
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	63	25	13	0	0	0	11	56	22	9
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	100	0	0	0	0	0	4	100	0	9
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	75	13	13	0	0	0	8	100	2	9
	EDINBURGH	LAUDA-AIR	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	EDINBURGH	LAUDA-AIR	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0
	GATWICK	LAUDA-AIR	S	A	20	0	0	95	5	0	0	0	0	1	0	0	0
	GATWICK	LAUDA-AIR	S	D	20	0	0	90	10	0	0	0	0	4	0	0	0
<b>TOTAL INNSBRUCK</b>					<b>96</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>15</b>	<b>77</b>	<b>12</b>	<b>12</b>
INVERNESS	HEATHROW	BMI BRITISH MIDLAND	S	A	31	0	0	65	23	6	3	3	0	22	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	D	31	0	0	58	32	10	0	0	0	14	0	0	0
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	91	0	0	69	18	8	4	1	0	19	58	28	93
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	92	0	0	66	22	4	8	0	0	17	77	18	92
	BIRMINGHAM	EASTERN AIRWAYS	S	A	68	0	3	81	13	6	0	0	0	9	0	0	0
	BIRMINGHAM	EASTERN AIRWAYS	S	D	69	0	2	90	7	3	0	0	0	5	0	0	0
	MANCHESTER	EASTERN AIRWAYS	S	A	68	0	3	75	19	6	0	0	0	10	90	6	59
	MANCHESTER	EASTERN AIRWAYS	S	D	69	0	2	93	4	3	0	0	0	3	93	3	58
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	55	19	19	6	0	0	18	74	11	31
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	58	29	10	3	0	0	17	68	12	31

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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																		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	40	0	0	65	18	13	5	0	0	14	76	16	41	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	40	0	0	53	28	13	8	0	0	22	41	24	41	
	EDINBURGH	LOGANAIR	S	A	72	0	0	51	21	15	11	1	0	27	82	12	44	
<b>TOTAL INVERNESS</b>					<b>733</b>	<b>1</b>	<b>10</b>	<b>70</b>	<b>18</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>72</b>	<b>16</b>	<b>16</b>	
ISLAMABAD																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	38	23	8	23	8	0	44	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	23	31	8	23	15	0	66	0	0	0	
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	A	19	0	0	84	0	5	11	0	0	16	89	9	19	
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	D	18	0	0	78	22	0	0	0	0	7	76	11	17	
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	13	0	0	0	38	31	31	0	0	61	21	37	14	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	13	0	0	15	38	46	0	0	0	31	21	47	14	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	28	0	0	43	14	18	25	0	0	40	61	15	18	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	19	0	0	37	32	11	16	5	0	44	67	38	18	
<b>TOTAL ISLAMABAD</b>					<b>136</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>23</b>	<b>15</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>37</b>	<b>59</b>	<b>25</b>	<b>25</b>	
ISLAY																		
	GLASGOW	LOGANAIR	S	A	48	1	0	92	6	2	0	0	0	4	80	14	46	
	GLASGOW	LOGANAIR	S	D	48	1	0	73	17	8	2	0	0	12	55	21	47	
<b>TOTAL ISLAY</b>					<b>96</b>	<b>2</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>68</b>	<b>17</b>	<b>17</b>	
ISLE OF MAN																		
	EDINBURGH	BA CITIEXPRESS (IOM) LTD	S	A	22	0	0	86	14	0	0	0	0	6	0	0	0	
	EDINBURGH	BA CITIEXPRESS (IOM) LTD	S	D	22	0	0	14	18	32	36	0	0	56	0	0	0	
	GATWICK	BA CITIEXPRESS (IOM) LTD	S	A	84	0	0	71	13	7	8	0	0	16	76	16	83	
	GATWICK	BA CITIEXPRESS (IOM) LTD	S	D	84	0	0	60	20	8	12	0	0	21	72	19	82	
	GLASGOW	BA CITIEXPRESS (IOM) LTD	S	A	31	0	0	35	13	19	32	0	0	46	74	12	31	
	GLASGOW	BA CITIEXPRESS (IOM) LTD	S	D	31	0	0	74	16	10	0	0	0	11	77	9	31	
	LUTON	BA CITIEXPRESS (IOM) LTD	S	A	29	0	0	86	7	3	3	0	0	7	87	15	30	
	LUTON	BA CITIEXPRESS (IOM) LTD	S	D	29	0	0	79	14	0	7	0	0	10	82	19	28	
	MANCHESTER	BA CITIEXPRESS (IOM) LTD	S	A	139	0	0	63	18	12	6	1	0	20	83	12	102	
	MANCHESTER	BA CITIEXPRESS (IOM) LTD	S	D	140	0	0	79	9	6	6	1	0	13	87	11	106	
	BIRMINGHAM	EASTERN AIRWAYS	S	A	67	0	4	99	1	0	0	0	0	1	0	0	0	
	BIRMINGHAM	EASTERN AIRWAYS	S	D	68	0	3	96	1	3	0	0	0	2	0	0	0	
	NEWCASTLE	EASTERN AIRWAYS	S	A	20	5	7	90	10	0	0	0	0	3	0	0	0	
	NEWCASTLE	EASTERN AIRWAYS	S	D	26	0	1	100	0	0	0	0	0	2	0	0	0	

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 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
ISLE OF MAN																		
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	31	0	0	61	16	6	16	0	0	26	60	22	30	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	31	0	0	71	10	3	16	0	0	23	65	20	31	
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	A	26	0	1	65	15	8	12	0	0	23	91	4	43	
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	D	25	0	2	72	12	8	8	0	0	14	87	7	45	
	EDINBURGH	ROSSAIR EUROPE	S	A	56	0	0	39	23	18	18	2	0	40	0	0	0	
	EDINBURGH	ROSSAIR EUROPE	S	D	56	0	0	55	13	14	14	4	0	34	0	0	0	
	GLASGOW	ROSSAIR EUROPE	S	A	53	3	0	58	13	4	23	2	0	34	0	0	0	
	GLASGOW	ROSSAIR EUROPE	S	D	54	1	0	69	2	6	22	2	0	29	0	0	0	
	STANSTED	ROSSAIR EUROPE	S	A	57	0	2	12	47	32	9	0	0	34	0	0	0	
	STANSTED	ROSSAIR EUROPE	S	D	56	0	2	34	36	20	11	0	0	28	0	0	0	
<b>TOTAL ISLE OF MAN</b>					<b>1237</b>	<b>9</b>	<b>22</b>	<b>65</b>	<b>15</b>	<b>9</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>81</b>	<b>13</b>	<b>13</b>	
ISTANBUL																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	0	54	15	25	7	0	0	23	100	1	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	0	31	20	26	18	5	0	48	81	10	62	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	25	0	75	0	0	0	27	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	23	0	0	0	
	HEATHROW	ONUR AIR	C	A	5	0	0	40	20	20	20	0	0	39	0	0	0	
	HEATHROW	ONUR AIR	C	D	5	0	0	20	20	20	40	0	0	50	0	0	0	
	MANCHESTER	ONUR AIR	C	A	9	0	0	67	22	0	0	11	0	41	0	0	0	
	MANCHESTER	ONUR AIR	C	D	9	0	0	56	0	11	22	11	0	62	0	0	0	
	STANSTED	ONUR AIR	C	A	22	0	0	68	9	14	9	0	0	16	31	49	13	
	STANSTED	ONUR AIR	C	D	22	0	0	32	18	23	27	0	0	38	23	87	13	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	93	0	0	33	37	25	5	0	0	25	59	14	93	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	93	0	0	45	16	28	10	0	1	31	61	15	93	
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	A	23	0	0	30	26	43	0	0	0	28	41	18	22	
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	D	23	0	0	17	39	35	9	0	0	38	36	21	22	
<b>TOTAL ISTANBUL</b>					<b>434</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>22</b>	<b>26</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>32</b>	<b>65</b>	<b>16</b>	<b>16</b>	
IZMIR (ADNAM MENDERES)																		
	HEATHROW	KIBRIS TURKISH AIRLINES - KTHY	S	A	14	0	0	21	57	14	0	7	0	33	22	45	9	
	HEATHROW	KIBRIS TURKISH AIRLINES - KTHY	S	D	14	0	0	21	57	14	0	7	0	37	22	66	9	

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 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)																			
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	13	1	0	54	31	8	8	0	0	20	31	26	16		
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	11	1	0	27	9	27	36	0	0	49	47	35	15		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	1	4		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	9	100	4	4		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	14	0	0	64	7	21	7	0	0	26	100	1	8		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	10	0	0	80	10	0	0	10	0	25	100	2	8		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	10	0	0	70	10	10	10	0	0	19	100	1	8		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	10	0	0	80	20	0	0	0	0	5	88	4	8		
<b>TOTAL IZMIR (ADNAM MENDERES)</b>					<b>106</b>	<b>2</b>	<b>0</b>	<b>54</b>	<b>25</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>63</b>	<b>24</b>	<b>24</b>		

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

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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	17	0	0	59	18	12	12	0	0	19	86	4	7	
	HEATHROW	BRITISH AIRWAYS PLC		S D	18	0	0	28	33	11	28	0	0	35	29	51	7	
	HEATHROW	SAUDI ARABIAN AIRLINES		S A	31	0	0	81	13	6	0	0	0	10	74	26	31	
	HEATHROW	SAUDI ARABIAN AIRLINES		S D	31	0	0	58	29	13	0	0	0	16	74	44	31	
<b>TOTAL JEDDAH</b>					<b>97</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>23</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>71</b>	<b>34</b>	<b>34</b>	
JEREZ																		
	MANCHESTER	ASTRAEUS LTD		C A	5	0	0	80	20	0	0	0	0	7	100	0	5	
	MANCHESTER	ASTRAEUS LTD		C D	5	0	0	40	40	20	0	0	0	21	100	0	5	
	GATWICK	BRITANNIA AIRWAYS		C A	5	0	0	80	20	0	0	0	0	5	100	0	4	
	GATWICK	BRITANNIA AIRWAYS		C D	5	0	0	40	0	40	20	0	0	34	100	5	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	25	0	0	75	0	0	47	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	25	0	0	75	0	0	73	0	0	0	
	STANSTED	RYANAIR		S A	66	0	0	95	5	0	0	0	0	1	90	2	10	
	STANSTED	RYANAIR		S D	66	0	0	65	29	6	0	0	0	12	90	7	10	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C A	4	0	0	75	25	0	0	0	0	11	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C D	4	0	0	75	25	0	0	0	0	6	0	0	0	
<b>TOTAL JEREZ</b>					<b>168</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>17</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>95</b>	<b>3</b>	<b>3</b>	
JERSEY																		
	EDINBURGH	BMI REGIONAL		S A	9	0	0	78	0	11	0	11	0	29	0	0	0	
	EDINBURGH	BMI REGIONAL		S D	9	0	0	67	22	0	0	11	0	31	0	0	0	
	GLASGOW	BMI REGIONAL		S A	12	0	0	92	0	8	0	0	0	6	0	0	0	
	GLASGOW	BMI REGIONAL		S D	12	0	0	75	8	17	0	0	0	11	0	0	0	
	MANCHESTER	BMIBABY LTD		S A	31	0	0	23	19	23	26	6	3	70	0	0	0	
	MANCHESTER	BMIBABY LTD		S D	31	0	0	42	19	16	23	0	0	37	0	0	0	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD		S A	22	0	0	91	5	0	5	0	0	7	90	3	21	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD		C A	4	0	0	100	0	0	0	0	0	1	40	41	5	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD		C D	4	0	0	50	50	0	0	0	0	9	20	31	5	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD		S D	20	0	0	5	50	40	0	5	0	39	42	19	19	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	60	0	0	73	12	10	3	2	0	15	80	20	90	

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

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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)											
JERSEY	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	60	0	0	78	12	7	3	0	0	11	78	16	90
	STANSTED	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	4	0	0	100	0	0	0	0	0	12	20	20	5
	STANSTED	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	4	0	0	100	0	0	0	0	0	7	20	20	5
	GATWICK	BRITISH AIRWAYS PLC	S	A	162	0	0	62	18	11	9	0	0	19	74	16	203
	GATWICK	BRITISH AIRWAYS PLC	S	D	162	0	0	64	19	10	7	0	0	17	78	13	203
	BIRMINGHAM	EMERALD AIRWAYS LIMITED	C	A	4	0	0	0	50	50	0	0	0	39	0	0	0
	BIRMINGHAM	EMERALD AIRWAYS LIMITED	C	D	4	0	0	25	50	25	0	0	0	21	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	39	0	0	62	13	5	15	5	0	37	48	46	66
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	40	0	0	58	20	8	15	0	0	29	42	40	69
	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	A	4	0	0	25	25	25	25	0	0	48	20	262	5
	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	D	4	0	0	25	0	75	0	0	0	39	60	18	5
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	127	0	1	81	9	6	3	1	0	13	61	35	126
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	127	0	1	81	6	7	5	1	0	14	69	31	126
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	A	4	0	0	0	50	50	0	0	0	31	60	20	5
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	D	4	0	0	75	25	0	0	0	0	8	60	17	5
	LUTON	FLYBE.BRITISH EUROPEAN	S	A	4	0	0	100	0	0	0	0	0	4	61	31	41
	LUTON	FLYBE.BRITISH EUROPEAN	S	D	4	0	0	75	25	0	0	0	0	11	49	56	41
	MANCHESTER	FLYBE.BRITISH EUROPEAN	C	A	4	0	0	100	0	0	0	0	0	5	20	73	5
	MANCHESTER	FLYBE.BRITISH EUROPEAN	C	D	4	0	0	75	25	0	0	0	0	9	60	54	5
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	S	A	4	0	0	50	50	0	0	0	0	11	40	58	10
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	S	D	4	0	0	50	50	0	0	0	0	12	40	31	10
	LONDON CITY	VLM (BELGIUM)	S	A	79	1	0	95	3	0	0	3	0	6	0	0	0
	LONDON CITY	VLM (BELGIUM)	S	D	78	0	1	94	6	0	0	0	0	4	0	0	0
<b>TOTAL JERSEY</b>					<b>1144</b>	<b>3</b>	<b>3</b>	<b>71</b>	<b>14</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>68</b>	<b>24</b>	<b>24</b>
JOHANNESBURG	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	0	98	0	0	0	0	2	7	90	11	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	0	15	25	36	23	2	0	50	47	28	62
	GATWICK	NATIONWIDE AIR	S	A	13	0	0	77	15	8	0	0	0	11	0	0	0
	GATWICK	NATIONWIDE AIR	S	D	13	0	0	85	15	0	0	0	0	9	0	0	0
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	62	0	0	87	5	3	3	2	0	11	76	9	62
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	62	0	0	52	21	19	8	0	0	23	76	10	62



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

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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	31	0	0	68	26	0	0	6	0	24	74	11	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	29	19	35	10	0	6	82	81	18	31
<b>TOTAL JOHANNESBURG</b>					<b>334</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>15</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>27</b>	<b>73</b>	<b>14</b>	<b>14</b>

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 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	5	0	0	60	0	20	20	0	0	33	0	0	0	
	BIRMINGHAM	AIR MALTA	C	D	5	0	0	40	20	20	20	0	0	31	0	0	0	
	MANCHESTER	AIR MALTA	C	A	5	0	0	100	0	0	0	0	0	1	0	0	0	
	MANCHESTER	AIR MALTA	C	D	5	0	0	100	0	0	0	0	0	3	0	0	0	
	GATWICK	ASTRAEUS LTD	C	A	5	0	0	40	20	20	0	20	0	51	50	28	4	
	GATWICK	ASTRAEUS LTD	C	D	5	0	0	60	20	0	0	20	0	45	50	35	4	
	GATWICK	EXCEL AIRWAYS LTD	C	A	10	0	0	60	30	10	0	0	0	14	80	6	5	
	GATWICK	EXCEL AIRWAYS LTD	C	D	10	0	0	40	50	10	0	0	0	17	80	8	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	12	100	3	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	0	0	20	0	0	21	60	15	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	4	80	25	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	0	60	19	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	20	0	0	0	0	3	80	9	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	0	100	1	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	11	40	18	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	0	80	12	5	
<b>TOTAL KALAMATA</b>					<b>90</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>72</b>	<b>14</b>	<b>14</b>	
KARACHI																		
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	13	0	0	85	8	0	0	8	0	31	64	58	14	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	13	0	0	46	8	23	15	8	0	56	43	30	14	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	42	0	0	67	17	10	5	2	0	20	12	56	25	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	54	0	0	57	6	9	17	11	0	51	48	112	23	
<b>TOTAL KARACHI</b>					<b>122</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>10</b>	<b>10</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>39</b>	<b>52</b>	<b>49</b>	<b>49</b>	
KARLSRUHE/BADEN BADEN																		
	STANSTED	RYANAIR	S	A	53	0	0	92	6	2	0	0	0	3	0	0	0	
	STANSTED	RYANAIR	S	D	53	0	0	72	21	8	0	0	0	13	0	0	0	
<b>TOTAL KARLSRUHE/BADEN BADEN</b>					<b>108</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>	<b>0</b>	
KATOWICE																		
	STANSTED	AIR POLONIA	S	A	13	0	0	100	0	0	0	0	0	1	0	0	0	
	STANSTED	AIR POLONIA	S	D	13	0	0	77	15	8	0	0	0	10	0	0	0	
	LUTON	WIZZ AIR	S	A	61	0	1	77	10	7	5	2	0	17	0	0	0	
	LUTON	WIZZ AIR	S	D	61	0	1	48	21	18	10	3	0	30	0	0	0	
<b>TOTAL KATOWICE</b>					<b>148</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>14</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							AUG 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	11	0	0	0	0
	GATWICK	ASTRAEUS LTD	C	A	4	0	0	25	50	25	0	0	0	24	0	0	0	0
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	50	50	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	100	0	0	0	0	0	2	0	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	1	100	0	0	5
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	5	100	0	0	5
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	0	20	0	0	14	80	4	0	5
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	20	0	0	0	7	80	5	0	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	2	100	0	0	5
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	20	0	0	0	10	100	2	0	5
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	100	2	0	8
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	75	6	0	8
<b>TOTAL KAVALLA</b>					<b>62</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>7</b>	<b>94</b>	<b>2</b>	<b>0</b>	<b>2</b>
KEFALLINIA																		
	MANCHESTER	AIR CORDIAL LTD	C	A	5	0	0	20	0	0	60	20	0	122	60	58	0	5
	MANCHESTER	AIR CORDIAL LTD	C	D	5	0	0	20	0	0	60	0	20	239	20	73	0	5
	GATWICK	ASTRAEUS LTD	C	A	5	0	0	100	0	0	0	0	0	5	0	0	0	0
	GATWICK	ASTRAEUS LTD	C	D	5	0	0	100	0	0	0	0	0	4	0	0	0	0
	MANCHESTER	ASTRAEUS LTD	C	A	10	0	0	70	0	30	0	0	0	18	60	162	0	5
	MANCHESTER	ASTRAEUS LTD	C	D	10	0	0	70	10	20	0	0	0	13	60	139	0	5
	HEATHROW	BMI BRITISH MIDLAND	C	A	5	0	0	60	40	0	0	0	0	12	0	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	C	D	5	0	0	80	20	0	0	0	0	11	0	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	5	100	0	0	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	9	100	0	0	4
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	75	5	0	4
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	8	100	5	0	4
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	100	0	0	4
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	6	100	2	0	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	13	75	79	0	4
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	17	75	84	0	4

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 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
KEFALLINIA	MANCHESTER	EUROPEAN AIR CHARTER	C	A	5	0	0	100	0	0	0	0	0	1	100	0	8
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	5	0	0	60	20	20	0	0	0	15	63	11	8
	GATWICK	EXCEL AIRWAYS LTD	C	A	13	0	0	77	8	0	15	0	0	14	96	8	23
	GATWICK	EXCEL AIRWAYS LTD	C	D	13	0	0	69	8	15	8	0	0	22	75	20	24
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	9	0	0	78	0	11	11	0	0	16	80	7	5
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	9	0	0	56	22	11	11	0	0	21	80	8	5
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	0	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	1	100	0	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	15	0	0	80	7	0	13	0	0	11	79	23	24
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	15	0	0	80	0	7	13	0	0	19	58	34	24
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	2	100	0	4
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	8	100	1	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	20	20	0	60	0	0	65	80	15	5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	20	20	0	60	0	0	61	40	24	5
	NEWCASTLE	ISLANDSFLUG	C	A	9	0	0	44	0	22	33	0	0	33	0	0	0
	NEWCASTLE	ISLANDSFLUG	C	D	9	0	0	33	11	44	11	0	0	32	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	60	0	20	20	0	0	23	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	80	0	0	20	0	0	21	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	20	0	0	0	0	4	25	99	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	20	0	0	0	14	25	83	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	20	0	0	0	0	4	50	50	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	40	0	20	0	0	26	25	66	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	0	0	40	0	0	32	100	2	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	0	0	40	0	0	39	100	0	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	0	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	3	100	0	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	0	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	2	100	0	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	3	80	14	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	3	80	9	5
<b>TOTAL KEFALLINIA</b>					<b>284</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>8</b>	<b>7</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>78</b>	<b>24</b>	<b>24</b>
KEFLAVIK	STANSTED	ASTRAEUS LTD	S	A	62	0	0	94	6	0	0	0	0	3	87	13	31

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

Origin / Destinations: K

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					Actual (7)	Plan (8)											
KEFLAVIK	STANSTED	ASTRAEUS LTD	S	D	62	0	0	79	19	2	0	0	0	9	84	15	31
	GLASGOW	ICELANDAIR	S	A	22	0	0	32	45	9	9	5	0	43	72	17	18
	GLASGOW	ICELANDAIR	S	D	22	0	0	27	27	27	14	5	0	48	100	1	18
	HEATHROW	ICELANDAIR	S	A	62	0	0	61	24	10	5	0	0	17	84	7	62
	HEATHROW	ICELANDAIR	S	D	62	0	0	34	23	29	13	0	2	41	79	11	62
<b>TOTAL KEFLAVIK</b>					<b>298</b>	<b>2</b>	<b>0</b>	<b>60</b>	<b>21</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>83</b>	<b>11</b>	<b>11</b>
KERRY COUNTY	MANCHESTER	AER ARRAN	S	A	13	0	0	69	23	0	8	0	0	16	0	0	0
	MANCHESTER	AER ARRAN	S	D	13	0	0	92	0	0	8	0	0	9	0	0	0
	STANSTED	RYANAIR	S	A	62	0	0	79	10	5	5	2	0	16	97	3	62
	STANSTED	RYANAIR	S	D	62	0	0	73	16	6	5	0	0	16	81	8	62
<b>TOTAL KERRY COUNTY</b>					<b>150</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>89</b>	<b>6</b>	<b>6</b>
KHARTOUM	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	14	0	0	43	14	14	29	0	0	40	0	0	0
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	13	0	0	23	23	15	31	8	0	55	0	0	0
<b>TOTAL KHARTOUM</b>					<b>27</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>19</b>	<b>15</b>	<b>30</b>	<b>4</b>	<b>0</b>	<b>48</b>	<b>24</b>	<b>245</b>	<b>245</b>
KIEV (BORISPOL)	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	77	23	0	0	0	0	7	78	15	23
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	50	32	18	0	0	0	17	57	24	23
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	A	31	0	0	90	6	0	3	0	0	7	74	14	23
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	D	31	0	0	68	29	0	3	0	0	12	83	12	23
<b>TOTAL KIEV (BORISPOL)</b>					<b>108</b>	<b>4</b>	<b>0</b>	<b>72</b>	<b>21</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>16</b>	<b>16</b>
KINGSTON	HEATHROW	AIR JAMAICA	S	A	41	0	0	15	10	32	34	7	2	88	61	27	23
	HEATHROW	AIR JAMAICA	S	D	39	0	0	8	10	23	41	15	3	109	27	45	30
	MANCHESTER	AIR JAMAICA	S	A	8	0	0	13	0	0	63	25	0	154	60	17	5
	MANCHESTER	AIR JAMAICA	S	D	8	0	0	0	0	0	50	38	13	210	0	92	4
	GATWICK	BRITISH AIRWAYS PLC	S	A	12	1	0	83	8	8	0	0	0	11	15	42	13
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	31	38	23	0	0	8	133	77	16	13
<b>TOTAL KINGSTON</b>					<b>121</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>12</b>	<b>21</b>	<b>32</b>	<b>12</b>	<b>3</b>	<b>104</b>	<b>42</b>	<b>36</b>	<b>36</b>

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 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)											
KIRKWALL		EDINBURGH	LOGANAIR	S A	17	1	0	65	12	18	6	0	0	17	94	5	31
		EDINBURGH	LOGANAIR	S D	57	0	0	53	26	11	11	0	0	23	79	11	56
<b>TOTAL KIRKWALL</b>					<b>74</b>	<b>1</b>	<b>0</b>	<b>55</b>	<b>23</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>84</b>	<b>9</b>	<b>9</b>
KLAGENFURT		STANSTED	RYANAIR	S A	31	0	0	84	6	6	3	0	0	8	94	1	31
		STANSTED	RYANAIR	S D	31	0	0	61	23	6	10	0	0	20	81	9	31
<b>TOTAL KLAGENFURT</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>14</b>	<b>87</b>	<b>5</b>	<b>5</b>
KOS		GLASGOW	BMI BRITISH MIDLAND	C A	5	0	0	80	20	0	0	0	0	5	80	9	5
		GLASGOW	BMI BRITISH MIDLAND	C D	4	0	0	100	0	0	0	0	0	1	60	10	5
		BIRMINGHAM	BRITANNIA AIRWAYS	C A	5	0	0	60	20	0	20	0	0	41	60	191	5
		BIRMINGHAM	BRITANNIA AIRWAYS	C D	4	0	0	100	0	0	0	0	0	2	60	10	5
		GATWICK	BRITANNIA AIRWAYS	C A	9	0	0	78	11	0	11	0	0	12	90	15	10
		GATWICK	BRITANNIA AIRWAYS	C D	8	0	0	100	0	0	0	0	0	3	90	5	10
		LUTON	BRITANNIA AIRWAYS	C A	4	0	0	100	0	0	0	0	0	1	80	9	5
		LUTON	BRITANNIA AIRWAYS	C D	4	0	0	100	0	0	0	0	0	1	100	4	4
		MANCHESTER	BRITANNIA AIRWAYS	C A	4	1	0	50	50	0	0	0	0	10	60	41	5
		MANCHESTER	BRITANNIA AIRWAYS	C D	4	0	0	100	0	0	0	0	0	4	50	53	4
		GATWICK	EXCEL AIRWAYS LTD	C A	21	0	0	81	5	10	5	0	0	12	85	9	13
		GATWICK	EXCEL AIRWAYS LTD	C D	20	0	0	80	5	5	10	0	0	14	92	13	13
		MANCHESTER	EXCEL AIRWAYS LTD	C A	13	0	0	46	15	23	15	0	0	25	86	3	7
		MANCHESTER	EXCEL AIRWAYS LTD	C D	12	0	0	58	8	33	0	0	0	18	86	6	7
		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	0	100	4	4
		GATWICK	FIRST CHOICE AIRWAYS LTD	C A	8	0	0	38	13	25	25	0	0	36	71	29	17
		GATWICK	FIRST CHOICE AIRWAYS LTD	C D	8	0	0	25	13	63	0	0	0	31	35	35	17
		MANCHESTER	FIRST CHOICE AIRWAYS LTD	C A	8	0	0	50	13	13	25	0	0	37	88	3	8
		MANCHESTER	FIRST CHOICE AIRWAYS LTD	C D	8	0	0	50	25	0	25	0	0	35	88	4	8
		NEWCASTLE	ISLANDSFLUG	C A	4	1	0	75	0	0	25	0	0	22	0	0	0
		NEWCASTLE	ISLANDSFLUG	C D	4	0	0	100	0	0	0	0	0	1	0	0	0
		BIRMINGHAM	MONARCH AIRLINES	C A	5	0	0	40	40	20	0	0	0	16	100	2	5
		BIRMINGHAM	MONARCH AIRLINES	C D	4	0	0	50	25	25	0	0	0	16	80	13	5
		GATWICK	MONARCH AIRLINES	C A	18	0	0	39	17	17	11	17	0	57	46	46	13

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					Actual (7)	Plan (8)													
KOS																			
	GATWICK	MONARCH AIRLINES	C	D	16	0	0	63	0	13	13	13	0	49	54	40	13		
	MANCHESTER	MONARCH AIRLINES	C	A	9	0	0	67	11	11	11	0	19	82	33	11			
	MANCHESTER	MONARCH AIRLINES	C	D	8	0	0	100	0	0	0	0	2	79	29	14			
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	0	25	0	51	100	7	5		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	0	25	0	52	75	19	4		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	7	1	0	71	0	29	0	0	13	75	21	4			
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	63	13	13	13	0	18	75	28	4			
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	1	75	7	4			
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	3	50	10	4			
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	67	11	11	11	0	27	71	9	14			
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	75	13	0	13	0	21	77	9	13			
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	50	0	0	0	10	80	7	5			
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	100	0	4			
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	75	8	4			
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	75	4	4			
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	13	0	0	69	23	8	0	0	11	92	48	13			
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	12	0	0	83	8	8	0	0	10	100	0	13			
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	8	75	174	4			
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	6	100	0	4			
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	13	88	7	8			
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	15	100	1	8			
	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	1	0	0	0	0		
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	6	75	233	4			
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	6	100	2	4			
<b>TOTAL KOS</b>					<b>346</b>	<b>3</b>	<b>0</b>	<b>72</b>	<b>10</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>75</b>	<b>24</b>	<b>24</b>		
KRAKOW																			
	GATWICK	BRITISH AIRWAYS PLC	S	A	23	0	0	78	13	4	4	0	13	85	5	13			
	GATWICK	BRITISH AIRWAYS PLC	S	D	23	0	0	74	13	9	4	0	16	77	8	13			
	GATWICK	LOT-POLISH AIRLINES	S	A	31	0	0	97	3	0	0	0	3	94	4	31			
	GATWICK	LOT-POLISH AIRLINES	S	D	31	0	0	77	16	6	0	0	12	55	21	31			
<b>TOTAL KRAKOW</b>					<b>108</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>10</b>	<b>76</b>	<b>11</b>	<b>11</b>		
KUALA LUMPUR (SEPANG)																			

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							AUG 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)												
KUALA LUMPUR (SEPANG)																		
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	A	80	0	0	86	6	6	0	1	0	7	86	9	80	
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	D	80	0	0	65	23	10	3	0	0	15	85	7	80	
	MANCHESTER	MALAYSIAN AIRLINES SYSTEM-MAS	S	A	18	0	0	94	0	6	0	0	0	4	89	5	18	
	MANCHESTER	MALAYSIAN AIRLINES SYSTEM-MAS	S	D	18	0	0	61	17	6	17	0	0	21	94	3	18	
<b>TOTAL KUALA LUMPUR (SEPANG)</b>					<b>196</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>87</b>	<b>7</b>	<b>7</b>	
KUWAIT																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	83	7	7	0	3	0	14	94	3	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	47	27	17	10	0	0	26	68	21	31	
	HEATHROW	KUWAIT AIRWAYS	S	A	41	0	0	68	10	7	12	2	0	22	83	16	36	
	HEATHROW	KUWAIT AIRWAYS	S	D	39	0	0	21	36	31	13	0	0	34	31	42	36	
<b>TOTAL KUWAIT</b>					<b>140</b>	<b>2</b>	<b>0</b>	<b>54</b>	<b>20</b>	<b>16</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>68</b>	<b>21</b>	<b>21</b>	



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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2003			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
LA CORUNA	HEATHROW	BMI BRITISH MIDLAND	C	A	4	0	0	0	75	25	0	0	0	31	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	C	D	4	0	0	50	50	0	0	0	0	13	0	0	0
<b>TOTAL LA CORUNA</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>63</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
LA MOLE																	
LA ROCHELLE	STANSTED	RYANAIR	S	A	35	0	1	97	3	0	0	0	0	1	90	6	31
	STANSTED	RYANAIR	S	D	35	0	1	97	3	0	0	0	0	3	90	10	31
<b>TOTAL LA ROCHELLE</b>					<b>70</b>	<b>1</b>	<b>2</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>8</b>	<b>8</b>
LA ROMANA																	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	20	20	0	0	0	10	0	37	2
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	25	0	0	0	22	50	16	2
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	20	40	0	0	0	18	50	21	2
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	20	0	0	0	15	67	23	3
<b>TOTAL LA ROMANA</b>					<b>19</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>21</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>15</b>	<b>15</b>
LAGOS																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	35	55	3	6	0	0	19	94	8	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	23	45	19	13	0	0	31	39	37	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	26	48	23	3	0	0	26	61	13	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	16	45	29	10	0	0	32	84	10	31
<b>TOTAL LAGOS</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>48</b>	<b>19</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>69</b>	<b>17</b>	<b>17</b>
LAHORE																	
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	13	0	0	31	23	23	15	8	0	48	15	53	13
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	13	0	0	31	38	15	15	0	0	30	46	18	13
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	5	0	0	60	20	0	0	20	0	53	17	23	6
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	8	0	0	63	0	0	25	13	0	67	40	24	5
<b>TOTAL LAHORE</b>					<b>41</b>	<b>5</b>	<b>6</b>	<b>44</b>	<b>22</b>	<b>12</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>44</b>	<b>30</b>	<b>32</b>	<b>32</b>
LARNACA																	
	MANCHESTER	AIR CORDIAL LTD	C	A	9	0	0	33	22	33	11	0	0	32	50	32	10
	MANCHESTER	AIR CORDIAL LTD	C	D	9	0	0	44	33	22	0	0	0	17	90	8	10
	BIRMINGHAM	AIR MALTA	C	A	4	0	0	75	0	0	25	0	0	18	0	0	0
	BIRMINGHAM	AIR MALTA	C	D	4	0	0	50	25	0	25	0	0	25	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	0	0	25	93	60	59	5

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 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	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	0	0	25	106	40	66	5	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	33	33	22	11	0	0	27	89	3	9	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	78	22	0	0	0	0	9	90	5	10	
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	0	20	0	0	30	100	5	5	
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	2	100	2	5	
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	20	0	0	0	14	80	48	10	
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	9	80	50	10	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	67	11	11	11	0	0	21	80	229	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	89	0	0	11	0	0	14	100	0	5	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	0	20	0	0	16	80	17	5	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	1	80	15	5	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	35	0	0	23	26	43	9	0	0	35	57	24	49	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	34	0	0	26	21	29	21	3	0	41	55	16	49	
	BIRMINGHAM	CYPRUS AIRWAYS	S	A	9	0	0	100	0	0	0	0	0	2	78	7	9	
	BIRMINGHAM	CYPRUS AIRWAYS	S	D	9	0	0	67	22	11	0	0	0	13	22	37	9	
	HEATHROW	CYPRUS AIRWAYS	S	A	79	0	0	73	11	9	6	0	0	14	77	15	71	
	HEATHROW	CYPRUS AIRWAYS	S	D	79	0	0	48	29	16	5	0	1	29	54	20	70	
	MANCHESTER	CYPRUS AIRWAYS	S	A	17	0	0	88	6	0	6	0	0	7	83	16	18	
	MANCHESTER	CYPRUS AIRWAYS	S	D	17	0	0	71	24	0	6	0	0	13	67	27	18	
	STANSTED	CYPRUS AIRWAYS	S	A	23	0	0	91	4	4	0	0	0	4	85	20	27	
	STANSTED	CYPRUS AIRWAYS	S	D	23	0	0	65	22	13	0	0	0	13	56	32	27	
	BIRMINGHAM	EUROCYPRIA AIRLINES LTD	C	A	13	0	0	46	15	38	0	0	0	21	73	13	15	
	BIRMINGHAM	EUROCYPRIA AIRLINES LTD	C	D	13	0	0	23	31	38	8	0	0	30	60	25	15	
	EDINBURGH	EUROCYPRIA AIRLINES LTD	C	A	5	0	0	40	40	20	0	0	0	23	0	0	0	
	EDINBURGH	EUROCYPRIA AIRLINES LTD	C	D	5	0	0	0	40	60	0	0	0	38	0	0	0	
	GATWICK	EUROCYPRIA AIRLINES LTD	C	A	17	0	0	29	35	29	6	0	0	25	40	100	10	
	GATWICK	EUROCYPRIA AIRLINES LTD	C	D	17	1	0	18	24	24	35	0	0	41	40	103	10	
	GLASGOW	EUROCYPRIA AIRLINES LTD	C	A	6	0	0	50	17	17	17	0	0	29	100	0	5	
	GLASGOW	EUROCYPRIA AIRLINES LTD	C	D	6	0	0	0	17	67	17	0	0	49	100	2	5	
	LUTON	EUROCYPRIA AIRLINES LTD	C	A	4	0	0	0	0	25	75	0	0	108	0	0	0	
	LUTON	EUROCYPRIA AIRLINES LTD	C	D	5	0	0	0	0	20	60	20	0	115	0	0	0	
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	A	4	0	0	0	50	25	25	0	0	34	78	6	9	
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	50	25	0	25	0	0	29	89	7	9	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 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																		
	GATWICK	EXCEL AIRWAYS LTD	C	A	13	1	0	77	8	0	15	0	0	16	67	13	9	
	GATWICK	EXCEL AIRWAYS LTD	C	D	13	0	0	92	8	0	0	0	6	100	6	9		
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	18	0	0	11	11	22	44	6	6	108	100	0	8	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	18	0	0	33	17	11	33	0	6	81	100	1	9	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	5	0	0	60	20	0	20	0	0	33	0	0	0	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	2	0	0	0	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	1	0	50	25	25	0	0	0	14	100	0	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	60	20	20	0	0	0	18	100	5	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD	S	A	9	0	0	78	11	11	0	0	0	11	71	14	14	
	GATWICK	FIRST CHOICE AIRWAYS LTD	S	D	9	0	0	56	22	22	0	0	0	17	61	28	18	
	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	100	0	0	0	0	0	2	100	4	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	S	A	14	0	0	64	21	14	0	0	0	12	85	5	13	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	S	D	14	0	0	79	0	14	7	0	0	12	79	10	14	
	GATWICK	FLYJET LTD	C	A	5	0	0	0	0	20	60	20	0	93	20	67	5	
	GATWICK	FLYJET LTD	C	D	5	0	0	0	0	0	100	0	0	78	0	0	0	
	MANCHESTER	FLYJET LTD	C	A	5	0	0	20	20	20	40	0	0	61	0	58	5	
	MANCHESTER	FLYJET LTD	C	D	5	0	0	80	20	0	0	0	0	8	60	24	5	
	HEATHROW	HELIOS AIRWAYS LTD	S	A	17	1	4	24	41	35	0	0	0	24	0	0	0	
	HEATHROW	HELIOS AIRWAYS LTD	S	D	17	1	4	35	41	18	0	0	6	55	0	0	0	
	LUTON	HELIOS AIRWAYS LTD	S	A	32	4	0	84	6	6	3	0	0	7	95	2	40	
	LUTON	HELIOS AIRWAYS LTD	S	D	32	4	0	41	28	28	3	0	0	24	68	23	40	
	NEWCASTLE	HELIOS AIRWAYS LTD	C	A	4	0	0	25	25	25	25	0	0	50	40	35	5	
	NEWCASTLE	HELIOS AIRWAYS LTD	C	D	4	0	0	25	50	0	0	25	0	72	40	40	5	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	0	25	50	0	0	71	80	6	5	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	0	25	50	0	0	80	100	3	5	
	LUTON	MONARCH AIRLINES	C	A	4	0	0	0	25	50	25	0	0	43	0	0	0	
	LUTON	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	15	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	50	50	0	0	0	35	0	81	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	50	0	0	0	0	17	50	61	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	67	11	11	11	0	0	17	42	108	12	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	56	11	33	0	0	0	21	42	114	12	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	25	25	0	0	59	25	47	4	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 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	D	4	0	0	25	25	50	0	0	0	33	0	50	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	14	0	0	57	7	14	14	7	0	42	58	52	12
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	14	0	0	50	0	21	21	7	0	48	62	41	13
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	9	100	0	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	8	100	2	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	12	0	0	92	0	0	8	0	0	12	100	1	16
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	12	0	0	75	17	0	8	0	0	15	94	4	17
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	7	100	1	4
	LUTON	THOMAS COOK AIRLINES LTD	C	D	3	0	0	67	33	0	0	0	0	7	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	0	92	0	0	8	0	0	11	100	1	11
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	13	0	0	85	8	0	8	0	0	10	90	3	10
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	26	100	0	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	31	100	6	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	50	0	0	0	0	11	75	9	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	10	75	17	4
<b>TOTAL LARNACA</b>					<b>948</b>	<b>14</b>	<b>8</b>	<b>55</b>	<b>17</b>	<b>16</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>27</b>	<b>70</b>	<b>24</b>	<b>24</b>
LAS PALMAS	GLASGOW	AIR EUROPA	C	A	4	0	0	75	25	0	0	0	0	10	100	3	5
	GLASGOW	AIR EUROPA	C	D	4	0	0	50	25	25	0	0	0	19	80	8	5
	STANSTED	AIR EUROPA	C	A	4	0	0	75	0	25	0	0	0	12	100	2	5
	STANSTED	AIR EUROPA	C	D	4	0	0	75	0	25	0	0	0	14	60	12	5
	BIRMINGHAM	AIR MALTA	C	A	4	0	0	100	0	0	0	0	0	4	0	0	0
	BIRMINGHAM	AIR MALTA	C	D	5	0	0	80	0	20	0	0	0	8	0	0	0
	GATWICK	ASTRAEUS LTD	C	A	10	0	0	40	0	30	20	10	0	54	0	0	0
	GATWICK	ASTRAEUS LTD	C	D	9	0	0	67	22	0	11	0	0	25	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	89	11	0	0	0	0	3	100	0	8
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	78	22	0	0	0	0	8	100	1	8
	GATWICK	BRITANNIA AIRWAYS	C	A	19	0	0	95	5	0	0	0	0	1	94	11	18
	GATWICK	BRITANNIA AIRWAYS	C	D	18	0	0	94	6	0	0	0	0	3	76	20	17
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	5	100	0	4
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	5	100	0	4
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	1	100	0	7
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	4	75	20	8

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 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	A	14	0	0	93	7	0	0	0	0	2	88	41	8	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	13	0	0	77	15	8	0	0	0	8	88	46	8	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	3	100	0	4	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	4	100	0	4	
	STANSTED	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	0	100	1	8	
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	2	88	6	8	
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	29	100	1	4	
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	60	20	0	20	0	0	33	50	14	4	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	0	16	0	30	4	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	0	100	0	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	1	100	3	5	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	2	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	10	0	0	60	10	0	30	0	0	44	89	13	9	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	22	33	22	0	22	0	63	67	17	9	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	20	0	0	70	10	10	10	0	0	18	92	4	13	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	19	0	0	84	11	0	5	0	0	10	85	4	13	
	MANCHESTER	FLYJET LTD	C	A	5	0	0	20	20	40	20	0	0	53	0	0	0	
	MANCHESTER	FLYJET LTD	C	D	5	0	0	60	20	0	20	0	0	32	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	A	9	0	0	67	22	11	0	0	0	13	77	8	13	
	GATWICK	GB AIRWAYS LTD	S	D	9	0	0	56	33	11	0	0	0	15	100	5	13	
	GLASGOW	IBERWORLD	C	A	4	0	0	100	0	0	0	0	0	5	100	3	5	
	GLASGOW	IBERWORLD	C	D	4	0	0	75	0	25	0	0	0	11	80	6	5	
	EDINBURGH	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	0	89	2	9	
	EDINBURGH	MONARCH AIRLINES	C	D	5	0	0	80	20	0	0	0	0	6	89	4	9	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	80	0	0	0	20	0	45	75	78	4	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	80	0	0	0	20	0	44	50	82	4	
	LUTON	MONARCH AIRLINES	C	A	5	0	0	60	20	0	20	0	0	29	100	0	4	
	LUTON	MONARCH AIRLINES	C	D	5	0	0	80	0	0	20	0	0	25	100	0	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	14	0	0	79	7	7	7	0	0	10	50	35	14	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	13	0	0	31	15	46	8	0	0	29	38	49	13	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	10	0	0	60	0	0	10	20	10	221	71	26	17	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	56	11	0	0	22	11	217	53	37	17	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	20	0	0	20	0	47	75	16	4	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 2003						
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)													
LAS PALMAS																			
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	0	20	0	20	0	56	50	16	4		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	19	0	0	47	5	21	21	5	0	40	62	101	13		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	18	0	0	50	0	28	17	6	0	38	54	49	13		
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	20	0	0	0	9	40	32	5		
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	5	60	38	5		
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	20	0	0	0	10	100	0	5		
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	17	80	5	5		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	10	0	0	100	0	0	0	0	0	0	100	0	5		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	9	0	0	100	0	0	0	0	0	3	100	7	5		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	10	0	0	80	20	0	0	0	0	7	93	8	14		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	100	0	0	0	0	0	5	86	15	14		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	20	0	0	21	100	0	4		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	20	0	0	27	100	0	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	16	0	0	75	0	6	19	0	0	24	89	7	19		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	15	0	0	87	0	0	7	7	0	22	72	13	18		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	20	0	0	0	11	0	0	0		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	20	0	0	16	0	0	0		
<b>TOTAL LAS PALMAS</b>					<b>516</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>8</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>80</b>	<b>19</b>	<b>19</b>		
LAS VEGAS																			
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	25	25	0	0	43	25	59	4		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	18	100	3	4		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	17	0	0	53	24	12	12	0	0	23	89	12	9		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	18	0	0	50	33	11	6	0	0	22	67	14	9		
<b>TOTAL LAS VEGAS</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>25</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>73</b>	<b>19</b>	<b>19</b>		
LEEDS BRADFORD																			
	HEATHROW	BMI BRITISH MIDLAND	S	A	106	0	2	76	16	3	5	0	0	11	82	8	107		
	HEATHROW	BMI BRITISH MIDLAND	S	D	106	0	1	77	8	8	6	0	0	14	81	10	108		
	EDINBURGH	BMI REGIONAL	S	A	67	0	0	90	3	6	1	0	0	6	98	2	65		
	EDINBURGH	BMI REGIONAL	S	D	67	0	0	84	9	3	4	0	0	9	85	5	65		
	GLASGOW	BMI REGIONAL	S	A	65	0	0	88	11	2	0	0	0	5	97	3	64		
	GLASGOW	BMI REGIONAL	S	D	65	0	0	82	14	5	0	0	0	6	98	1	63		
<b>TOTAL LEEDS BRADFORD</b>					<b>476</b>	<b>4</b>	<b>3</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>89</b>	<b>5</b>	<b>5</b>		
LEIPZIG																			

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 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		
LEIPZIG																		
<b>TOTAL LEIPZIG</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>12</b>	<b>80</b>	<b>11</b>	<b>11</b>	
LEMNOS																		
	GATWICK	EXCEL AIRWAYS LTD	C	A	9	0	0	67	33	0	0	0	0	8	0	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	9	0	0	78	22	0	0	0	0	11	50	19	4	
<b>TOTAL LEMNOS</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>58</b>	<b>51</b>	<b>51</b>		
LIBREVILLE																		
LILONGWE																		
LIMOGES																		
	STANSTED	RYANAIR	S	A	55	0	0	95	2	4	0	0	0	2	97	1	31	
	STANSTED	RYANAIR	S	D	55	0	0	78	15	7	0	0	0	11	71	14	31	
<b>TOTAL LIMOGES</b>					<b>110</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>8</b>	<b>8</b>		
LINZ																		
	STANSTED	RYANAIR	S	A	31	0	0	97	3	0	0	0	0	1	0	0	0	0
	STANSTED	RYANAIR	S	D	31	0	0	84	16	0	0	0	0	7	0	0	0	0
<b>TOTAL LINZ</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
LISBON																		
	GATWICK	AIR LUXOR	S	A	31	0	0	16	19	29	32	3	0	60	0	0	0	0
	GATWICK	AIR LUXOR	S	D	31	0	0	68	10	10	10	3	0	28	0	0	0	0
	GATWICK	AIR PORTUGAL	S	A	62	0	0	74	11	8	6	0	0	14	43	27	58	
	GATWICK	AIR PORTUGAL	S	D	62	0	0	71	13	11	5	0	0	15	59	25	58	
	HEATHROW	AIR PORTUGAL	S	A	92	0	0	12	17	37	30	3	0	63	19	49	93	
	HEATHROW	AIR PORTUGAL	S	D	92	0	0	38	13	16	28	4	0	55	42	40	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	121	0	0	57	12	20	11	1	0	26	85	7	124	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	121	0	0	37	18	26	18	1	0	38	79	10	124	
	MANCHESTER	PORTUGALIA	S	A	31	0	0	71	16	6	3	3	0	20	50	16	26	
	MANCHESTER	PORTUGALIA	S	D	9	0	0	67	0	22	0	11	0	33	70	12	30	
<b>TOTAL LISBON</b>					<b>652</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>14</b>	<b>20</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>37</b>	<b>58</b>	<b>24</b>	<b>24</b>	
LIVERPOOL																		
	LONDON CITY	VLM (BELGIUM)	S	A	123	0	0	90	7	2	1	0	0	6	0	0	0	0
	LONDON CITY	VLM (BELGIUM)	S	D	123	0	0	86	9	3	2	0	0	7	0	0	0	0
<b>TOTAL LIVERPOOL</b>					<b>248</b>	<b>2</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
LJUBLJANA																		

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 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)												
LJUBLJANA																		
	GATWICK	ADRIA AIRWAYS	S	A	31	0	0	77	16	6	0	0	0	8	81	7	31	
	GATWICK	ADRIA AIRWAYS	S	D	31	0	0	65	29	6	0	0	0	12	74	18	31	
	MANCHESTER	ADRIA AIRWAYS	S	A	8	0	0	63	13	25	0	0	0	16	56	15	9	
	MANCHESTER	ADRIA AIRWAYS	S	D	8	0	0	50	25	25	0	0	0	17	67	10	9	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	74	13	0	13	0	0	20	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	77	10	6	6	0	0	16	0	0	0	
<b>TOTAL LJUBLJANA</b>					<b>140</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>17</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>12</b>	<b>12</b>	
LONDON CITY																		
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	68	0	0	63	18	6	13	0	0	21	0	0	0	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	65	3	0	65	14	9	12	0	0	25	0	0	0	
	EDINBURGH	SCOT AIRWAYS	S	A	178	1	18	69	24	6	1	0	0	12	83	10	199	
	EDINBURGH	SCOT AIRWAYS	S	D	176	1	20	82	12	5	1	0	0	9	87	8	199	
	MANCHESTER	VLM (BELGIUM)	S	A	172	0	5	91	6	2	1	0	0	5	92	4	156	
	MANCHESTER	VLM (BELGIUM)	S	D	172	0	5	95	3	1	1	0	0	3	97	2	157	
<b>TOTAL LONDON CITY</b>					<b>831</b>	<b>6</b>	<b>48</b>	<b>81</b>	<b>12</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>87</b>	<b>8</b>	<b>8</b>	
LOS ANGELES INTERNATIONAL																		
	HEATHROW	AMERICAN AIRLINES	S	A	62	0	0	68	13	18	2	0	0	15	84	8	31	
	HEATHROW	AMERICAN AIRLINES	S	D	62	0	0	55	24	11	10	0	0	20	74	12	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	76	0	0	57	17	12	12	0	3	62	68	17	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	75	0	0	11	27	37	25	0	0	50	32	28	62	
	HEATHROW	UNITED AIRLINES	S	A	31	0	0	90	6	3	0	0	0	4	97	3	31	
	HEATHROW	UNITED AIRLINES	S	D	31	0	0	87	10	3	0	0	0	7	77	10	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	62	0	0	77	8	2	8	5	0	24	77	12	62	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	62	0	0	21	27	31	18	3	0	52	19	40	62	
<b>TOTAL LOS ANGELES INTERNATIONAL</b>					<b>461</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>18</b>	<b>17</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>34</b>	<b>60</b>	<b>19</b>	<b>19</b>	
LUANDA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	5	0	0	100	0	0	0	0	0	0	80	19	5	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	4	0	0	50	0	25	25	0	0	54	20	55	5	
<b>TOTAL LUANDA</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>50</b>	<b>37</b>	<b>37</b>	
LUBECK																		
	STANSTED	RYANAIR	S	A	85	0	0	94	2	2	1	0	0	4	87	6	83	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 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)											
LUBECK	STANSTED	RYANAIR		S D	85	0	0	89	6	4	1	0	0	8	63	16	83
<b>TOTAL LUBECK</b>					<b>170</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>11</b>	<b>11</b>
LUSAKA	HEATHROW	BRITISH AIRWAYS PLC		S A	13	0	0	62	15	0	15	8	0	46	22	65	9
	HEATHROW	BRITISH AIRWAYS PLC		S D	13	0	0	46	23	23	0	8	0	36	56	27	9
<b>TOTAL LUSAKA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>19</b>	<b>12</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>41</b>	<b>39</b>	<b>46</b>	<b>46</b>
LUTON	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S A	167	1	2	69	11	8	11	1	0	22	73	16	166
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S D	166	0	2	57	14	14	12	2	0	29	60	23	166
	GLASGOW	EASYJET AIRLINE COMPANY LTD		S A	165	2	0	81	4	8	7	0	0	13	83	8	161
	GLASGOW	EASYJET AIRLINE COMPANY LTD		S D	164	1	0	77	7	7	7	2	0	18	78	12	160
<b>TOTAL LUTON</b>					<b>663</b>	<b>5</b>	<b>4</b>	<b>71</b>	<b>9</b>	<b>9</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>73</b>	<b>15</b>	<b>15</b>
LUXEMBOURG	GATWICK	BRITISH AIRWAYS PLC		S A	43	0	0	67	14	9	7	2	0	24	77	12	47
	GATWICK	BRITISH AIRWAYS PLC		S D	43	0	0	58	21	14	7	0	0	21	79	13	47
	HEATHROW	LUXAIR		S A	62	0	0	52	32	16	0	0	0	17	77	12	62
	HEATHROW	LUXAIR		S D	62	0	0	68	23	10	0	0	0	11	87	5	62
	LONDON CITY	LUXAIR		S A	75	0	0	88	8	4	0	0	0	5	0	0	0
	LONDON CITY	LUXAIR		S D	75	0	0	80	15	5	0	0	0	9	0	0	0
	MANCHESTER	LUXAIR		S A	31	0	0	90	0	6	3	0	0	9	90	6	31
	MANCHESTER	LUXAIR		S D	31	0	0	84	6	10	0	0	0	8	94	4	31
	LONDON CITY	VLM (BELGIUM)		S A	73	0	1	93	7	0	0	0	0	4	93	4	72
	LONDON CITY	VLM (BELGIUM)		S D	74	0	0	84	12	3	1	0	0	8	94	3	72
<b>TOTAL LUXEMBOURG</b>					<b>569</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>7</b>	<b>7</b>
LUXOR	GATWICK	BRITANNIA AIRWAYS		C A	4	0	0	100	0	0	0	0	0	0	100	3	4
	GATWICK	BRITANNIA AIRWAYS		C D	4	0	0	100	0	0	0	0	0	3	75	10	4
	MANCHESTER	BRITANNIA AIRWAYS		C A	4	0	0	100	0	0	0	0	0	0	100	2	4
	MANCHESTER	BRITANNIA AIRWAYS		C D	4	0	0	100	0	0	0	0	0	6	100	0	4
	HEATHROW	EGYPT AIR		S A	5	0	0	40	40	20	0	0	0	18	25	22	4
	HEATHROW	EGYPT AIR		S D	5	0	0	80	20	0	0	0	0	14	50	16	4
	GATWICK	MONARCH AIRLINES		C A	10	0	0	40	20	20	0	10	10	81	50	45	4

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 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																		
	GATWICK	MONARCH AIRLINES	C	D	10	0	0	50	20	10	0	10	10	76	50	46	4	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	60	20	0	0	20	0	64	50	34	4	
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	60	20	0	0	20	0	48	50	34	4	
<b>TOTAL LUXOR</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>16</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>4</b>	<b>42</b>	<b>69</b>	<b>18</b>	<b>18</b>	
LYON																		
	HEATHROW	AIR FRANCE	S	A	89	0	0	75	18	4	2	0	0	12	0	0	0	
	HEATHROW	AIR FRANCE	S	D	89	0	0	89	4	4	1	1	0	8	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	49	0	0	73	16	8	2	0	0	12	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	51	0	0	75	20	4	2	0	0	12	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	31	0	0	97	0	3	0	0	0	2	94	2	31	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	31	0	0	94	6	0	0	0	0	4	97	2	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	63	14	8	13	1	0	23	87	5	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	43	21	21	13	1	0	32	82	10	93	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	81	13	3	3	0	0	9	54	17	26	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	77	13	6	3	0	0	11	77	13	31	
<b>TOTAL LYON</b>					<b>582</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>87</b>	<b>7</b>	<b>7</b>	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2003					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
MAASTRICHT																		
MADRAS/CHENNAI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	78	0	11	0	0	11	138	89	2	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	1	0	33	22	33	11	0	0	33	11	29	9	
<b>TOTAL MADRAS/CHENNAI</b>					<b>18</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>11</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>50</b>	<b>16</b>	<b>16</b>	
MADRID																		
	GATWICK	AEROLINEAS ARGENTINAS	S	A	12	2	0	75	0	8	8	0	8	45	92	2	13	
	GATWICK	AEROLINEAS ARGENTINAS	S	D	12	2	0	33	17	25	8	8	8	76	69	23	13	
	EDINBURGH	AIR EUROPA	C	A	5	0	0	80	20	0	0	0	0	7	75	12	4	
	EDINBURGH	AIR EUROPA	C	D	5	0	0	60	0	20	20	0	0	28	75	16	4	
	GATWICK	AIR EUROPA	S	A	9	0	0	78	22	0	0	0	0	8	87	9	52	
	GATWICK	AIR EUROPA	S	D	9	0	0	78	22	0	0	0	0	9	65	22	52	
	HEATHROW	BMI BRITISH MIDLAND	S	A	31	0	0	65	26	6	3	0	0	14	79	9	62	
	HEATHROW	BMI BRITISH MIDLAND	S	D	31	0	0	61	23	16	0	0	0	12	68	14	62	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	31	0	0	81	6	0	13	0	0	17	30	32	30	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	31	0	0	77	6	6	10	0	0	16	84	13	31	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	23	0	0	83	4	4	9	0	0	13	0	0	0	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	16	0	0	81	13	0	6	0	0	12	74	11	23	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	50	1	0	66	6	16	12	0	0	22	31	43	52	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	53	0	0	72	8	11	9	0	0	21	81	14	52	
	GATWICK	BRITISH AIRWAYS PLC	S	A	93	0	0	57	18	17	6	1	0	23	79	10	109	
	GATWICK	BRITISH AIRWAYS PLC	S	D	93	0	0	54	25	11	9	2	0	25	77	10	109	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	149	0	0	47	13	18	19	2	0	36	77	12	155	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	149	0	0	32	24	26	16	2	0	39	70	13	155	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	74	19	6	0	0	0	9	74	16	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	48	32	19	0	0	0	18	84	14	31	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	61	1	1	56	18	10	16	0	0	25	77	20	62	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	62	1	0	48	23	11	16	2	0	31	53	27	62	
	EDINBURGH	HOLA AIRLINES	C	A	5	0	0	80	20	0	0	0	0	6	0	0	0	
	EDINBURGH	HOLA AIRLINES	C	D	5	0	0	40	40	20	0	0	0	26	0	0	0	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 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	59	17	16	8	0	0	20	75	11	186
	HEATHROW	IBERIA	S	D	186	0	0	63	11	16	9	1	0	23	76	11	186
	MANCHESTER	IBERIA	S	A	31	0	0	94	3	0	3	0	0	5	0	0	0
	MANCHESTER	IBERIA	S	D	31	0	0	81	16	3	0	0	0	8	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	2	0	0	0	50	50	0	0	0	25	0	0	0
<b>TOTAL MADRID</b>					<b>1436</b>	<b>8</b>	<b>1</b>	<b>58</b>	<b>17</b>	<b>14</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>72</b>	<b>14</b>	<b>14</b>
MAHON	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	89	0	0	11	0	0	9	100	0	9
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	89	0	0	11	0	0	13	100	0	8
	GATWICK	BRITANNIA AIRWAYS	C	A	21	0	0	90	5	0	5	0	0	6	89	3	18
	GATWICK	BRITANNIA AIRWAYS	C	D	21	0	0	95	5	0	0	0	0	4	89	6	18
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	80	6	5
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	1	80	14	5
	LUTON	BRITANNIA AIRWAYS	C	A	9	0	0	100	0	0	0	0	0	0	78	10	9
	LUTON	BRITANNIA AIRWAYS	C	D	9	1	0	100	0	0	0	0	0	4	78	14	9
	MANCHESTER	BRITANNIA AIRWAYS	C	A	17	0	0	88	0	6	0	0	6	38	92	21	13
	MANCHESTER	BRITANNIA AIRWAYS	C	D	17	0	0	82	6	6	0	6	0	21	86	6	14
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	8	0	0	75	13	0	13	0	0	19	100	0	9
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	8	0	0	75	0	0	25	0	0	26	89	4	9
	STANSTED	BRITANNIA AIRWAYS	C	A	9	0	0	100	0	0	0	0	0	0	100	0	9
	STANSTED	BRITANNIA AIRWAYS	C	D	9	0	0	100	0	0	0	0	0	2	100	1	9
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	5	0	0	60	40	0	0	0	0	11	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	5	0	0	100	0	0	0	0	0	3	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	17	0	0	82	0	6	6	6	0	21	92	2	13
	GATWICK	EXCEL AIRWAYS LTD	C	D	17	0	0	65	12	12	6	6	0	29	93	3	14
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	7	100	0	10
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	9	90	3	10
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	1	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	1	100	4	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	35	0	0	69	9	6	14	3	0	25	94	2	36
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	34	0	0	56	15	6	21	3	0	35	89	6	36
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	19	75	7	4

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 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	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	40	20	0	40	0	0	49	75	15	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	26	0	0	65	8	12	12	4	0	25	96	2	27
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	26	0	0	54	8	15	19	4	0	36	78	8	27
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	67	0	11	11	0	11	78	89	5	9
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	56	11	0	22	0	11	86	89	9	9
	EDINBURGH	FUTURA AIRLINES	C	A	4	0	0	75	25	0	0	0	0	4	80	7	5
	EDINBURGH	FUTURA AIRLINES	C	D	4	0	0	75	0	25	0	0	0	15	0	25	5
	GLASGOW	FUTURA AIRLINES	C	A	4	0	0	100	0	0	0	0	0	0	100	2	5
	GLASGOW	FUTURA AIRLINES	C	D	4	0	0	100	0	0	0	0	0	4	100	2	5
	GATWICK	GB AIRWAYS LTD	S	A	13	0	0	69	8	8	15	0	0	21	94	1	18
	GATWICK	GB AIRWAYS LTD	S	D	13	0	0	85	0	8	8	0	0	11	89	4	18
	BIRMINGHAM	MONARCH AIRLINES	C	A	8	0	0	88	13	0	0	0	0	7	60	18	10
	BIRMINGHAM	MONARCH AIRLINES	C	D	8	0	0	88	13	0	0	0	0	8	70	14	10
	GATWICK	MONARCH AIRLINES	C	A	18	0	0	67	6	6	6	17	0	45	96	6	25
	GATWICK	MONARCH AIRLINES	C	D	20	0	0	65	0	10	10	15	0	58	92	8	25
	LUTON	MONARCH AIRLINES	S	A	13	0	0	92	0	8	0	0	0	5	92	4	13
	LUTON	MONARCH AIRLINES	C	A	4	0	0	75	0	0	25	0	0	28	100	0	5
	LUTON	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	3	100	2	5
	LUTON	MONARCH AIRLINES	S	D	13	0	0	92	0	0	8	0	0	8	92	4	13
	MANCHESTER	MONARCH AIRLINES	C	A	9	0	0	44	11	33	11	0	0	31	89	3	19
	MANCHESTER	MONARCH AIRLINES	C	D	8	0	0	38	13	25	25	0	0	37	84	8	19
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	8	0	0	75	13	13	0	0	0	8	89	7	9
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	8	0	0	75	0	13	13	0	0	17	78	13	9
	EDINBURGH	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	25	25	0	0	42	80	6	5
	EDINBURGH	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	50	25	0	0	39	80	9	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	75	13	13	0	0	0	11	89	5	9
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	50	0	25	25	0	0	34	78	12	9
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	8	0	0	38	25	25	13	0	0	26	100	0	10
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	8	0	0	38	13	38	13	0	0	30	60	13	10
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	12	0	0	75	0	17	8	0	0	15	57	31	14
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	12	0	0	92	0	0	8	0	0	9	71	35	14
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	8	0	0	88	13	0	0	0	0	7	100	1	10
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	8	0	0	88	13	0	0	0	0	6	100	1	10

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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	A	9	0	0	78	22	0	0	0	0	5	90	4	10
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	9	0	0	67	22	11	0	0	0	14	56	12	9
	LUTON	SPANAIR	C	A	3	0	0	33	0	67	0	0	0	34	0	44	4
	LUTON	SPANAIR	C	D	4	0	0	25	0	50	25	0	0	66	20	34	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	0	11	0	0	9	90	3	10
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	0	0	11	0	0	13	90	20	10
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	17	0	0	94	0	0	0	6	0	16	95	11	20
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	17	0	0	82	6	6	0	6	0	22	96	10	24
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	6	0	0	83	0	17	0	0	0	6	100	0	9
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	6	0	0	83	17	0	0	0	0	6	100	0	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	17	0	0	88	6	6	0	0	0	5	80	16	20
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	17	0	0	82	6	12	0	0	0	9	90	10	20
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	8	0	0	100	0	0	0	0	0	0	0	0	0
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	8	0	0	100	0	0	0	0	0	3	0	0	0
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	0	11	0	0	8	90	3	10
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	0	0	11	0	0	8	80	9	10
<b>TOTAL MAHON</b>					<b>767</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>86</b>	<b>8</b>	<b>8</b>
MALABO	GATWICK	ASTRAEUS LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	50	0	0	25	25	0	79	0	0	0
<b>TOTAL MALABO</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>0</b>
MALAGA	MANCHESTER	AIR CORDIAL LTD	C	A	18	0	0	28	28	11	28	0	6	111	27	50	33
	MANCHESTER	AIR CORDIAL LTD	C	D	18	0	0	56	11	17	11	0	6	61	41	37	32
	GATWICK	ASTRAEUS LTD	C	A	9	0	0	56	11	11	22	0	0	30	85	5	13
	GATWICK	ASTRAEUS LTD	C	D	9	0	0	56	22	11	11	0	0	24	54	21	13
	MANCHESTER	ASTRAEUS LTD	C	A	4	0	0	75	25	0	0	0	0	5	20	37	5
	MANCHESTER	ASTRAEUS LTD	C	D	4	0	0	100	0	0	0	0	0	0	80	15	5
	BIRMINGHAM	BMI BRITISH MIDLAND	C	A	4	0	0	0	50	50	0	0	0	32	0	0	0
	BIRMINGHAM	BMI BRITISH MIDLAND	C	D	4	0	0	0	0	25	75	0	0	70	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	C	A	4	0	0	0	0	0	100	0	0	92	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	C	D	4	0	0	75	0	25	0	0	0	15	0	0	0
	MANCHESTER	BMIBABY LTD	S	A	31	0	0	35	16	23	19	6	0	50	0	0	0

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 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	55	10	16	19	0	0	37	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS		C A	9	0	0	89	11	0	0	0	0	5	71	24	14	
	BIRMINGHAM	BRITANNIA AIRWAYS		C D	9	0	0	89	11	0	0	0	0	4	86	22	14	
	EDINBURGH	BRITANNIA AIRWAYS		C A	5	0	0	100	0	0	0	0	0	4	0	0	0	
	EDINBURGH	BRITANNIA AIRWAYS		C D	5	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	BRITANNIA AIRWAYS		C A	36	0	0	83	6	6	3	0	3	19	78	9	23	
	GATWICK	BRITANNIA AIRWAYS		C D	36	0	0	67	22	8	3	0	0	12	87	8	23	
	GLASGOW	BRITANNIA AIRWAYS		C A	9	0	0	100	0	0	0	0	0	0	90	9	10	
	GLASGOW	BRITANNIA AIRWAYS		C D	9	0	0	100	0	0	0	0	0	1	100	2	10	
	LUTON	BRITANNIA AIRWAYS		C A	9	0	0	89	11	0	0	0	0	5	56	27	9	
	LUTON	BRITANNIA AIRWAYS		C D	9	0	0	89	11	0	0	0	0	6	67	24	9	
	MANCHESTER	BRITANNIA AIRWAYS		C A	22	0	0	86	0	0	14	0	0	14	71	12	14	
	MANCHESTER	BRITANNIA AIRWAYS		C D	22	0	0	77	18	0	5	0	0	12	71	11	14	
	NEWCASTLE	BRITANNIA AIRWAYS		C A	9	0	0	89	11	0	0	0	0	3	90	6	10	
	NEWCASTLE	BRITANNIA AIRWAYS		C D	9	0	0	89	0	0	11	0	0	14	100	1	10	
	STANSTED	BRITANNIA AIRWAYS		C A	5	0	0	100	0	0	0	0	0	4	100	1	5	
	STANSTED	BRITANNIA AIRWAYS		C D	5	0	0	100	0	0	0	0	0	4	100	3	5	
	EDINBURGH	CHANNEL EXPRESS (AIR SVS)		S A	12	0	0	67	8	25	0	0	0	11	100	0	9	
	EDINBURGH	CHANNEL EXPRESS (AIR SVS)		S D	12	0	0	67	33	0	0	0	0	13	56	11	9	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	76	0	0	80	13	4	3	0	0	8	81	13	77	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	75	0	0	85	9	3	3	0	0	9	68	19	77	
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	106	0	0	60	21	8	10	1	0	22	73	22	92	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	106	0	0	58	23	11	8	0	0	22	63	26	91	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S A	31	0	0	68	19	3	6	0	3	29	0	0	0	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S D	31	0	0	81	16	3	0	0	0	9	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	101	0	1	61	17	11	9	2	0	25	75	11	101	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	101	0	0	50	22	20	7	2	0	27	61	20	101	
	GATWICK	EXCEL AIRWAYS LTD		C A	31	0	0	61	16	6	13	3	0	31	69	13	29	
	GATWICK	EXCEL AIRWAYS LTD		C D	30	0	0	57	20	17	3	3	0	29	71	14	28	
	GLASGOW	EXCEL AIRWAYS LTD		C D	2	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD		C A	13	0	0	69	0	8	23	0	0	20	67	13	9	
	MANCHESTER	EXCEL AIRWAYS LTD		C D	11	0	0	64	0	18	18	0	0	28	78	13	9	
	NEWCASTLE	EXCEL AIRWAYS LTD		C A	4	0	0	50	25	0	25	0	0	37	0	0	0	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 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																		
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	78	0	22	0	0	0	13	90	3	10	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	89	0	11	0	0	0	7	90	7	10	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	18	0	0	44	33	11	0	6	6	81	76	9	34	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	17	0	0	76	12	6	0	6	0	25	82	12	34	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	1	0	100	0	0	0	0	0	2	100	1	5	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	5	100	1	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	22	0	0	77	9	9	5	0	0	14	93	4	59	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	22	0	0	82	9	5	5	0	0	10	98	3	60	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	0	0	0	20	0	58	90	4	10	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	0	0	0	20	0	62	90	7	10	
	GLASGOW	FLYGLOBESPAN	S	A	31	0	0	87	3	0	3	3	3	27	0	0	0	
	GLASGOW	FLYGLOBESPAN	S	D	31	0	0	77	13	3	3	0	3	20	0	0	0	
	GATWICK	FLYJET LTD	C	A	5	0	0	20	0	20	20	40	0	141	0	0	0	
	GATWICK	FLYJET LTD	C	D	5	0	0	20	20	0	20	40	0	118	0	0	0	
	MANCHESTER	FLYJET LTD	C	A	5	0	0	40	40	0	20	0	0	45	0	0	0	
	MANCHESTER	FLYJET LTD	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0	
	GATWICK	FUTURA AIRLINES	C	A	9	0	0	33	22	0	44	0	0	50	75	9	16	
	GATWICK	FUTURA AIRLINES	C	D	8	0	0	38	25	13	25	0	0	45	64	20	14	
	GLASGOW	FUTURA AIRLINES	C	A	4	0	0	75	0	0	25	0	0	24	100	10	2	
	GLASGOW	FUTURA AIRLINES	C	D	4	0	0	75	0	0	25	0	0	27	0	25	2	
	GATWICK	GB AIRWAYS LTD	S	A	128	3	2	71	14	7	5	2	0	19	78	19	94	
	GATWICK	GB AIRWAYS LTD	S	D	127	0	0	67	19	9	5	0	0	16	77	16	93	
	HEATHROW	GB AIRWAYS LTD	S	A	62	0	0	27	27	31	15	0	0	35	71	15	62	
	HEATHROW	GB AIRWAYS LTD	S	D	62	0	0	63	18	5	11	3	0	32	74	19	62	
	EDINBURGH	GREECE AIRWAYS	S	A	9	0	0	22	22	44	0	11	0	55	0	0	0	
	EDINBURGH	GREECE AIRWAYS	S	D	7	2	0	43	14	29	0	14	0	58	0	0	0	
	GLASGOW	GREECE AIRWAYS	S	A	7	0	1	57	14	14	0	14	0	52	0	0	0	
	GLASGOW	GREECE AIRWAYS	S	D	8	0	1	63	13	13	0	13	0	44	0	0	0	
	HEATHROW	IBERIA	S	A	31	0	0	74	16	6	0	3	0	16	90	5	31	
	HEATHROW	IBERIA	S	D	31	0	0	65	26	6	0	3	0	19	74	9	31	
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	80	20	0	0	0	0	6	80	12	10	
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	60	20	20	0	0	0	12	70	15	10	



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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 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	A	5	0	0	80	20	0	0	0	0	5	80	8	5
	EDINBURGH	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	0	100	2	5
	GATWICK	MONARCH AIRLINES	S	A	61	0	1	48	21	23	7	2	0	28	74	22	31
	GATWICK	MONARCH AIRLINES	C	A	27	0	0	30	52	4	4	4	7	71	56	45	52
	GATWICK	MONARCH AIRLINES	S	D	62	0	1	61	19	11	6	2	0	24	97	3	31
	GATWICK	MONARCH AIRLINES	C	D	27	0	0	78	7	4	4	4	4	45	63	45	52
	GLASGOW	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	2	0	0	0
	GLASGOW	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	1	0	0	0
	LUTON	MONARCH AIRLINES	S	A	35	2	0	86	3	0	3	6	3	34	92	4	36
	LUTON	MONARCH AIRLINES	S	D	35	2	0	86	6	0	0	6	3	33	86	16	36
	MANCHESTER	MONARCH AIRLINES	C	A	10	1	0	50	10	20	20	0	0	37	50	35	14
	MANCHESTER	MONARCH AIRLINES	S	A	62	0	0	81	8	8	3	0	0	9	92	6	62
	MANCHESTER	MONARCH AIRLINES	S	D	62	0	0	77	18	3	2	0	0	8	94	4	62
	MANCHESTER	MONARCH AIRLINES	C	D	9	0	0	44	22	22	11	0	0	26	79	29	14
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	20	0	20	0	0	26	60	96	5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	61	0	0	49	21	16	8	3	2	36	44	37	62
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	20	0	0	31	80	7	5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	62	0	0	48	21	16	11	3	0	31	32	46	62
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	20	0	0	0	0	8	36	117	14
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	0	40	0	0	0	16	38	61	13
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	0	25	0	62	80	7	5
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	0	25	0	67	80	5	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	56	11	0	11	22	0	75	44	77	9
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	67	0	0	11	22	0	71	78	72	9
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	9	0	0	78	11	11	0	0	0	8	63	30	8
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	9	0	0	78	11	11	0	0	0	8	78	26	9
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	10	80	9	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	5	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	12	0	0	92	8	0	0	0	0	4	71	24	51
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	12	0	0	100	0	0	0	0	0	3	75	23	51
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	3	0	0	67	33	0	0	0	0	12	100	1	10
	LUTON	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	50	0	0	0	0	12	0	0	0
	LUTON	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	25	0	0	0	16	0	0	0

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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																		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	16	71	22	28	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	6	86	19	28		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	20	0	0	9	100	2	5		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	20	0	0	8	100	0	5		
<b>TOTAL MALAGA</b>					<b>2455</b>	<b>15</b>	<b>7</b>	<b>66</b>	<b>16</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>25</b>	<b>72</b>	<b>20</b>	<b>20</b>	
MALE INTERNATIONAL																		
	GATWICK	MONARCH AIRLINES	C	A	15	0	0	67	0	13	7	7	7	136	75	20	8	
	GATWICK	MONARCH AIRLINES	C	D	15	1	0	40	20	20	7	7	7	144	25	31	8	
	MANCHESTER	MONARCH AIRLINES	C	A	9	1	0	56	22	0	11	11	0	57	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	D	9	0	0	89	0	11	0	0	0	11	0	0	0	
<b>TOTAL MALE INTERNATIONAL</b>					<b>48</b>	<b>2</b>	<b>0</b>	<b>60</b>	<b>10</b>	<b>13</b>	<b>6</b>	<b>6</b>	<b>4</b>	<b>100</b>	<b>50</b>	<b>25</b>	<b>25</b>	
MALMO																		
	GLASGOW	MALMO AVIATION	S	A	4	0	0	75	0	25	0	0	0	14	0	0	0	
	GLASGOW	MALMO AVIATION	S	D	5	0	0	100	0	0	0	0	0	4	0	0	0	
	STANSTED	RYANAIR	S	A	53	0	0	75	6	15	4	0	0	13	85	7	52	
	STANSTED	RYANAIR	S	D	53	0	0	53	19	23	6	0	0	22	58	16	52	
<b>TOTAL MALMO</b>					<b>115</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>11</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>69</b>	<b>14</b>	<b>14</b>	
MALTA																		
	BIRMINGHAM	AIR MALTA	S	A	13	0	0	38	31	15	15	0	0	32	69	9	13	
	BIRMINGHAM	AIR MALTA	S	D	13	0	0	15	31	31	23	0	0	42	57	14	14	
	GATWICK	AIR MALTA	S	A	62	0	0	71	15	10	5	0	0	14	94	2	69	
	GATWICK	AIR MALTA	S	D	61	0	1	56	20	20	5	0	0	18	80	13	69	
	GLASGOW	AIR MALTA	S	A	8	0	0	88	13	0	0	0	0	6	100	2	8	
	GLASGOW	AIR MALTA	S	D	8	0	0	75	13	13	0	0	0	12	75	7	8	
	HEATHROW	AIR MALTA	S	A	70	0	0	80	9	7	4	0	0	10	92	3	72	
	HEATHROW	AIR MALTA	S	D	70	0	0	46	29	21	4	0	0	23	76	11	72	
	MANCHESTER	AIR MALTA	S	A	43	0	0	72	12	9	7	0	0	16	83	8	46	
	MANCHESTER	AIR MALTA	S	D	42	0	0	52	19	12	17	0	0	30	80	13	46	
	NEWCASTLE	AIR MALTA	C	A	4	0	0	25	25	25	25	0	0	35	100	0	4	
	NEWCASTLE	AIR MALTA	C	D	4	0	0	0	50	50	0	0	0	36	100	0	4	
	STANSTED	AIR MALTA	S	A	13	0	0	69	8	15	8	0	0	16	100	3	12	
	STANSTED	AIR MALTA	S	D	13	0	0	69	23	0	8	0	0	12	58	13	12	
	GATWICK	ASTRAEUS LTD	S	A	22	0	0	27	18	23	27	5	0	48	69	20	35	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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	C	A	4	0	0	25	0	50	25	0	0	46	0	0	0	
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	0	25	50	25	0	0	53	0	0	0	
	GATWICK	ASTRAEUS LTD	S	D	22	0	0	45	0	18	32	5	0	47	66	22	35	
	MANCHESTER	ASTRAEUS LTD	S	A	14	0	0	93	7	0	0	0	0	2	67	33	18	
	MANCHESTER	ASTRAEUS LTD	C	A	5	0	0	80	0	0	20	0	0	24	0	0	0	
	MANCHESTER	ASTRAEUS LTD	C	D	5	0	0	80	0	0	20	0	0	20	0	0	0	
	MANCHESTER	ASTRAEUS LTD	S	D	13	0	0	100	0	0	0	0	0	1	67	32	18	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	20	0	0	0	16	25	122	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	2	50	104	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	20	0	0	0	15	50	26	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	5	75	7	4	
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	0	0	25	0	69	0	0	0	
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	60	0	20	0	20	0	58	0	0	0	
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	20	0	60	0	20	0	70	75	11	4	
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	60	20	0	0	20	0	48	100	11	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	60	40	0	0	0	0	12	100	6	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	0	100	0	4	
	GATWICK	EXCEL AIRWAYS LTD	S	A	5	0	0	100	0	0	0	0	0	3	100	0	4	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	0	17	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	S	D	5	0	0	100	0	0	0	0	0	0	100	6	4	
	MANCHESTER	EXCEL AIRWAYS LTD	S	A	5	0	0	100	0	0	0	0	0	1	75	4	4	
	MANCHESTER	EXCEL AIRWAYS LTD	S	D	5	0	0	100	0	0	0	0	0	1	100	0	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	14	0	0	50	14	7	29	0	0	39	75	21	8	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	14	0	0	57	14	7	21	0	0	33	100	1	8	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	0	20	0	80	0	0	90	75	22	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	20	0	0	80	0	0	75	100	0	4	
	GATWICK	GB AIRWAYS LTD	S	A	49	1	0	59	16	14	8	2	0	25	69	19	49	
	GATWICK	GB AIRWAYS LTD	S	D	48	0	0	60	21	10	6	2	0	25	90	12	49	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	20	0	0	0	0	6	25	52	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	5	50	26	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	60	0	20	0	0	48	25	37	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	40	0	20	0	0	49	100	3	4	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 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)													
MALTA																			
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	3	100	2	4		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	2	75	9	4			
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	10	0	0	60	0	20	10	0	10	124	75	11	4		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	10	0	0	80	0	10	10	0	0	17	75	6	4		
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	10	0	0	70	10	0	20	0	0	29	25	54	4		
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	10	0	0	70	10	0	20	0	0	23	75	16	4		
	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	5	0	0	80	0	0	20	0	0	36	100	1	4		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	1	50	15	4		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	11	0	0	0	5	100	3	4			
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	75	36	4			
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	1	100	0	4		
<b>TOTAL MALTA</b>					<b>829</b>	<b>1</b>	<b>1</b>	<b>63</b>	<b>15</b>	<b>12</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>80</b>	<b>13</b>	<b>13</b>		
MANCHESTER																			
	HEATHROW	BMI BRITISH MIDLAND	S	A	198	0	1	62	16	12	9	1	0	21	83	8	232		
	HEATHROW	BMI BRITISH MIDLAND	S	D	198	0	1	59	13	19	9	1	0	23	78	11	232		
	EDINBURGH	BMI REGIONAL	S	A	119	0	0	76	13	7	3	0	0	11	88	6	116		
	EDINBURGH	BMI REGIONAL	S	D	119	0	0	75	18	5	3	0	0	11	88	7	116		
	GLASGOW	BMI REGIONAL	S	A	110	0	0	90	5	5	1	0	0	6	96	2	111		
	GLASGOW	BMI REGIONAL	S	D	110	0	0	93	3	5	0	0	0	6	97	2	110		
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	155	1	0	65	14	10	10	2	0	23	79	11	128		
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	153	0	0	62	14	14	8	1	0	22	81	10	124		
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	147	0	0	56	20	16	7	1	0	21	81	13	102		
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	145	0	0	68	15	10	8	0	0	18	89	8	121		
	GATWICK	BRITISH AIRWAYS PLC	S	A	188	0	1	54	26	14	6	0	0	20	87	8	191		
	GATWICK	BRITISH AIRWAYS PLC	S	D	190	0	0	72	14	11	4	0	0	15	83	7	191		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	287	0	3	58	17	14	10	1	0	24	73	11	301		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	288	0	2	43	22	19	14	2	0	32	83	8	302		
	STANSTED	EASTERN AIRWAYS	S	A	63	0	3	86	6	8	0	0	0	7	92	5	60		
	STANSTED	EASTERN AIRWAYS	S	D	61	0	5	74	20	7	0	0	0	9	87	7	60		
	HEATHROW	QANTAS	S	A	31	0	0	87	3	3	6	0	0	10	0	0	0		

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 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																		
	HEATHROW	QANTAS		S D	62	0	0	74	10	11	5	0	0	13	0	0	0	
	LONDON CITY	VLM (BELGIUM)		S A	171	0	6	88	8	2	1	0	0	6	95	4	157	
	LONDON CITY	VLM (BELGIUM)		S D	172	0	5	90	6	2	1	0	0	6	90	6	156	
<b>TOTAL MANCHESTER</b>					<b>2969</b>	<b>41</b>	<b>27</b>	<b>68</b>	<b>15</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>84</b>	<b>8</b>	<b>8</b>	
MARRAKESH																		
	GATWICK	GB AIRWAYS LTD		S A	5	0	0	40	0	40	20	0	0	27	75	5	4	
	GATWICK	GB AIRWAYS LTD		S D	5	0	0	60	0	20	20	0	0	23	60	21	5	
	HEATHROW	GB AIRWAYS LTD		S A	22	0	0	50	9	5	32	5	0	51	84	10	31	
	HEATHROW	GB AIRWAYS LTD		S D	23	0	0	35	30	13	9	9	4	56	80	9	30	
<b>TOTAL MARRAKESH</b>					<b>57</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>18</b>	<b>12</b>	<b>19</b>	<b>5</b>	<b>2</b>	<b>47</b>	<b>80</b>	<b>10</b>	<b>10</b>	
MARSA ALAM																		
	GATWICK	EXCEL AIRWAYS LTD		C A	4	0	0	50	0	25	25	0	0	39	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD		C D	4	0	0	75	0	0	25	0	0	28	0	0	0	
<b>TOTAL MARSA ALAM</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>	
MARSEILLE																		
	GATWICK	BRITISH AIRWAYS PLC		S A	92	0	0	84	2	7	8	0	0	12	89	5	119	
	GATWICK	BRITISH AIRWAYS PLC		S D	92	0	0	78	10	4	8	0	0	13	87	9	119	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	62	0	0	81	13	5	2	0	0	6	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	62	0	0	82	11	6	0	0	0	10	0	0	0	
<b>TOTAL MARSEILLE</b>					<b>310</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>7</b>	<b>7</b>	
MAURITIUS																		
	HEATHROW	AIR MAURITIUS LTD		S A	22	0	0	50	18	9	18	0	5	94	79	11	19	
	HEATHROW	AIR MAURITIUS LTD		S D	22	0	0	14	36	45	0	0	5	98	47	23	19	
	HEATHROW	BRITISH AIRWAYS PLC		S A	13	0	0	85	15	0	0	0	0	5	85	11	13	
	HEATHROW	BRITISH AIRWAYS PLC		S D	13	0	0	31	15	31	23	0	0	34	57	30	14	
<b>TOTAL MAURITIUS</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>23</b>	<b>23</b>	<b>10</b>	<b>0</b>	<b>3</b>	<b>67</b>	<b>66</b>	<b>19</b>	<b>19</b>	
MELBOURNE																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	31	0	0	90	3	3	3	0	0	9	83	16	29	
	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	0	29	26	23	19	3	0	42	52	19	29	
	HEATHROW	QANTAS		S A	22	0	0	77	5	5	14	0	0	18	78	18	27	
	HEATHROW	QANTAS		S D	34	0	0	32	41	18	9	0	0	25	28	26	29	
<b>TOTAL MELBOURNE</b>					<b>118</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>20</b>	<b>13</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>60</b>	<b>20</b>	<b>20</b>	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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)												
MEXICO CITY																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	22	0	0	68	23	9	0	0	0	12	54	33	13	
	HEATHROW	BRITISH AIRWAYS PLC		S D	22	0	0	23	27	36	14	0	0	37	31	25	13	
<b>TOTAL MEXICO CITY</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>25</b>	<b>23</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>42</b>	<b>29</b>	<b>29</b>	
MIAMI INTERNATIONAL																		
	HEATHROW	AMERICAN AIRLINES		S A	36	0	0	69	17	0	14	0	0	24	48	30	31	
	HEATHROW	AMERICAN AIRLINES		S D	35	0	0	94	6	0	0	0	7	58	18	31		
	HEATHROW	BRITISH AIRWAYS PLC		S A	61	1	1	62	10	8	20	0	0	29	94	5	62	
	HEATHROW	BRITISH AIRWAYS PLC		S D	62	0	0	11	13	34	34	6	2	91	52	22	62	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	31	0	0	48	26	23	3	0	0	20	68	21	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	31	0	0	13	45	32	10	0	0	33	61	23	31	
<b>TOTAL MIAMI INTERNATIONAL</b>					<b>256</b>	<b>1</b>	<b>1</b>	<b>48</b>	<b>17</b>	<b>17</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>39</b>	<b>66</b>	<b>18</b>	<b>18</b>	
MIKONOS																		
	MANCHESTER	AIR MALTA		C A	4	0	0	75	0	0	0	25	0	50	0	0	0	
	MANCHESTER	AIR MALTA		C D	4	0	0	50	25	0	0	25	0	70	0	0	0	
	GATWICK	ASTRAEUS LTD		C A	8	0	0	0	50	25	13	0	13	76	0	0	0	
	GATWICK	ASTRAEUS LTD		C D	8	0	0	63	13	13	0	13	0	40	0	0	0	
<b>TOTAL MIKONOS</b>					<b>24</b>	<b>2</b>	<b>0</b>	<b>42</b>	<b>25</b>	<b>13</b>	<b>4</b>	<b>13</b>	<b>4</b>	<b>59</b>	<b>92</b>	<b>4</b>	<b>4</b>	
MILAN (LINATE)																		
	HEATHROW	ALITALIA		S A	83	0	0	87	10	1	2	0	0	8	78	11	86	
	HEATHROW	ALITALIA		S D	83	0	0	80	10	4	7	0	0	15	69	16	86	
	HEATHROW	BMI BRITISH MIDLAND		S A	31	0	0	42	26	16	16	0	0	29	88	7	88	
	HEATHROW	BMI BRITISH MIDLAND		S D	31	0	0	48	23	19	10	0	0	26	73	14	88	
	HEATHROW	BRITISH AIRWAYS PLC		S A	89	0	0	52	16	20	11	1	0	30	88	6	92	
	HEATHROW	BRITISH AIRWAYS PLC		S D	89	0	0	42	19	24	13	2	0	36	81	8	93	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	31	0	0	90	0	6	0	3	0	12	84	11	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	31	0	0	77	16	0	6	0	0	14	74	17	31	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	31	0	0	74	10	6	10	0	0	14	68	20	31	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	31	0	0	68	19	6	6	0	0	18	39	32	31	
<b>TOTAL MILAN (LINATE)</b>					<b>530</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>14</b>	<b>11</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>77</b>	<b>12</b>	<b>12</b>	
MILAN (MALPENSA)																		
	HEATHROW	ALITALIA		S A	155	0	0	65	23	5	6	1	0	17	34	30	155	
	HEATHROW	ALITALIA		S D	155	0	0	60	19	15	4	1	0	20	42	25	155	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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	70	0	0	60	27	4	9	0	0	20	0	0	0	
	MANCHESTER	ALITALIA	S	D	69	0	0	61	25	9	6	0	0	16	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	79	0	0	87	8	1	4	0	0	7	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	81	0	0	90	2	4	4	0	0	6	0	0	0	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	24	0	0	88	4	0	8	0	0	7	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	48	0	0	85	2	4	6	2	0	15	60	34	52	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	4	0	0	25	0	50	25	0	0	42	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	51	0	0	84	10	2	2	2	0	10	58	27	52	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	4	0	0	25	0	0	75	0	0	74	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	85	0	0	51	20	13	14	2	0	32	85	7	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	85	0	0	35	20	24	18	4	0	42	82	12	93	
	EDINBURGH	EUROFLY SPA	C	A	4	0	0	25	50	0	25	0	0	27	80	7	5	
	EDINBURGH	EUROFLY SPA	C	D	3	0	0	0	0	33	67	0	0	67	60	12	5	
	STANSTED	EUROFLY SPA	C	D	2	0	0	0	0	100	0	0	0	46	0	169	2	
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	4	0	0	50	25	0	25	0	0	30	67	30	9	
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	4	0	0	75	25	0	0	0	0	9	67	21	9	
<b>TOTAL MILAN (MALPENSA)</b>					<b>929</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>17</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>61</b>	<b>21</b>	<b>21</b>	
MINNEAPOLIS-ST PAUL																		
	GATWICK	NORTHWEST AIRLINES	S	A	31	0	0	84	3	6	6	0	0	15	81	10	31	
	GATWICK	NORTHWEST AIRLINES	S	D	31	0	0	90	3	3	3	0	0	11	84	56	31	
<b>TOTAL MINNEAPOLIS-ST PAUL</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>3</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>82</b>	<b>33</b>	<b>33</b>	
MINSK																		
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	A	13	0	0	54	23	23	0	0	0	17	33	30	9	
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	D	13	0	0	15	38	23	23	0	0	46	22	49	9	
<b>TOTAL MINSK</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>32</b>	<b>21</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>25</b>	<b>43</b>	<b>43</b>	
MITILINI																		
	GATWICK	ASTRAEUS LTD	C	A	4	0	0	75	0	0	25	0	0	35	0	0	0	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 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
MITILINI																		
	GATWICK	ASTRAEUS LTD		C D	4	0	0	75	0	0	25	0	0	38	0	0	0	
	MANCHESTER	ASTRAEUS LTD		C A	8	0	0	50	13	38	0	0	0	18	0	0	0	
	MANCHESTER	ASTRAEUS LTD		C D	8	0	0	75	25	0	0	0	0	8	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	75	25	0	0	0	0	6	75	16	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	6	75	9	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	100	0	0	0	0	0	4	0	41	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	1	100	2	4	
<b>TOTAL MITILINI</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>34</b>	<b>34</b>	
MOENCHENGLADBACH																		
MOMBASA																		
	GATWICK	AFRICAN SAFARI AIRWAYS-ASA		C A	5	0	0	60	40	0	0	0	0	11	60	19	5	
	GATWICK	AFRICAN SAFARI AIRWAYS-ASA		C D	5	0	0	60	20	20	0	0	0	18	40	35	5	
	HEATHROW	EAST AFRICAN SAFARI AIR LTD		S A	5	1	0	60	20	20	0	0	0	15	0	0	0	
	HEATHROW	EAST AFRICAN SAFARI AIR LTD		S D	8	1	0	75	13	13	0	0	0	13	0	0	0	
<b>TOTAL MOMBASA</b>					<b>23</b>	<b>2</b>	<b>0</b>	<b>65</b>	<b>22</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>50</b>	<b>27</b>	<b>27</b>	
MONASTIR																		
	BIRMINGHAM	BRITANNIA AIRWAYS		C A	4	0	0	50	25	25	0	0	0	19	50	27	4	
	BIRMINGHAM	BRITANNIA AIRWAYS		C D	4	0	0	50	0	50	0	0	0	24	50	28	4	
	GATWICK	BRITANNIA AIRWAYS		C A	9	0	0	44	22	11	22	0	0	33	100	1	4	
	GATWICK	BRITANNIA AIRWAYS		C D	9	0	0	78	11	0	11	0	0	22	100	0	4	
	LUTON	BRITANNIA AIRWAYS		C A	4	0	0	75	25	0	0	0	0	7	100	3	4	
	LUTON	BRITANNIA AIRWAYS		C D	4	0	0	100	0	0	0	0	0	0	100	2	4	
	MANCHESTER	BRITANNIA AIRWAYS		C A	4	0	0	75	0	0	25	0	0	43	75	14	4	
	MANCHESTER	BRITANNIA AIRWAYS		C D	4	0	0	75	0	0	0	25	0	46	75	15	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C A	5	0	0	60	40	0	0	0	0	15	100	0	5	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C D	5	0	0	80	20	0	0	0	0	7	100	2	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	5	0	0	60	0	0	0	20	20	136	60	12	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	5	0	0	60	0	0	0	40	0	127	80	17	5	
	LUTON	FIRST CHOICE AIRWAYS LTD		C A	5	0	0	60	40	0	0	0	0	12	80	37	5	
	LUTON	FIRST CHOICE AIRWAYS LTD		C D	5	0	0	100	0	0	0	0	0	4	80	28	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	5	0	0	40	0	20	20	20	0	64	50	13	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	5	0	0	60	0	0	40	0	0	56	60	20	5	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		C A	5	0	0	20	40	0	0	40	0	87	56	61	9	



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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							AUG 2003			
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
MONASTIR	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	20	0	40	20	0	80	56	62	9
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	40	20	0	0	0	22	71	86	14
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	20	0	0	21	64	93	14
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	40	0	0	20	0	80	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	20	20	0	20	0	74	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	22	44	11	11	11	0	48	75	198	8
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	56	22	0	11	11	0	45	78	46	9
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	0	80	7	5
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	0	80	7	5
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	2	0	0	0
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	20	0	0	0	0	10	0	0	0
	GATWICK	NOUVELAIR TUNISIE	C	A	6	1	0	100	0	0	0	0	0	1	40	45	5
	GATWICK	NOUVELAIR TUNISIE	S	A	6	0	1	0	17	33	33	17	0	92	0	0	0
	GATWICK	NOUVELAIR TUNISIE	S	D	5	0	0	20	0	20	40	20	0	113	0	0	0
	GATWICK	NOUVELAIR TUNISIE	C	D	8	0	0	88	13	0	0	0	0	4	20	74	5
	MANCHESTER	NOUVELAIR TUNISIE	C	A	5	0	0	40	20	0	20	20	0	85	0	0	0
	MANCHESTER	NOUVELAIR TUNISIE	C	D	5	0	0	40	20	0	20	20	0	84	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	3	75	9	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	5	80	5	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	13	0	0	31	38	15	15	0	0	34	100	0	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	11	11	11	0	0	19	100	1	9
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	7	0	0	0
	GLASGOW	THOMAS COOK AIRLINES LTD	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	100	0	0	0	0	0	8	75	6	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	4	80	6	5
<b>TOTAL MONASTIR</b>					<b>237</b>	<b>1</b>	<b>1</b>	<b>62</b>	<b>16</b>	<b>6</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>36</b>	<b>74</b>	<b>36</b>	<b>36</b>
MONTEGO BAY	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	0	25	0	0	30	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	40	60	0	0	0	0	14	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	0	25	0	25	0	78	75	22	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	0	0	20	0	0	35	100	0	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	40	0	0	0	0	9	25	47	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	40	20	0	0	0	23	40	18	5

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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)													
MONTEGO BAY																			
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	0	20	20	0	0	36	75	15	4		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	20	20	40	0	0	65	25	29	4		
<b>TOTAL MONTEGO BAY</b>					<b>38</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>24</b>	<b>11</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>35</b>	<b>43</b>	<b>26</b>	<b>26</b>		
MONTPELLIER																			
	GATWICK	GB AIRWAYS LTD	S	A	35	0	0	26	49	14	11	0	0	38	78	17	36		
	GATWICK	GB AIRWAYS LTD	S	D	35	0	0	66	11	11	11	0	0	29	75	16	36		
	STANSTED	RYANAIR	S	A	36	0	0	97	0	3	0	0	0	2	71	18	31		
	STANSTED	RYANAIR	S	D	36	0	0	100	0	0	0	0	0	3	81	12	31		
<b>TOTAL MONTPELLIER</b>					<b>142</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>76</b>	<b>16</b>	<b>16</b>		
MONTREAL (DORVAL)																			
	HEATHROW	AIR CANADA	S	A	62	0	0	53	19	19	8	0	0	22	23	42	31		
	HEATHROW	AIR CANADA	S	D	62	0	0	50	39	8	2	2	0	20	59	26	29		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	81	6	6	6	0	0	12	74	11	31		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	23	32	19	26	0	0	45	40	37	30		
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	5	0	0	20	0	20	40	20	0	115	0	0	0		
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	5	0	0	40	20	0	20	20	0	90	0	0	0		
<b>TOTAL MONTREAL (DORVAL)</b>					<b>196</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>25</b>	<b>13</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>49</b>	<b>29</b>	<b>29</b>		
MONTREAL (MIRABEL)																			
MOSCOW (DOMODEDOVO)																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	68	0	2	51	16	21	9	1	1	40	79	14	62		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	69	0	0	33	30	23	13	0	0	29	71	20	62		
	EDINBURGH	TRANSAERO AIRLINES	S	A	4	0	0	100	0	0	0	0	0	1	0	0	0		
	EDINBURGH	TRANSAERO AIRLINES	S	D	4	0	0	100	0	0	0	0	0	5	0	0	0		
	GATWICK	TRANSAERO AIRLINES	S	A	31	0	0	55	19	19	6	0	0	21	46	27	13		
	GATWICK	TRANSAERO AIRLINES	S	D	31	0	0	13	35	26	26	0	0	41	0	65	13		
<b>TOTAL MOSCOW (DOMODEDOVO)</b>					<b>208</b>	<b>1</b>	<b>2</b>	<b>42</b>	<b>24</b>	<b>21</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>66</b>	<b>22</b>	<b>22</b>		
MOSCOW (SHEREMETYEVO)																			
	HEATHROW	AEROFLOT	S	A	84	0	0	67	24	8	1	0	0	12	57	35	68		
	HEATHROW	AEROFLOT	S	D	84	0	0	49	38	12	1	0	0	17	54	46	69		
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>					<b>169</b>	<b>2</b>	<b>0</b>	<b>58</b>	<b>31</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>55</b>	<b>40</b>	<b>40</b>		
MOSCOW (VNUKOVO)																			
<b>TOTAL MOSCOW (VNUKOVO)</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>0</b>	<b>0</b>	<b>0</b>		

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 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)											
MUMBAI	HEATHROW	AIR INDIA	S	A	54	0	0	61	15	9	6	7	2	36	76	13	46
	HEATHROW	AIR INDIA	S	D	53	0	0	19	28	28	21	2	2	60	39	122	49
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	94	0	0	6	0	0	7	94	7	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	29	45	23	3	0	0	27	58	24	31
<b>TOTAL MUMBAI</b>					<b>169</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>22</b>	<b>16</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>37</b>	<b>64</b>	<b>48</b>	<b>48</b>
MUNICH	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	25	0	0	96	0	4	0	0	0	4	96	2	26
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	19	0	0	84	16	0	0	0	0	5	90	6	20
	GATWICK	BRITISH AIRWAYS PLC	S	A	84	0	0	86	12	1	1	0	0	10	89	5	83
	GATWICK	BRITISH AIRWAYS PLC	S	D	85	0	0	76	11	7	6	0	0	15	95	5	83
	HEATHROW	BRITISH AIRWAYS PLC	S	A	140	0	1	59	18	15	8	0	0	19	89	6	149
	HEATHROW	BRITISH AIRWAYS PLC	S	D	140	0	0	34	29	21	16	0	0	30	80	10	149
	LONDON CITY	CIRRUS LUFTFAHRT	S	A	38	0	1	89	11	0	0	0	0	5	0	0	0
	LONDON CITY	CIRRUS LUFTFAHRT	S	D	38	0	1	84	11	5	0	0	0	9	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	77	8	5	8	2	0	17	61	23	62
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	53	23	13	11	0	0	26	47	26	62
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	57	0	0	88	7	4	2	0	0	7	71	11	31
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	57	0	0	86	11	4	0	0	0	9	65	14	31
	HEATHROW	LUFTHANSA	S	A	185	0	1	70	17	11	2	0	0	13	85	9	186
	HEATHROW	LUFTHANSA	S	D	185	0	1	79	10	7	3	1	0	12	89	16	185
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	31	0	0	94	0	3	3	0	0	6	65	16	88
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	31	0	0	81	19	0	0	0	0	9	87	8	87
	MANCHESTER	LUFTHANSA CITY LINE	S	A	93	0	0	89	4	4	2	0	0	8	63	16	155
	MANCHESTER	LUFTHANSA CITY LINE	S	D	93	0	0	87	11	1	1	0	0	5	85	8	155
<b>TOTAL MUNICH</b>					<b>1425</b>	<b>1</b>	<b>5</b>	<b>74</b>	<b>14</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>11</b>	<b>11</b>
MUNSTER-OSNABRUCK	STANSTED	AIR BERLIN	S	A	31	0	0	100	0	0	0	0	0	1	100	0	31
	STANSTED	AIR BERLIN	S	D	31	0	0	71	10	16	3	0	0	15	94	4	31
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	A	4	0	0	100	0	0	0	0	0	0	100	0	5
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	D	4	0	0	75	25	0	0	0	0	7	60	10	5
<b>TOTAL MUNSTER-OSNABRUCK</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>94</b>	<b>3</b>	<b>3</b>

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 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)													
MURCIA SAN JAVIER																			
	GATWICK	ASTRAEUS LTD	C	A	4	0	0	0	0	50	50	0	0	72	100	2	5		
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	0	0	25	75	0	0	77	60	18	5		
	MANCHESTER	ASTRAEUS LTD	C	A	4	0	0	50	50	0	0	0	0	16	67	30	9		
	MANCHESTER	ASTRAEUS LTD	C	D	4	0	0	100	0	0	0	0	0	4	78	25	9		
	MANCHESTER	BMIBABY LTD	S	A	4	0	0	0	0	0	75	25	0	119	0	0	0		
	MANCHESTER	BMIBABY LTD	S	D	4	0	0	0	0	0	75	25	0	114	0	0	0		
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	6	4		
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	4	0	0	100	0	0	0	0	0	3	80	14	5		
	GATWICK	GB AIRWAYS LTD	S	A	27	0	0	78	19	0	0	4	0	15	92	6	13		
	GATWICK	GB AIRWAYS LTD	S	D	27	0	0	78	15	4	0	4	0	20	85	11	13		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	31	0	0	52	19	10	16	3	0	39	67	64	42		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	31	0	0	42	26	16	13	3	0	46	40	46	42		
	STANSTED	RYANAIR	S	A	110	0	0	98	2	0	0	0	0	1	90	4	67		
	STANSTED	RYANAIR	S	D	110	1	1	90	8	2	0	0	0	5	76	11	67		
<b>TOTAL MURCIA SAN JAVIER</b>					<b>368</b>	<b>1</b>	<b>1</b>	<b>79</b>	<b>10</b>	<b>4</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>71</b>	<b>23</b>	<b>23</b>		
MUSCAT																			
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	61	13	19	6	0	0	23	74	10	31		
	HEATHROW	GULF AIR	S	A	52	0	1	58	15	15	12	0	0	24	86	8	58		
	HEATHROW	GULF AIR	S	D	53	0	0	43	40	17	0	0	0	20	86	8	58		
<b>TOTAL MUSCAT</b>					<b>136</b>	<b>0</b>	<b>1</b>	<b>53</b>	<b>24</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>85</b>	<b>7</b>	<b>7</b>		

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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)												
NAIROBI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	44	0	0	73	11	2	11	2	0	20	67	45	18	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	44	0	0	30	34	20	14	2	0	34	65	62	17	
	HEATHROW	EAST AFRICAN SAFARI AIR LTD	S	A	11	1	0	27	9	45	18	0	0	45	0	0	0	
	HEATHROW	EAST AFRICAN SAFARI AIR LTD	S	D	12	0	0	50	33	8	0	0	8	85	0	0	0	
	HEATHROW	KENYA AIRWAYS	S	A	45	0	0	98	2	0	0	0	0	2	80	7	45	
	HEATHROW	KENYA AIRWAYS	S	D	45	0	0	78	9	13	0	0	0	12	89	4	45	
<b>TOTAL NAIROBI</b>					<b>201</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>15</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>79</b>	<b>20</b>	<b>20</b>	
NANTES																		
	GATWICK	GB AIRWAYS LTD	S	A	31	0	0	58	16	19	6	0	0	20	85	9	26	
	GATWICK	GB AIRWAYS LTD	S	D	31	0	0	77	10	10	3	0	0	13	81	9	26	
	GATWICK	REGIONAL COMPAGNIE AERIENNE EUROPEENNE	S	A	79	0	0	90	5	5	0	0	0	5	90	5	83	
	GATWICK	REGIONAL COMPAGNIE AERIENNE EUROPEENNE	S	D	79	0	0	84	14	3	0	0	0	7	90	6	83	
<b>TOTAL NANTES</b>					<b>220</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>89</b>	<b>6</b>	<b>6</b>	
NAPLES																		
	HEATHROW	BMI BRITISH MIDLAND	C	A	4	0	0	25	25	0	50	0	0	47	40	19	5	
	HEATHROW	BMI BRITISH MIDLAND	S	A	31	0	0	52	26	23	0	0	0	19	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	C	D	4	0	0	25	25	50	0	0	0	29	40	16	5	
	HEATHROW	BMI BRITISH MIDLAND	S	D	31	0	0	77	19	3	0	0	0	10	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	9	80	69	5	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	1	100	2	5	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	56	22	22	0	0	0	18	67	18	9	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	89	11	0	0	0	0	5	78	7	9	
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	3	89	22	9	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	89	3	9	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	5	60	17	5	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	100	4	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	56	22	0	11	11	0	43	56	30	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	67	11	0	11	11	0	39	89	18	9	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	8	0	0	0	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	102	0	0	68	16	12	4	0	1	24	91	5	93	
	GATWICK	BRITISH AIRWAYS PLC	S	D	102	0	0	52	32	12	4	0	0	19	78	10	93	

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					AUG 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	61	26	6	6	0	0	17	0	0	0		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	84	3	6	6	0	0	10	0	0	0		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	71	11	13	5	0	0	14	73	27	62		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	60	21	16	3	0	0	18	69	16	62		
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0		
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	100	7	5		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	11	40	16	5		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	6	100	5	5		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	0	5		
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	8	40	67	5		
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	3	33	57	6		
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	0	25	75	0	0	0	33	0	0	0		
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	50	50	0	0	0	0	12	0	0	0		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	10	40	32	5		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	7	60	21	5		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	50	0	0	0	33	40	34	5		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	8	80	10	5		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	14	60	12	5		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	100	0	5		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	8	80	3	5		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	0	5		
<b>TOTAL NAPLES</b>					<b>600</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>18</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>76</b>	<b>15</b>	<b>15</b>		
NASSAU																			
NEA ANCHIALOS																			
<b>TOTAL NEA ANCHIALOS</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>33</b>	<b>0</b>	<b>0</b>	<b>0</b>		
NEW YORK (JF KENNEDY)																			
	HEATHROW	AIR INDIA	S	A	31	0	0	55	13	19	10	3	0	35	55	130	31		
	HEATHROW	AIR INDIA	S	D	31	0	0	23	23	29	13	10	3	68	32	29	31		
	HEATHROW	AMERICAN AIRLINES	S	A	180	0	0	54	16	14	12	3	0	32	57	26	148		
	HEATHROW	AMERICAN AIRLINES	S	D	181	0	0	75	15	4	6	0	0	13	76	12	147		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	211	0	2	67	9	10	11	3	0	31	79	24	230		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	210	0	5	36	24	20	17	3	0	48	57	28	235		

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2003					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
NEW YORK (JF KENNEDY)																		
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	31	0	0	94	0	3	0	3	0	10	74	18	27	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	30	0	0	90	3	3	3	0	0	6	80	26	30	
	HEATHROW	KUWAIT AIRWAYS	S	A	13	0	0	85	8	8	0	0	4	86	39	14		
	HEATHROW	KUWAIT AIRWAYS	S	D	13	0	0	38	8	15	31	8	0	61	62	38	13	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	23	0	0	48	17	17	9	9	0	43	52	104	23	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	17	0	0	18	41	29	12	0	0	39	0	80	25	
	HEATHROW	UNITED AIRLINES	S	A	62	0	0	85	8	3	2	2	0	11	73	19	60	
	HEATHROW	UNITED AIRLINES	S	D	62	0	0	65	16	8	10	2	0	23	80	11	59	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	93	0	0	48	17	18	12	3	1	48	45	59	92	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	92	1	1	34	28	25	9	2	2	40	52	25	92	
<b>TOTAL NEW YORK (JF KENNEDY)</b>					<b>1280</b>	<b>1</b>	<b>8</b>	<b>57</b>	<b>16</b>	<b>13</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>32</b>	<b>63</b>	<b>31</b>	<b>31</b>	
NEW YORK (NEWARK)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	83	0	0	86	6	4	5	0	0	9	79	15	84	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	83	0	0	47	25	23	2	2	0	26	69	17	84	
	BIRMINGHAM	CONTINENTAL AIRLINES	S	A	62	0	0	68	11	10	8	3	0	25	52	21	31	
	BIRMINGHAM	CONTINENTAL AIRLINES	S	D	62	0	0	87	5	2	3	3	0	13	90	14	31	
	EDINBURGH	CONTINENTAL AIRLINES	S	A	31	0	0	52	23	23	3	0	0	19	0	0	0	
	EDINBURGH	CONTINENTAL AIRLINES	S	D	31	0	0	71	19	6	3	0	0	14	0	0	0	
	GATWICK	CONTINENTAL AIRLINES	S	A	62	0	0	47	26	15	10	3	0	30	38	31	63	
	GATWICK	CONTINENTAL AIRLINES	S	D	62	1	0	79	13	6	2	0	0	12	74	13	62	
	GLASGOW	CONTINENTAL AIRLINES	S	A	31	0	0	45	26	16	13	0	0	24	42	30	31	
	GLASGOW	CONTINENTAL AIRLINES	S	D	31	0	0	97	0	0	0	0	3	32	94	13	31	
	MANCHESTER	CONTINENTAL AIRLINES	S	A	31	0	0	58	13	26	3	0	0	19	48	22	31	
	MANCHESTER	CONTINENTAL AIRLINES	S	D	31	0	0	71	13	6	10	0	0	15	94	5	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	61	0	1	46	28	15	11	0	0	25	38	54	58	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	62	0	1	29	32	21	13	3	2	59	57	26	58	
<b>TOTAL NEW YORK (NEWARK)</b>					<b>723</b>	<b>1</b>	<b>2</b>	<b>63</b>	<b>17</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>65</b>	<b>21</b>	<b>21</b>	
NEWCASTLE																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	117	0	0	72	16	6	5	1	0	15	81	11	122	
	GATWICK	BRITISH AIRWAYS PLC	S	D	117	0	0	68	15	9	8	0	0	16	71	12	122	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	166	0	1	56	16	16	12	1	0	27	79	10	164	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	166	0	1	37	20	27	16	1	0	36	81	10	164	
	BIRMINGHAM	EASTERN AIRWAYS	S	A	62	0	7	92	6	2	0	0	0	5	85	8	74	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 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)												
NEWCASTLE																		
	BIRMINGHAM	EASTERN AIRWAYS		S D	62	0	7	90	6	2	0	2	0	6	93	4	75	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	115	0	0	77	11	8	3	0	0	11	83	10	114	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	115	0	0	61	16	17	7	0	0	21	60	18	114	
<b>TOTAL NEWCASTLE</b>					<b>922</b>	<b>1</b>	<b>16</b>	<b>64</b>	<b>15</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>78</b>	<b>11</b>	<b>11</b>	
NEWQUAY																		
	GATWICK	AIR SOUTHWEST		S D	88	0	3	80	6	8	7	0	0	13	0	0	0	
	STANSTED	RYANAIR		S A	62	0	0	87	10	3	0	0	0	4	98	1	56	
	STANSTED	RYANAIR		S D	62	0	0	77	15	6	2	0	0	11	89	6	61	
<b>TOTAL NEWQUAY</b>					<b>212</b>	<b>0</b>	<b>3</b>	<b>81</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>92</b>	<b>4</b>	<b>4</b>	
NICE																		
	HEATHROW	BMI BRITISH MIDLAND		S A	62	0	0	45	19	29	5	2	0	26	69	17	62	
	HEATHROW	BMI BRITISH MIDLAND		S D	62	0	0	44	16	34	5	2	0	30	63	19	62	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S A	4	0	0	75	0	0	0	25	0	74	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S D	4	0	0	75	0	0	0	25	0	88	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	30	0	0	67	13	7	7	7	0	26	73	18	30	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S D	31	0	0	55	19	6	13	6	0	35	87	13	31	
	GATWICK	BRITISH AIRWAYS PLC		S A	66	0	0	61	17	18	5	0	0	19	84	9	62	
	GATWICK	BRITISH AIRWAYS PLC		S D	66	0	0	65	20	11	5	0	0	17	84	9	62	
	HEATHROW	BRITISH AIRWAYS PLC		S A	126	0	0	36	24	20	19	2	0	38	75	12	129	
	HEATHROW	BRITISH AIRWAYS PLC		S D	126	0	0	23	30	23	22	2	0	43	71	14	129	
	EDINBURGH	CHANNEL EXPRESS (AIR SVS)		S A	9	0	0	44	56	0	0	0	0	14	67	18	9	
	EDINBURGH	CHANNEL EXPRESS (AIR SVS)		S D	9	0	0	33	56	11	0	0	0	23	78	9	9	
	GLASGOW	CHANNEL EXPRESS (AIR SVS)		S A	9	0	0	33	33	11	22	0	0	45	0	0	0	
	GLASGOW	CHANNEL EXPRESS (AIR SVS)		S D	9	0	0	67	0	11	11	11	0	39	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	93	0	0	78	11	9	2	0	0	10	70	16	92	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	93	0	0	81	11	6	2	0	0	9	71	18	93	
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	153	0	2	79	9	5	6	1	1	17	75	17	155	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	155	0	0	70	15	8	6	0	0	17	50	23	155	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S A	31	0	0	42	29	19	10	0	0	21	0	0	0	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S D	31	0	0	87	3	10	0	0	0	8	0	0	0	



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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
NICE																		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	68	10	11	8	3	0	25	63	29	62	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	73	15	3	8	2	0	19	58	28	62	
<b>TOTAL NICE</b>					<b>1293</b>	<b>11</b>	<b>2</b>	<b>60</b>	<b>17</b>	<b>13</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>71</b>	<b>17</b>	<b>17</b>	
NIEDERRHEIN																		
	STANSTED	RYANAIR	S	A	84	0	0	90	7	1	1	0	0	4	96	2	83	
	STANSTED	RYANAIR	S	D	84	0	0	87	10	2	1	0	0	7	82	11	83	
	MANCHESTER	V BIRD	S	A	31	0	0	52	16	6	23	0	3	47	0	0	0	
	MANCHESTER	V BIRD	S	D	31	0	0	48	13	16	19	0	3	49	0	0	0	
<b>TOTAL NIEDERRHEIN</b>					<b>230</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>89</b>	<b>7</b>	<b>7</b>	
NIMES																		
	STANSTED	RYANAIR	S	A	62	0	0	92	6	2	0	0	0	3	71	11	31	
	STANSTED	RYANAIR	S	D	62	0	0	74	18	8	0	0	0	12	26	25	31	
<b>TOTAL NIMES</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>48</b>	<b>18</b>	<b>18</b>	
NORTHOLT																		
NORWICH																		
	EDINBURGH	EASTERN AIRWAYS	S	A	68	0	3	65	19	13	3	0	0	14	88	6	66	
	EDINBURGH	EASTERN AIRWAYS	S	D	67	0	4	70	12	10	7	0	0	16	91	4	66	
	MANCHESTER	EASTERN AIRWAYS	S	A	62	0	6	89	5	3	3	0	0	8	100	2	54	
	MANCHESTER	EASTERN AIRWAYS	S	D	63	0	5	92	2	3	3	0	0	6	100	0	54	
<b>TOTAL NORWICH</b>					<b>261</b>	<b>0</b>	<b>18</b>	<b>79</b>	<b>10</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>94</b>	<b>3</b>	<b>3</b>	
NOTTINGHAM EAST MIDLANDS																		
	EDINBURGH	BMIBABY LTD	S	A	80	0	0	66	14	10	10	0	0	19	0	0	0	
	EDINBURGH	BMIBABY LTD	S	D	80	0	0	49	21	19	11	0	0	26	0	0	0	
	GLASGOW	BMIBABY LTD	S	A	78	0	2	81	4	5	8	3	0	19	0	0	0	
	GLASGOW	BMIBABY LTD	S	D	78	0	2	71	13	5	9	3	0	22	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	53	0	0	68	21	6	6	0	0	15	79	8	52	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	53	0	0	49	28	15	8	0	0	25	50	24	52	
<b>TOTAL NOTTINGHAM EAST MIDLANDS INT'L</b>					<b>422</b>	<b>3</b>	<b>4</b>	<b>64</b>	<b>16</b>	<b>10</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>74</b>	<b>15</b>	<b>15</b>	
NOUAKCHOTT																		
NUREMBERG																		
	STANSTED	AIR BERLIN	S	A	31	0	0	71	10	10	6	3	0	25	77	7	31	
	STANSTED	AIR BERLIN	S	D	31	0	0	58	19	13	6	3	0	29	52	26	31	

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 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	65	15	11	6	3	0	27	65	16	16

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

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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)												
OLBIA																		
	MANCHESTER	ASTRAEUS LTD	C	A	4	0	0	50	25	25	0	0	0	18	40	47	5	
	MANCHESTER	ASTRAEUS LTD	C	D	4	0	0	100	0	0	0	0	0	3	80	8	5	
	STANSTED	CHANNEL EXPRESS (AIR SVS)	C	A	4	0	0	25	50	0	25	0	0	30	0	0	0	
	STANSTED	CHANNEL EXPRESS (AIR SVS)	C	D	4	0	0	75	25	0	0	0	0	10	0	0	0	
	GATWICK	MERIDIANA AIR	S	A	9	0	0	78	11	11	0	0	0	9	56	14	9	
	GATWICK	MERIDIANA AIR	S	D	9	0	0	78	11	11	0	0	0	10	78	13	9	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	50	0	25	0	0	46	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	25	0	25	0	0	48	0	0	0	
<b>TOTAL OLBIA</b>					<b>44</b>	<b>2</b>	<b>0</b>	<b>61</b>	<b>20</b>	<b>7</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>57</b>	<b>32</b>	<b>32</b>	
OPORTO (PORTUGAL)																		
	HEATHROW	AIR PORTUGAL	S	A	62	0	0	37	23	24	16	0	0	32	52	34	62	
	HEATHROW	AIR PORTUGAL	S	D	62	0	0	50	18	15	18	0	0	28	58	30	62	
	GATWICK	GB AIRWAYS LTD	S	A	31	0	0	71	13	10	6	0	0	17	84	11	31	
	GATWICK	GB AIRWAYS LTD	S	D	31	0	0	87	6	0	6	0	0	13	81	13	31	
	MANCHESTER	PORTUGALIA	S	D	22	0	0	59	23	14	5	0	0	17	0	31	1	
<b>TOTAL OPORTO (PORTUGAL)</b>					<b>208</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>17</b>	<b>14</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>64</b>	<b>25</b>	<b>25</b>	
OREBRO																		
<b>TOTAL OREBRO</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>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	
ORLANDO																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	60	13	13	13	0	0	21	68	19	31	
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	67	10	10	13	0	0	22	74	18	31	
	NEWCASTLE	MONARCH AIRLINES	C	A	4	0	0	50	25	0	25	0	0	25	0	0	0	
	NEWCASTLE	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	5	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	75	0	0	56	20	15	7	0	3	55	82	10	72	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	74	0	2	38	20	23	19	0	0	33	60	17	72	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	26	0	0	73	12	12	4	0	0	13	85	10	27	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	26	0	0	35	31	19	12	4	0	37	59	30	27	
<b>TOTAL ORLANDO</b>					<b>267</b>	<b>2</b>	<b>4</b>	<b>52</b>	<b>18</b>	<b>16</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>35</b>	<b>71</b>	<b>16</b>	<b>16</b>	
OSAKA (KANSAI)																		
	HEATHROW	JAPAN AIRLINES	S	A	31	0	0	81	10	3	3	3	0	15	86	5	22	
	HEATHROW	JAPAN AIRLINES	S	D	31	0	0	45	39	10	3	3	0	26	77	13	22	
<b>TOTAL OSAKA (KANSAI)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>24</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>82</b>	<b>9</b>	<b>9</b>	

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

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							AUG 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)																		
	GATWICK	BRAATHENS ASA		S A	18	0	0	83	17	0	0	0	0	5	0	0	0	
	GATWICK	BRAATHENS ASA		S D	18	0	0	100	0	0	0	0	0	2	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	61	0	0	92	3	0	5	0	0	5	94	5	47	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S D	62	0	0	89	5	2	5	0	0	8	88	6	51	
	HEATHROW	BRITISH AIRWAYS PLC		S A	120	0	0	68	14	9	9	0	0	18	90	6	124	
	HEATHROW	BRITISH AIRWAYS PLC		S D	120	0	0	48	24	18	10	1	0	25	78	9	124	
	HEATHROW	SAS		S A	150	0	1	79	13	5	2	0	0	9	90	5	150	
	HEATHROW	SAS		S D	150	0	1	74	17	6	2	1	0	12	87	7	150	
	MANCHESTER	SAS		S A	18	0	0	56	33	6	6	0	0	16	0	0	0	
	MANCHESTER	SAS		S D	18	0	0	72	17	6	6	0	0	13	0	0	0	
<b>TOTAL OSLO (GARDERMOEN)</b>					<b>737</b>	<b>1</b>	<b>2</b>	<b>73</b>	<b>15</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>87</b>	<b>6</b>	<b>6</b>	
OSTEND																		
OTTAWA INTERNATIONAL																		
	HEATHROW	AIR CANADA		S A	31	0	0	81	13	6	0	0	0	6	70	17	30	
	HEATHROW	AIR CANADA		S D	31	0	0	48	39	6	3	3	0	23	77	13	30	
	GATWICK	THOMAS COOK AIRLINES LTD		S A	5	0	0	60	20	20	0	0	0	12	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD		S D	5	0	0	100	0	0	0	0	0	3	0	0	0	
	GLASGOW	ZOOM AIRLINES		S A	2	0	0	50	0	0	50	0	0	65	0	0	0	
	GLASGOW	ZOOM AIRLINES		S D	2	0	0	50	50	0	0	0	0	8	0	0	0	
<b>TOTAL OTTAWA INTERNATIONAL</b>					<b>76</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>24</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>15</b>	<b>15</b>	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 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)												
PADERBORN																		
	STANSTED	AIR BERLIN	S	A	57	0	0	81	5	7	7	0	0	12	98	2	62	
	STANSTED	AIR BERLIN	S	D	58	0	0	71	14	9	7	0	0	17	92	5	62	
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	A	5	0	0	100	0	0	0	0	0	0	80	36	5	
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	D	5	0	0	100	0	0	0	0	0	0	80	42	5	
<b>TOTAL PADERBORN</b>					<b>125</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>9</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>94</b>	<b>6</b>	<b>6</b>	
PALERMO																		
	EDINBURGH	AIR MALTA	C	A	3	0	0	0	33	33	33	0	0	52	0	0	0	
	EDINBURGH	AIR MALTA	C	D	5	0	0	20	0	40	40	0	0	52	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	C	A	4	0	0	25	25	25	25	0	0	38	0	72	5	
	HEATHROW	BMI BRITISH MIDLAND	C	D	4	0	0	50	0	25	25	0	0	25	40	28	5	
	STANSTED	RYANAIR	S	A	62	0	0	44	23	26	8	0	0	24	47	26	62	
	STANSTED	RYANAIR	S	D	62	0	0	53	24	18	5	0	0	20	82	11	62	
<b>TOTAL PALERMO</b>					<b>140</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>22</b>	<b>23</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>59</b>	<b>21</b>	<b>21</b>	
PALMA DE MALLORCA																		
	STANSTED	AIR BERLIN	S	A	36	0	0	56	14	19	11	0	0	25	0	0	0	
	STANSTED	AIR BERLIN	S	D	36	0	0	75	11	3	11	0	0	17	0	0	0	
	EDINBURGH	AIR EUROPA	C	A	8	1	0	88	13	0	0	0	0	4	0	0	0	
	EDINBURGH	AIR EUROPA	C	D	8	0	0	88	0	13	0	0	0	8	0	0	0	
	GATWICK	AIR EUROPA	C	A	2	0	0	50	50	0	0	0	0	9	100	0	2	
	GATWICK	AIR EUROPA	S	A	22	0	0	73	18	5	5	0	0	13	81	20	26	
	GATWICK	AIR EUROPA	S	D	24	0	0	63	33	0	4	0	0	14	62	30	26	
	GLASGOW	AIR EUROPA	C	A	5	0	0	100	0	0	0	0	0	1	100	3	4	
	GLASGOW	AIR EUROPA	C	D	5	0	0	80	20	0	0	0	0	8	100	2	4	
	MANCHESTER	AIR EUROPA	C	A	2	0	0	100	0	0	0	0	0	0	100	0	5	
	NEWCASTLE	AIR EUROPA	C	A	4	0	0	50	50	0	0	0	0	13	0	0	0	
	NEWCASTLE	AIR EUROPA	C	D	4	0	0	50	50	0	0	0	0	11	0	0	0	
	BIRMINGHAM	AIR MALTA	C	A	4	0	0	75	25	0	0	0	0	10	0	0	0	
	BIRMINGHAM	AIR MALTA	C	D	4	0	0	0	100	0	0	0	0	22	0	0	0	
	GATWICK	ASTRAEUS LTD	C	A	8	0	0	38	0	50	13	0	0	33	0	0	0	
	GATWICK	ASTRAEUS LTD	C	D	9	0	0	44	11	22	22	0	0	45	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	A	35	0	0	37	20	37	6	0	0	25	47	28	36	
	HEATHROW	BMI BRITISH MIDLAND	S	D	35	0	0	37	51	9	3	0	0	19	81	12	36	
	MANCHESTER	BMIBABY LTD	S	A	31	0	0	45	19	16	10	6	3	47	0	0	0	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 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	MANCHESTER	BMIBABY LTD	S	D	31	0	0	61	13	6	13	6	0	38	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	30	0	0	73	7	0	17	0	3	33	73	14	40
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	30	0	0	70	3	10	17	0	0	25	85	8	40
	EDINBURGH	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	11	75	8	4
	EDINBURGH	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	10	100	0	4
	GATWICK	BRITANNIA AIRWAYS	C	A	70	0	0	90	4	4	0	1	0	8	88	17	67
	GATWICK	BRITANNIA AIRWAYS	C	D	70	0	0	90	4	4	1	0	0	7	86	16	66
	GLASGOW	BRITANNIA AIRWAYS	C	A	23	0	0	74	22	4	0	0	0	11	77	87	22
	GLASGOW	BRITANNIA AIRWAYS	C	D	22	0	0	91	9	0	0	0	0	4	86	80	22
	LUTON	BRITANNIA AIRWAYS	C	A	27	0	0	78	11	7	0	4	0	15	81	22	26
	LUTON	BRITANNIA AIRWAYS	C	D	26	0	0	77	12	4	0	4	4	31	89	17	27
	MANCHESTER	BRITANNIA AIRWAYS	C	A	49	1	0	84	6	2	8	0	0	12	77	11	53
	MANCHESTER	BRITANNIA AIRWAYS	C	D	48	0	0	85	4	4	6	0	0	10	89	7	53
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	25	0	0	80	4	16	0	0	0	10	78	10	18
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	25	0	0	92	4	0	4	0	0	4	95	5	19
	STANSTED	BRITANNIA AIRWAYS	C	A	28	0	0	86	11	0	4	0	0	8	89	5	36
	STANSTED	BRITANNIA AIRWAYS	C	D	27	1	0	74	22	0	4	0	0	11	100	3	35
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	8	0	0	0	75	25	0	0	0	26	14	64	14
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	8	0	0	75	13	13	0	0	0	10	50	43	14
	EDINBURGH	CHANNEL EXPRESS (AIR SVS)	S	A	13	0	0	62	23	8	8	0	0	18	79	12	14
	EDINBURGH	CHANNEL EXPRESS (AIR SVS)	S	D	13	0	0	62	15	15	8	0	0	21	79	14	14
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	71	11	10	8	0	0	16	58	22	62
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	63	0	0	75	11	8	6	0	0	15	71	15	62
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	71	0	0	73	6	10	8	1	1	31	70	19	81
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	70	1	1	54	20	13	11	1	0	27	66	21	82
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	65	10	16	10	0	0	21	0	0	0
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	77	10	3	10	0	0	15	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	35	0	0	77	9	11	3	0	0	12	53	20	36
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	35	0	0	69	17	11	3	0	0	15	39	24	36
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	A	5	0	0	100	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	D	5	0	0	100	0	0	0	0	0	3	0	0	0
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	8	0	0	63	0	13	13	13	0	60	17	127	6

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 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	MANCHESTER	EUROPEAN AIR CHARTER	C	D	8	0	0	50	13	13	0	25	0	60	33	115	6
	STANSTED	EUROPEAN AIR CHARTER	C	A	4	0	0	0	50	50	0	0	0	33	40	80	5
	STANSTED	EUROPEAN AIR CHARTER	C	D	4	0	0	25	50	25	0	0	0	20	40	74	5
	GATWICK	EXCEL AIRWAYS LTD	C	A	19	0	0	79	11	11	0	0	0	9	93	9	14
	GATWICK	EXCEL AIRWAYS LTD	C	D	17	0	0	65	18	18	0	0	0	12	86	10	14
	GLASGOW	EXCEL AIRWAYS LTD	C	A	4	0	0	75	0	0	0	25	0	52	80	5	5
	GLASGOW	EXCEL AIRWAYS LTD	C	D	4	0	0	75	0	0	0	25	0	53	80	7	5
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	18	0	0	50	6	28	11	0	6	44	70	10	10
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	17	0	0	53	0	24	18	6	0	46	100	3	10
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	3	1	0	67	0	0	33	0	0	38	0	0	0
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	4	0	0	50	25	0	25	0	0	48	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	22	0	0	86	9	5	0	0	0	5	87	8	23
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	22	0	0	86	9	5	0	0	0	4	91	9	22
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	65	0	0	86	5	8	2	0	0	8	77	19	77
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	62	1	0	71	15	6	8	0	0	16	62	23	76
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	67	0	0	33	0	0	56	80	5	5
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	2	1	0	50	50	0	0	0	0	10	100	2	5
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	13	0	0	100	0	0	0	0	0	2	44	17	9
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	13	0	0	92	8	0	0	0	0	3	89	5	9
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	49	1	0	61	14	6	16	0	2	37	91	5	47
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	49	0	0	65	10	8	12	2	2	36	91	6	45
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	67	0	0	11	11	11	94	78	18	9
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	44	22	0	11	11	11	102	78	19	9
	GLASGOW	FLYGLOBESPAN	S	A	37	1	0	81	3	11	3	3	0	16	0	0	0
	GLASGOW	FLYGLOBESPAN	S	D	36	0	1	86	3	3	6	3	0	17	0	0	0
	GATWICK	FUTURA AIRLINES	C	A	5	0	0	60	40	0	0	0	0	13	40	26	5
	GATWICK	FUTURA AIRLINES	C	D	5	0	0	80	20	0	0	0	0	8	20	63	5
	GATWICK	GB AIRWAYS LTD	S	A	35	0	0	77	20	3	0	0	0	9	62	17	37
	GATWICK	GB AIRWAYS LTD	S	D	35	0	0	86	9	6	0	0	0	8	92	8	37
	GLASGOW	GREECE AIRWAYS	S	A	11	0	0	73	0	9	9	0	9	53	0	0	0
	GLASGOW	GREECE AIRWAYS	S	D	6	4	0	33	50	0	17	0	0	26	0	0	0
	STANSTED	HOLA AIRLINES	C	A	4	0	0	0	50	50	0	0	0	33	0	0	0
	STANSTED	HOLA AIRLINES	C	D	4	0	0	0	25	50	25	0	0	43	0	0	0

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 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																		
	BIRMINGHAM	IBERWORLD	C	A	2	0	0	50	50	0	0	0	0	10	0	0	0	0
	BIRMINGHAM	IBERWORLD	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0	0
	EDINBURGH	IBERWORLD	C	A	10	0	0	90	0	10	0	0	0	7	88	161	8	8
	EDINBURGH	IBERWORLD	C	D	9	0	0	89	0	11	0	0	0	8	88	7	8	8
	GLASGOW	IBERWORLD	C	A	7	0	0	100	0	0	0	0	0	4	86	10	21	21
	GLASGOW	IBERWORLD	C	D	6	0	0	83	17	0	0	0	0	7	85	11	20	20
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	25	25	50	0	0	0	33	100	3	10	10
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	50	25	25	0	0	0	15	90	3	10	10
	EDINBURGH	MONARCH AIRLINES	C	A	9	0	0	78	22	0	0	0	0	8	89	3	9	9
	EDINBURGH	MONARCH AIRLINES	C	D	9	0	0	89	11	0	0	0	0	5	100	4	8	8
	GATWICK	MONARCH AIRLINES	C	A	20	0	0	45	30	10	15	0	0	30	53	32	19	19
	GATWICK	MONARCH AIRLINES	C	D	17	0	0	65	18	6	12	0	0	21	58	19	19	19
	LUTON	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	7	60	16	10	10
	LUTON	MONARCH AIRLINES	C	D	4	0	0	75	0	0	25	0	0	34	90	5	10	10
	MANCHESTER	MONARCH AIRLINES	C	A	14	0	0	50	21	14	14	0	0	32	47	27	15	15
	MANCHESTER	MONARCH AIRLINES	S	A	31	0	0	71	13	10	3	0	3	27	87	9	31	31
	MANCHESTER	MONARCH AIRLINES	C	D	13	0	0	77	0	8	15	0	0	30	57	27	14	14
	MANCHESTER	MONARCH AIRLINES	S	D	31	0	0	68	10	16	3	0	3	31	87	10	31	31
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	30	1	1	37	10	23	23	7	0	53	51	50	37	37
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	26	1	0	65	12	15	8	0	0	17	63	20	32	32
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	26	1	0	65	12	8	12	0	4	40	55	25	33	33
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	31	0	0	23	29	19	23	6	0	55	43	56	37	37
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	26	0	0	81	0	0	15	4	0	23	60	65	45	45
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	25	0	0	72	8	0	16	4	0	30	64	53	47	47
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	16	0	0	25	25	38	6	0	6	57	82	37	11	11
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	17	0	0	71	6	12	6	0	6	37	90	20	10	10
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	54	0	0	56	15	0	13	9	7	95	55	84	47	47
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	52	0	0	69	8	2	8	10	4	65	62	81	47	47
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	15	1	0	80	7	7	7	0	0	11	77	16	13	13
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	17	0	0	82	6	0	6	6	0	30	85	15	13	13
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	75	0	25	0	0	32	85	15	13	13
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	3	64	20	14	14
	GLASGOW	SPANAIR	C	A	10	0	0	40	30	10	10	10	0	43	40	28	25	25



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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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	GLASGOW	SPANAIR	C	D	8	0	0	25	38	13	13	13	0	53	71	21	24
	LUTON	SPANAIR	C	A	8	1	0	38	13	13	38	0	0	44	11	56	9
	LUTON	SPANAIR	C	D	8	0	0	13	0	50	25	0	13	113	10	75	10
	MANCHESTER	SPANAIR	C	A	7	0	0	57	0	14	29	0	0	44	21	53	14
	MANCHESTER	SPANAIR	C	D	9	0	0	33	11	33	22	0	0	47	21	54	14
	NEWCASTLE	SPANAIR	C	A	6	0	0	17	50	17	17	0	0	39	60	24	15
	NEWCASTLE	SPANAIR	C	D	8	0	0	38	38	13	13	0	0	30	40	27	15
	STANSTED	SPANAIR	C	A	4	0	0	75	25	0	0	0	0	9	0	0	0
	STANSTED	SPANAIR	C	D	4	0	0	75	25	0	0	0	0	6	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	19	0	0	84	11	0	5	0	0	11	100	1	17
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	19	0	0	95	0	5	0	0	0	7	88	9	17
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	40	0	0	85	10	0	5	0	0	10	84	8	45
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	40	0	0	85	10	0	3	3	0	13	89	8	45
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	12	1	0	100	0	0	0	0	0	2	87	7	15
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	11	1	0	100	0	0	0	0	0	3	86	9	14
	LUTON	THOMAS COOK AIRLINES LTD	C	A	7	0	0	57	14	14	14	0	0	35	100	2	4
	LUTON	THOMAS COOK AIRLINES LTD	C	D	8	0	0	50	0	25	25	0	0	40	50	50	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	42	1	0	64	12	12	5	5	2	40	86	9	49
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	42	1	0	79	7	5	5	2	2	23	90	8	49
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	18	0	0	89	6	0	6	0	0	13	100	0	9
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	17	0	0	82	12	0	0	6	0	16	100	0	9
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	15	0	0	67	0	7	13	13	0	43	83	12	18
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	14	0	0	50	21	0	14	14	0	49	78	7	18
	MANCHESTER	TRANSAVIA	C	A	2	0	0	50	0	0	50	0	0	37	0	184	1
<b>TOTAL PALMA DE MALLORCA</b>					<b>2801</b>	<b>22</b>	<b>3</b>	<b>70</b>	<b>12</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>24</b>	<b>71</b>	<b>25</b>	<b>25</b>
PAPHOS	MANCHESTER	AIR ATLANTA EUROPE LTD	C	A	5	0	0	40	40	0	20	0	0	30	75	194	4
	MANCHESTER	AIR ATLANTA EUROPE LTD	C	D	5	0	0	0	0	40	60	0	0	84	60	23	5
	GATWICK	ASTRAEUS LTD	C	A	4	0	0	25	50	0	25	0	0	31	0	0	0
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	75	0	0	25	0	0	23	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	8	0	0	38	13	13	38	0	0	45	56	15	9
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	8	0	0	50	13	13	25	0	0	38	44	25	9
	GATWICK	BRITANNIA AIRWAYS	C	A	12	0	0	75	0	17	8	0	0	16	77	8	13

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 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
PAPHOS																		
	GATWICK	BRITANNIA AIRWAYS	C	D	12	0	0	92	8	0	0	0	0	4	69	13	13	
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	10	50	12	4	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	10	100	2	4	
	LUTON	BRITANNIA AIRWAYS	C	A	13	0	0	85	8	8	0	0	0	6	83	4	18	
	LUTON	BRITANNIA AIRWAYS	C	D	12	0	0	92	0	0	8	0	0	11	83	8	18	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	50	0	38	13	0	0	30	85	8	13	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	75	0	13	13	0	0	24	92	7	13	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	1	100	0	5	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	3	100	1	5	
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	75	5	4	
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	75	16	4	
	GLASGOW	EUROCYPRIA AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	75	14	4	
	GLASGOW	EUROCYPRIA AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	8	75	16	4	
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	A	5	0	0	60	20	20	0	0	0	17	60	20	5	
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	D	5	0	0	20	40	20	20	0	0	31	60	17	5	
	NEWCASTLE	EUROCYPRIA AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	2	88	8	8	
	NEWCASTLE	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	4	88	7	8	
	GATWICK	EXCEL AIRWAYS LTD	C	A	22	0	0	82	9	5	5	0	0	11	76	13	17	
	GATWICK	EXCEL AIRWAYS LTD	C	D	22	0	0	45	23	18	14	0	0	30	42	27	19	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	25	0	50	25	0	0	43	100	1	4	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	25	75	0	0	0	0	13	100	2	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	S	A	4	0	0	50	25	0	25	0	0	30	100	3	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	S	D	4	0	0	75	0	0	25	0	0	25	100	3	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	S	A	13	0	0	62	8	8	8	15	0	62	85	10	13	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	40	20	20	20	0	0	29	75	10	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	S	D	13	0	0	38	15	15	8	23	0	79	69	17	13	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	40	0	20	40	0	0	47	60	12	5	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	S	A	4	0	0	75	0	0	25	0	0	23	75	5	4	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	0	7	100	4	4	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	8	75	29	4	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	60	20	20	0	0	0	19	100	9	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	S	A	9	0	0	56	33	11	0	0	0	14	100	2	8	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	S	D	9	0	0	89	0	11	0	0	0	7	100	2	9	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					AUG 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	STANSTED	FIRST CHOICE AIRWAYS LTD	S	A	4	0	0	100	0	0	0	0	0	1	100	2	4
	STANSTED	FIRST CHOICE AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	0	1	25	20	4
	GATWICK	FLYJET LTD	C	A	8	0	0	75	0	25	0	0	0	10	60	18	5
	GATWICK	FLYJET LTD	C	D	8	0	0	75	13	13	0	0	0	10	40	44	10
	MANCHESTER	FLYJET LTD	C	A	4	0	0	75	25	0	0	0	0	10	40	24	5
	MANCHESTER	FLYJET LTD	C	D	4	0	0	50	50	0	0	0	0	15	80	17	5
	GATWICK	GB AIRWAYS LTD	S	A	13	0	0	54	15	8	23	0	0	30	0	0	0
	GATWICK	GB AIRWAYS LTD	S	D	13	0	0	69	8	0	23	0	0	31	0	0	0
	GATWICK	HELIOS AIRWAYS LTD	S	A	4	0	0	75	0	0	25	0	0	48	0	0	0
	GATWICK	HELIOS AIRWAYS LTD	S	D	4	0	0	25	25	25	25	0	0	61	0	0	0
	MANCHESTER	HELIOS AIRWAYS LTD	S	A	4	0	0	100	0	0	0	0	0	4	0	0	0
	MANCHESTER	HELIOS AIRWAYS LTD	S	D	4	0	0	50	25	25	0	0	0	20	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	25	50	25	0	0	0	25	100	0	4
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	3	75	5	4
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	25	0	0	25	0	86	100	0	8
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	0	25	0	25	0	98	100	1	8
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	0	75	25	0	0	0	26	75	15	4
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	25	50	25	0	0	0	19	75	11	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	0	0	40	0	0	32	40	43	5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	0	0	40	0	0	34	0	51	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	56	33	0	11	0	0	23	85	12	13
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	44	22	22	11	0	0	32	77	19	13
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	44	22	11	11	0	11	113	75	7	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	78	0	0	11	0	11	109	40	30	5
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	0	50	0	0	57	75	10	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	0	50	0	0	69	75	9	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	0	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	3	75	8	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	13	1	0	92	0	8	0	0	0	6	92	2	12
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	15	0	0	80	7	7	7	0	0	13	92	4	13
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	10	0	0	70	0	10	20	0	0	28	75	21	12
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	10	0	0	60	10	10	20	0	0	37	77	22	13
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	0	0	0

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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)											
PAPHOS	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	20	0	0	0	10	0	0	0
<b>TOTAL PAPHOS</b>					<b>505</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>12</b>	<b>9</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>28</b>	<b>77</b>	<b>14</b>	<b>14</b>
PARIS (CHARLES DE GAULLE)	HEATHROW	AIR FRANCE	S	A	381	0	0	65	23	9	3	0	0	15	56	18	411
	HEATHROW	AIR FRANCE	S	D	381	0	0	73	15	8	4	0	0	15	67	13	411
	MANCHESTER	AIR FRANCE	S	A	186	0	0	81	9	8	2	0	0	10	72	11	182
	MANCHESTER	AIR FRANCE	S	D	186	0	0	80	11	5	4	1	0	11	85	6	181
	NEWCASTLE	AIR FRANCE	S	A	78	1	2	67	19	6	8	0	0	15	0	0	0
	NEWCASTLE	AIR FRANCE	S	D	80	0	0	70	15	10	5	0	0	16	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	A	140	0	0	34	25	29	11	0	0	29	54	21	166
	HEATHROW	BMI BRITISH MIDLAND	S	D	139	0	0	51	20	24	5	0	0	21	65	16	166
	MANCHESTER	BMIBABY LTD	S	A	31	0	0	35	16	19	23	6	0	51	0	0	0
	MANCHESTER	BMIBABY LTD	S	D	31	0	0	48	6	16	23	6	0	46	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	111	0	0	82	10	7	1	0	0	8	69	15	126
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	112	0	0	86	4	8	2	0	0	9	77	13	130
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	86	0	0	79	15	5	1	0	0	8	86	8	84
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	86	0	0	73	19	8	0	0	0	13	70	15	86
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	25	0	0	88	8	4	0	0	0	6	64	16	44
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	20	0	0	100	0	0	0	0	0	3	78	9	23
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	135	0	0	69	14	12	4	1	0	16	54	29	128
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	3	2	0	0	33	67	0	0	0	46	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	135	0	0	85	6	7	1	0	0	9	73	18	128
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	3	2	0	67	0	33	0	0	0	14	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	130	0	0	50	22	18	11	0	0	26	83	9	162
	GATWICK	BRITISH AIRWAYS PLC	S	D	130	0	0	58	15	17	9	0	0	24	78	11	162
	HEATHROW	BRITISH AIRWAYS PLC	S	A	309	0	1	57	21	13	8	1	0	22	80	9	319
	HEATHROW	BRITISH AIRWAYS PLC	S	D	310	0	0	55	19	15	10	0	0	23	72	11	319

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							AUG 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)																		
	EDINBURGH	CITY JET		S A	67	0	0	82	12	3	3	0	0	10	81	14	72	
	EDINBURGH	CITY JET		S D	66	0	0	73	18	5	5	0	0	13	68	18	72	
	LONDON CITY	CITY JET		S A	27	0	0	74	19	7	0	0	0	8	89	12	19	
	LONDON CITY	CITY JET		S D	22	0	0	55	36	9	0	0	0	15	70	11	20	
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	137	0	0	77	12	5	6	0	0	14	80	14	145	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	137	0	0	60	23	9	7	1	0	19	71	15	145	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S A	31	0	0	84	10	3	3	0	0	7	35	36	31	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S D	31	0	0	87	3	6	3	0	0	10	45	35	31	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN		S A	151	1	0	83	9	5	2	0	0	8	68	18	151	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN		S D	151	1	0	69	19	7	5	0	0	16	50	26	146	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>					<b>4048</b>	<b>10</b>	<b>6</b>	<b>68</b>	<b>16</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>15</b>	<b>15</b>	
PARIS (LE BOURGET)																		
PARIS (ORLY)																		
	EDINBURGH	CITY JET		S A	4	0	0	100	0	0	0	0	0	4	0	0	0	
	EDINBURGH	CITY JET		S D	5	0	0	100	0	0	0	0	0	2	0	0	0	
	LONDON CITY	CITY JET		S A	25	0	0	92	8	0	0	0	0	6	95	4	20	
	LONDON CITY	CITY JET		S D	30	0	0	73	13	13	0	0	0	11	74	14	19	
<b>TOTAL PARIS (ORLY)</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>9</b>	<b>9</b>	
PAU																		
	STANSTED	RYANAIR		S A	31	0	0	87	6	6	0	0	0	6	90	4	31	
	STANSTED	RYANAIR		S D	31	0	0	74	19	3	3	0	0	13	84	8	31	
<b>TOTAL PAU</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>87</b>	<b>6</b>	<b>6</b>	
PERPIGNAN																		
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN		S A	31	0	0	42	19	26	13	0	0	30	0	0	0	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN		S D	31	0	0	68	6	19	6	0	0	18	0	0	0	
	STANSTED	RYANAIR		S A	61	0	1	89	5	3	2	2	0	10	83	14	58	
	STANSTED	RYANAIR		S D	62	0	0	77	16	5	2	0	0	14	78	11	59	
<b>TOTAL PERPIGNAN</b>					<b>185</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>11</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>80</b>	<b>13</b>	<b>13</b>	
PESCARA																		
	STANSTED	RYANAIR		S A	31	0	0	81	16	3	0	0	0	7	84	6	31	
	STANSTED	RYANAIR		S D	31	0	0	52	29	19	0	0	0	17	94	6	31	
<b>TOTAL PESCARA</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>23</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>89</b>	<b>6</b>	<b>6</b>	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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
PHILADELPHIA INTERNATIONAL																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	0	61	11	11	16	0	0	25	87	8	61	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	0	30	33	21	15	2	0	37	40	23	60	
	GATWICK	US AIRWAYS	S	A	31	0	0	26	23	29	19	3	0	45	47	39	62	
	GATWICK	US AIRWAYS	S	D	31	0	0	35	48	10	3	3	0	27	69	21	62	
	GLASGOW	US AIRWAYS	S	A	31	0	0	61	6	26	6	0	0	20	0	0	0	
	GLASGOW	US AIRWAYS	S	D	31	0	0	90	0	3	3	0	3	20	0	0	0	
	MANCHESTER	US AIRWAYS	S	A	31	0	0	35	13	23	29	0	0	42	48	41	31	
	MANCHESTER	US AIRWAYS	S	D	31	0	0	84	10	3	0	3	0	12	77	15	31	
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>					<b>308</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>19</b>	<b>16</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>61</b>	<b>24</b>	<b>24</b>	
PHOENIX																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	26	0	0	77	4	4	12	0	4	59	80	8	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	26	0	0	19	27	35	19	0	0	48	57	22	30	
<b>TOTAL PHOENIX</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>15</b>	<b>19</b>	<b>15</b>	<b>0</b>	<b>2</b>	<b>53</b>	<b>68</b>	<b>15</b>	<b>15</b>	
PISA																		
	GLASGOW	BMI BRITISH MIDLAND	C	A	4	0	0	0	0	25	75	0	0	66	0	134	5	
	GLASGOW	BMI BRITISH MIDLAND	C	D	4	0	0	0	25	50	25	0	0	44	0	121	5	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	50	50	0	0	0	0	15	20	38	5	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	3	80	9	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	19	80	45	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	3	80	39	5	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	4	0	0	25	25	50	0	0	0	25	20	29	5	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	4	0	0	100	0	0	0	0	0	3	60	15	5	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	4	0	0	0	25	50	25	0	0	47	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	31	0	0	68	13	10	3	6	0	31	55	25	31	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	4	0	0	100	0	0	0	0	0	1	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	30	1	0	73	10	13	0	3	0	19	81	16	31	
	GATWICK	BRITISH AIRWAYS PLC	S	A	102	0	0	65	16	15	4	1	0	18	83	9	98	
	GATWICK	BRITISH AIRWAYS PLC	S	D	102	0	0	53	29	12	6	0	0	20	67	13	98	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	0	25	25	50	0	0	56	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 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
PISA																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	0	50	0	0	0	25	0	0	0	
	STANSTED	RYANAIR	S	A	122	0	0	75	16	6	3	0	0	11	79	15	122	
	STANSTED	RYANAIR	S	D	122	0	0	70	20	6	3	0	0	13	72	14	123	
<b>TOTAL PISA</b>					<b>557</b>	<b>3</b>	<b>0</b>	<b>65</b>	<b>19</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>73</b>	<b>17</b>	<b>17</b>	
PITTSBURGH																		
	GATWICK	US AIRWAYS	S	A	31	0	0	74	10	3	10	3	0	23	77	22	31	
	GATWICK	US AIRWAYS	S	D	31	0	0	65	23	6	6	0	0	18	74	11	31	
<b>TOTAL PITTSBURGH</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>5</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>76</b>	<b>16</b>	<b>16</b>	
PLYMOUTH																		
	GATWICK	AIR SOUTHWEST	S	A	117	0	3	76	9	9	7	0	0	15	0	0	0	
	GATWICK	AIR SOUTHWEST	S	D	27	0	1	85	7	4	4	0	0	8	0	0	0	
	MANCHESTER	AIR SOUTHWEST	S	A	47	0	2	66	15	11	9	0	0	21	0	0	0	
	MANCHESTER	AIR SOUTHWEST	S	D	26	0	1	77	12	8	4	0	0	13	0	0	0	
	NEWCASTLE	AIR WALES LTD	S	A	49	0	0	82	0	12	6	0	0	11	0	0	0	
	NEWCASTLE	AIR WALES LTD	S	D	49	0	0	78	8	8	6	0	0	11	0	0	0	
<b>TOTAL PLYMOUTH</b>					<b>315</b>	<b>0</b>	<b>7</b>	<b>77</b>	<b>8</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>81</b>	<b>11</b>	<b>11</b>	
POITIERS																		
	STANSTED	RYANAIR	S	A	31	0	0	55	19	23	3	0	0	20	97	2	31	
	STANSTED	RYANAIR	S	D	31	0	0	35	39	19	6	0	0	24	87	7	31	
<b>TOTAL POITIERS</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>29</b>	<b>21</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>92</b>	<b>5</b>	<b>5</b>	
PORLAMAR																		
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	25	0	25	25	25	0	104	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	50	0	0	25	25	0	125	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	3	0	0	0	33	33	33	0	0	62	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	25	25	0	25	0	25	129	0	0	0	
<b>TOTAL PORLAMAR</b>					<b>15</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>13</b>	<b>13</b>	<b>27</b>	<b>13</b>	<b>7</b>	<b>108</b>	<b>50</b>	<b>25</b>	<b>25</b>	
PORT HARCOURT																		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	8	0	0	50	25	13	13	0	0	24	67	19	9	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	22	33	33	11	0	0	33	11	47	9	
<b>TOTAL PORT HARCOURT</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>29</b>	<b>24</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>39</b>	<b>33</b>	<b>33</b>	
PORT OF SPAIN																		
	HEATHROW	BWIA	S	A	31	0	0	19	13	35	29	3	0	52	20	78	30	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 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
PORT OF SPAIN																		
	HEATHROW	BWIA		S D	31	0	0	16	10	35	35	3	0	57	24	96	21	
	MANCHESTER	BWIA		S A	9	0	0	11	11	22	56	0	0	75	0	281	5	
	MANCHESTER	BWIA		S D	9	0	0	11	11	22	44	11	0	82	0	156	4	
<b>TOTAL PORT OF SPAIN</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>11</b>	<b>33</b>	<b>36</b>	<b>4</b>	<b>0</b>	<b>60</b>	<b>18</b>	<b>107</b>	<b>107</b>	
POZNAN																		
	STANSTED	AIR POLONIA		S A	13	0	0	92	0	8	0	0	0	4	0	0	0	
	STANSTED	AIR POLONIA		S D	13	0	0	54	23	23	0	0	0	18	0	0	0	
<b>TOTAL POZNAN</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	
PRAGUE																		
	GATWICK	BMIBABY LTD		S A	31	0	0	68	13	13	6	0	0	18	0	0	0	
	GATWICK	BMIBABY LTD		S D	30	0	1	63	17	7	10	0	3	33	0	0	0	
	MANCHESTER	BMIBABY LTD		S A	31	0	0	13	26	35	23	3	0	51	0	0	0	
	MANCHESTER	BMIBABY LTD		S D	31	0	0	68	10	13	6	3	0	24	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC		S A	27	0	0	70	0	15	15	0	0	22	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC		S D	27	0	0	48	22	15	15	0	0	27	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC		S A	92	0	0	45	22	13	15	5	0	40	90	11	93	
	HEATHROW	BRITISH AIRWAYS PLC		S D	92	0	0	30	20	28	18	3	0	46	83	11	93	
	BIRMINGHAM	CSA		S A	43	0	0	86	12	2	0	0	0	6	81	9	26	
	BIRMINGHAM	CSA		S D	42	0	0	62	33	5	0	0	0	13	88	9	25	
	EDINBURGH	CSA		S A	57	0	0	91	2	2	5	0	0	8	68	13	22	
	EDINBURGH	CSA		S D	56	0	0	64	30	5	0	0	0	12	59	17	22	
	HEATHROW	CSA		S A	89	0	0	48	26	16	10	0	0	22	44	22	62	
	HEATHROW	CSA		S D	89	0	0	76	6	9	8	1	0	16	71	12	62	
	MANCHESTER	CSA		S A	56	0	0	66	21	11	2	0	0	15	77	30	44	
	MANCHESTER	CSA		S D	55	0	0	84	15	2	0	0	0	7	91	14	44	
	STANSTED	CSA		S A	58	0	0	86	10	3	0	0	0	7	48	15	52	
	STANSTED	CSA		S D	58	0	0	74	21	3	2	0	0	11	83	15	52	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	62	0	0	87	5	3	5	0	0	9	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	62	0	0	77	19	0	3	0	0	11	0	0	0	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S A	31	0	0	87	3	3	6	0	0	9	48	38	31	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S D	31	0	0	71	16	3	10	0	0	17	55	32	31	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	93	0	0	85	4	5	5	0	0	9	85	10	88	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	93	0	0	72	14	9	5	0	0	14	78	13	88	



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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2003			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
PRAGUE	GLASGOW	FLYGLOBESPAN	S	A	9	0	0	78	0	0	0	11	11	73	0	0	0
	GLASGOW	FLYGLOBESPAN	S	D	9	0	0	78	0	0	0	11	11	82	0	0	0
<b>TOTAL PRAGUE</b>					<b>1354</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>15</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>74</b>	<b>15</b>	<b>15</b>
PRESTWICK	STANSTED	RYANAIR	S	A	155	0	0	90	8	1	1	0	0	5	92	4	284
	STANSTED	RYANAIR	S	D	155	0	0	84	10	5	1	0	0	8	85	8	284
<b>TOTAL PRESTWICK</b>					<b>310</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>6</b>	<b>6</b>
PREVEZA	MANCHESTER	AIR CORDIAL LTD	C	A	7	1	0	57	0	29	0	0	14	144	80	4	5
	MANCHESTER	AIR CORDIAL LTD	C	D	7	1	0	14	43	14	14	0	14	167	80	17	5
	GATWICK	ASTRAEUS LTD	C	A	5	0	0	60	0	40	0	0	0	18	80	7	5
	GATWICK	ASTRAEUS LTD	C	D	5	0	0	20	20	40	20	0	0	31	80	6	5
	MANCHESTER	BMI BRITISH MIDLAND	C	A	5	0	0	20	20	20	20	20	0	60	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	C	D	5	0	0	40	0	40	20	0	0	45	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	18	0	0	83	11	6	0	0	0	6	93	2	14
	GATWICK	EXCEL AIRWAYS LTD	C	D	18	0	0	78	11	6	6	0	0	13	80	8	15
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	9	0	0	67	22	0	11	0	0	15	100	2	5
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	9	0	0	44	22	22	11	0	0	24	60	13	5
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	78	0	0	11	11	0	31	100	2	8
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	67	11	0	11	11	0	42	75	7	8
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	1	4
	GATWICK	MONARCH AIRLINES	C	A	10	0	0	90	0	10	0	0	0	7	100	2	5
	GATWICK	MONARCH AIRLINES	C	D	10	0	0	70	10	20	0	0	0	12	100	1	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	0	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	5	100	3	5
<b>TOTAL PREVEZA</b>					<b>144</b>	<b>2</b>	<b>0</b>	<b>68</b>	<b>10</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>31</b>	<b>87</b>	<b>9</b>	<b>9</b>
PRISTINA	GATWICK	BRITISH AIRWAYS PLC	S	A	17	0	0	18	29	53	0	0	0	30	88	7	17
	GATWICK	BRITISH AIRWAYS PLC	S	D	17	0	0	59	24	18	0	0	0	15	88	7	17
	STANSTED	CHANNEL EXPRESS (AIR SVS)	C	A	3	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL PRISTINA</b>					<b>37</b>	<b>4</b>	<b>0</b>	<b>43</b>	<b>24</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>87</b>	<b>8</b>	<b>8</b>

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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)												
PROVIDENCIALES																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	5	0	0	80	0	20	0	0	0	7	50	19	4	
	HEATHROW	BRITISH AIRWAYS PLC		S D	5	0	0	80	20	0	0	0	0	6	100	3	5	
<b>TOTAL PROVIDENCIALES</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>10</b>	<b>10</b>	
PUERTO PLATA																		
	BIRMINGHAM	BRITANNIA AIRWAYS		C A	4	0	0	75	0	0	25	0	0	42	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS		C D	5	0	0	80	20	0	0	0	0	6	0	0	0	
	GATWICK	BRITANNIA AIRWAYS		C A	9	0	0	89	11	0	0	0	0	4	100	0	9	
	GATWICK	BRITANNIA AIRWAYS		C D	9	0	0	100	0	0	0	0	0	7	90	4	10	
	MANCHESTER	BRITANNIA AIRWAYS		C A	9	0	0	67	0	22	0	11	0	30	71	9	7	
	MANCHESTER	BRITANNIA AIRWAYS		C D	10	0	0	90	0	0	0	10	0	22	100	2	8	
	GATWICK	EXCEL AIRWAYS LTD		C A	5	0	0	40	20	20	20	0	0	42	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD		C D	5	0	0	20	20	20	20	20	0	80	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	5	0	0	80	0	0	0	0	20	280	100	3	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	5	0	0	80	0	0	0	0	20	307	60	19	5	
	GLASGOW	FIRST CHOICE AIRWAYS LTD		C A	2	0	0	0	0	0	100	0	0	69	0	0	0	
	GLASGOW	FIRST CHOICE AIRWAYS LTD		C D	2	0	0	0	0	0	100	0	0	63	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	7	0	0	43	29	14	0	0	14	207	100	0	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	6	0	0	50	0	33	0	0	17	243	60	52	5	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		C A	2	0	0	100	0	0	0	0	0	6	0	55	2	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		C D	2	0	0	50	50	0	0	0	0	19	0	50	2	
	GATWICK	MY TRAVEL AIRWAYS UK		C A	4	0	0	100	0	0	0	0	0	0	75	33	4	
	GATWICK	MY TRAVEL AIRWAYS UK		C D	4	0	0	50	25	25	0	0	0	20	50	29	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK		C A	4	0	0	75	0	0	0	25	0	65	75	9	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK		C D	5	0	0	80	0	0	0	20	0	52	100	0	4	
	GATWICK	THOMAS COOK AIRLINES LTD		C A	5	0	0	100	0	0	0	0	0	1	50	49	4	
	GATWICK	THOMAS COOK AIRLINES LTD		C D	5	0	0	80	20	0	0	0	0	10	25	82	4	
<b>TOTAL PUERTO PLATA</b>					<b>116</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>8</b>	<b>7</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>72</b>	<b>67</b>	<b>22</b>	<b>22</b>	
PUERTO VALLARTA																		
PULA																		
	MANCHESTER	ASTRAEUS LTD		C A	5	0	0	100	0	0	0	0	0	1	0	0	0	
	MANCHESTER	ASTRAEUS LTD		C D	5	0	0	80	20	0	0	0	0	5	0	0	0	
	GATWICK	BRITANNIA AIRWAYS		C A	5	0	0	100	0	0	0	0	0	0	100	3	5	
	GATWICK	BRITANNIA AIRWAYS		C D	5	0	0	100	0	0	0	0	0	3	100	6	5	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 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)												
PULA																		
	GATWICK	CROATIA AIRLINES		S A	5	0	0	60	40	0	0	0	0	11	75	10	4	
	GATWICK	CROATIA AIRLINES		S D	5	0	0	80	20	0	0	0	0	10	100	4	4	
	MANCHESTER	CROATIA AIRLINES		S A	5	0	0	40	60	0	0	0	0	15	50	19	4	
	MANCHESTER	CROATIA AIRLINES		S D	5	0	0	80	0	20	0	0	0	12	75	12	4	
<b>TOTAL PULA</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>11</b>	<b>11</b>	
PUNTA CANA																		
	GATWICK	BRITANNIA AIRWAYS		C A	4	0	0	50	0	25	0	25	0	76	0	0	0	
	GATWICK	BRITANNIA AIRWAYS		C D	4	0	0	50	25	0	0	25	0	74	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS		C A	4	0	0	50	50	0	0	0	0	17	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS		C D	4	0	0	75	0	25	0	0	0	16	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	0	50	50	0	0	0	35	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	75	0	25	0	0	0	15	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	0	25	25	25	25	0	102	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	50	0	0	50	0	0	87	0	0	0	
<b>TOTAL PUNTA CANA</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>19</b>	<b>19</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>53</b>	<b>0</b>	<b>0</b>	<b>0</b>	

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 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)												
RABAT																		
RALEIGH																		
	GATWICK	AMERICAN AIRLINES		S A	31	0	0	87	3	6	3	0	0	10	81	16	31	
	GATWICK	AMERICAN AIRLINES		S D	31	0	0	65	26	6	3	0	0	14	77	10	31	
<b>TOTAL RALEIGH</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>13</b>	<b>13</b>	
REIMS																		
REUS																		
	BIRMINGHAM	BRITANNIA AIRWAYS		C A	4	0	0	100	0	0	0	0	0	100	2	4		
	BIRMINGHAM	BRITANNIA AIRWAYS		C D	4	0	0	100	0	0	0	0	2	100	2	4		
	GATWICK	BRITANNIA AIRWAYS		C A	9	0	0	89	11	0	0	0	4	100	0	9		
	GATWICK	BRITANNIA AIRWAYS		C D	9	0	0	89	11	0	0	0	8	100	0	9		
	GLASGOW	BRITANNIA AIRWAYS		C A	4	0	0	100	0	0	0	0	4	100	2	5		
	GLASGOW	BRITANNIA AIRWAYS		C D	4	0	0	100	0	0	0	0	3	100	2	5		
	LUTON	BRITANNIA AIRWAYS		C A	5	0	0	100	0	0	0	0	1	100	0	4		
	LUTON	BRITANNIA AIRWAYS		C D	5	0	0	80	20	0	0	0	13	75	6	4		
	MANCHESTER	BRITANNIA AIRWAYS		C A	7	2	0	71	14	14	0	0	9	89	2	9		
	MANCHESTER	BRITANNIA AIRWAYS		C D	9	0	0	78	22	0	0	0	6	100	1	9		
	NEWCASTLE	BRITANNIA AIRWAYS		C A	5	0	0	100	0	0	0	0	0	100	0	4		
	NEWCASTLE	BRITANNIA AIRWAYS		C D	5	0	0	100	0	0	0	0	1	100	0	4		
	STANSTED	EUROPEAN AIR CHARTER		C A	5	0	0	100	0	0	0	0	0	0	0	0		
	STANSTED	EUROPEAN AIR CHARTER		C D	5	0	0	60	40	0	0	0	11	0	0	0		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	75	0	25	0	0	15	100	0	4		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C D	5	0	0	60	20	0	20	0	20	100	0	4		
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	14	0	0	71	7	21	0	0	11	92	9	13		
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	14	0	0	64	7	21	7	0	21	85	15	13		
	GLASGOW	FIRST CHOICE AIRWAYS LTD		C A	5	0	0	100	0	0	0	0	0	100	0	4		
	GLASGOW	FIRST CHOICE AIRWAYS LTD		C D	5	0	0	100	0	0	0	0	0	75	5	4		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	9	0	0	44	11	11	33	0	48	89	2	9		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	9	0	0	44	22	0	33	0	49	100	0	9		
	STANSTED	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	100	0	0	0	0	0	0	0	0		
	STANSTED	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	1	0	0	0		
	GATWICK	MONARCH AIRLINES		C A	4	0	0	100	0	0	0	0	0	100	0	4		
	GATWICK	MONARCH AIRLINES		C D	5	0	0	100	0	0	0	0	0	100	0	4		
	LUTON	MONARCH AIRLINES		C A	4	0	0	75	0	25	0	0	15	100	0	4		

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 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)											
REUS	LUTON	MONARCH AIRLINES	C	D	4	0	0	75	0	0	25	0	0	19	100	1	4
	MANCHESTER	MONARCH AIRLINES	C	A	4	1	0	75	25	0	0	0	0	6	75	5	4
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	80	0	0	20	0	0	16	75	14	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	9	0	0	67	0	11	22	0	0	40	88	16	8
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	9	0	0	67	11	0	11	11	0	43	89	7	9
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	20	0	0	0	10	33	103	9
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	20	0	0	22	33	99	9
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	9	1	0	56	0	11	0	11	22	190	0	158	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	10	0	0	30	0	40	0	20	10	154	0	218	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	14	0	0	57	21	0	7	7	7	72	23	101	13
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	14	0	0	71	0	0	21	0	7	97	23	78	13
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	11	0	0	82	0	0	18	0	0	19	88	7	8
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	11	0	0	55	9	9	18	0	9	103	63	14	8
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	1	0	100	0	0	0	0	0	0	75	50	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	1	0	60	40	0	0	0	0	10	100	7	4
	STANSTED	RYANAIR	S	A	62	0	0	97	3	0	0	0	0	1	0	0	0
	STANSTED	RYANAIR	S	D	62	0	0	81	16	3	0	0	0	9	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	4	100	0	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	17	83	33	6
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	0	0	0	13	0	38	71	55	7
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	6	0	0	100	0	0	0	0	0	3	83	42	6
	LUTON	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	0	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	0	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	20	0	0	0	12	0	0	0
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	20	0	0	13	0	0	0
<b>TOTAL REUS</b>					<b>454</b>	<b>6</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>25</b>	<b>80</b>	<b>25</b>	<b>25</b>
RHODES	BIRMINGHAM	AIR MALTA	C	A	4	0	0	50	0	0	50	0	0	45	0	0	0
	BIRMINGHAM	AIR MALTA	C	D	4	0	0	50	0	0	50	0	0	53	0	0	0
	MANCHESTER	AIR MALTA	C	A	9	0	0	67	22	11	0	0	0	17	0	0	0
	MANCHESTER	AIR MALTA	C	D	8	1	0	75	25	0	0	0	0	8	0	0	0
	GATWICK	ASTRAEUS LTD	C	A	3	0	0	33	33	33	0	0	0	25	100	2	4

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 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																		
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	100	0	0	0	0	0	5	100	7	4	
	MANCHESTER	ASTRAEUS LTD	C	A	5	0	0	100	0	0	0	0	0	1	100	1	4	
	MANCHESTER	ASTRAEUS LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	1	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	19	75	9	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	7	75	9	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	89	11	0	0	0	0	4	77	22	13	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	78	22	0	0	0	0	7	85	23	13	
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	75	7	4	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	17	56	11	9	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	18	89	12	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	89	0	0	0	0	11	102	67	142	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	100	0	0	0	0	0	4	78	54	9	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	10	100	2	4	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	10	100	0	4	
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	1	80	5	5	
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	80	15	5	
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	15	0	0	0	
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	D	4	0	0	50	25	0	25	0	0	25	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	23	0	0	57	22	9	13	0	0	20	100	1	26	
	GATWICK	EXCEL AIRWAYS LTD	C	D	20	0	0	60	25	10	5	0	0	14	92	3	26	
	GLASGOW	EXCEL AIRWAYS LTD	C	A	9	0	0	78	11	0	11	0	0	19	78	9	9	
	GLASGOW	EXCEL AIRWAYS LTD	C	D	8	0	0	88	0	0	13	0	0	26	78	8	9	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	9	0	0	44	22	11	22	0	0	31	100	0	5	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	8	1	0	63	13	25	0	0	0	13	80	5	5	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	9	0	0	78	0	0	22	0	0	21	0	0	0	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	8	0	0	75	0	0	25	0	0	27	0	0	0	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	1	0	75	0	25	0	0	0	10	100	1	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	1	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	88	13	0	0	0	0	6	82	7	22	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	75	13	13	0	0	0	13	73	12	22	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	25	50	25	0	0	0	24	100	3	4	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	20	75	5	4	

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 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																		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	38	25	25	13	0	0	32	61	15	18	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	50	25	13	13	0	0	32	67	14	18	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	10	75	9	4	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	14	100	3	4	
	BIRMINGHAM	ISLANDSFLUG	C	A	4	0	0	75	0	25	0	0	0	11	78	6	9	
	BIRMINGHAM	ISLANDSFLUG	C	D	4	0	0	75	0	25	0	0	0	20	100	1	9	
	STANSTED	ISLANDSFLUG	C	A	4	0	0	0	25	50	25	0	0	63	100	0	4	
	STANSTED	ISLANDSFLUG	C	D	4	0	0	0	25	25	50	0	0	84	80	7	5	
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	50	50	0	0	0	0	14	50	14	8	
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	50	50	0	0	0	0	12	50	15	8	
	EDINBURGH	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	6	100	0	4	
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	10	100	2	4	
	GATWICK	MONARCH AIRLINES	C	A	17	0	0	76	6	6	12	0	0	14	88	7	16	
	GATWICK	MONARCH AIRLINES	C	D	16	0	0	94	0	0	6	0	0	10	88	8	16	
	MANCHESTER	MONARCH AIRLINES	C	A	22	0	0	45	27	23	5	0	0	19	81	7	21	
	MANCHESTER	MONARCH AIRLINES	C	D	20	0	0	70	25	0	5	0	0	10	76	8	21	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	1	0	50	25	0	25	0	0	23	25	29	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	50	0	0	0	32	50	20	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	0	0	25	0	70	44	32	9	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	75	0	0	25	0	87	33	44	9	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	25	25	25	0	100	25	42	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	25	0	25	0	90	25	46	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	50	25	13	0	0	13	77	44	16	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	38	25	25	0	0	13	75	56	15	9	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	3	100	1	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	5	100	3	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	1	100	2	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	4	75	5	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	13	0	0	85	15	0	0	0	0	4	88	14	17	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	12	0	0	100	0	0	0	0	0	1	83	19	18	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	0	69	23	0	8	0	0	16	100	1	17	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	12	0	0	75	25	0	0	0	0	10	100	0	17	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	16	100	0	4	

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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)												
RHODES																		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	24	100	0	4	
<b>TOTAL RHODES</b>					<b>495</b>	<b>4</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>21</b>	<b>77</b>	<b>15</b>	<b>15</b>	
RIGA																		
	HEATHROW	AIR BALTIC CORPORATION SIA	S	A	27	0	0	74	7	15	4	0	0	17	0	0	0	
	HEATHROW	AIR BALTIC CORPORATION SIA	S	D	27	0	0	41	26	22	7	4	0	37	0	0	0	
	MANCHESTER	AIR BALTIC CORPORATION SIA	S	A	7	0	0	29	43	29	0	0	0	23	0	0	0	
	MANCHESTER	AIR BALTIC CORPORATION SIA	S	D	7	0	0	86	14	0	0	0	0	8	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	21	0	0	90	10	0	0	0	0	4	83	12	23	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	21	0	0	48	29	14	5	5	0	29	65	16	23	
<b>TOTAL RIGA</b>					<b>110</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>19</b>	<b>14</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>73</b>	<b>14</b>	<b>14</b>	
RIJEKA																		
	STANSTED	AIR ADRIATIC	C	A	5	0	0	60	40	0	0	0	0	16	50	11	4	
	STANSTED	AIR ADRIATIC	C	D	5	0	0	60	20	20	0	0	0	21	75	16	4	
<b>TOTAL RIJEKA</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>63</b>	<b>13</b>	<b>13</b>	
RIMINI																		
	GLASGOW	MALMO AVIATION	C	A	2	0	0	100	0	0	0	0	0	25	22	4		
	GLASGOW	MALMO AVIATION	C	D	2	0	0	100	0	0	0	0	0	13	100	6	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	20	0	40	0	0	53	100	0	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	20	0	40	0	0	64	100	1	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	0	0	40	0	0	43	75	36	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	20	0	0	27	50	49	4	
<b>TOTAL RIMINI</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>8</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>59</b>	<b>21</b>	<b>21</b>	
RIO DE JANEIRO (GALEAO)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	14	0	0	93	7	0	0	0	0	3	83	4	18	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	14	0	0	64	29	0	7	0	0	22	94	6	18	
	HEATHROW	VARIG	S	A	31	0	0	39	6	29	26	0	0	39	32	31	31	
	HEATHROW	VARIG	S	D	31	0	0	23	35	35	6	0	0	29	32	34	31	
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>					<b>90</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>20</b>	<b>22</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>53</b>	<b>22</b>	<b>22</b>	
RIYADH																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	50	6	28	17	0	0	34	100	2	7	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	18	29	24	29	0	0	43	67	18	6	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	18	0	0	61	33	6	0	0	0	11	61	22	18	



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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 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)											
RIYADH	HEATHROW	SAUDI ARABIAN AIRLINES		S D	18	0	0	56	33	6	6	0	0	19	56	22	18
<b>TOTAL RIYADH</b>					<b>71</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>25</b>	<b>15</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>65</b>	<b>19</b>	<b>19</b>
RODEZ	STANSTED	RYANAIR		S A	31	0	0	97	0	0	3	0	0	4	90	6	31
	STANSTED	RYANAIR		S D	31	0	0	97	0	0	3	0	0	7	87	9	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>5</b>	<b>89</b>	<b>7</b>	<b>7</b>
ROME (CIAMPINO)	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	62	0	0	82	3	5	8	0	2	19	84	9	62
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	62	0	0	65	19	10	6	0	0	19	66	16	62
	STANSTED	RYANAIR		S A	173	0	0	87	8	5	1	0	0	5	90	5	181
	STANSTED	RYANAIR		S D	172	0	0	70	16	11	3	0	0	15	75	11	181
<b>TOTAL ROME (CIAMPINO)</b>					<b>469</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>9</b>	<b>9</b>
ROME (FIUMICINO)	HEATHROW	ALITALIA		S A	155	0	0	70	16	11	3	0	0	13	29	34	160
	HEATHROW	ALITALIA		S D	155	0	0	55	18	17	8	2	0	25	34	40	160
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S A	31	0	0	81	13	6	0	0	0	8	58	15	31
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S D	31	0	0	87	3	6	3	0	0	7	77	13	31
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD		S D	21	0	0	95	5	0	0	0	0	5	88	9	17
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	53	0	0	83	9	8	0	0	0	7	50	23	52
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S D	53	0	0	83	6	9	2	0	0	9	75	12	52
	GATWICK	BRITISH AIRWAYS PLC		S A	31	0	0	58	13	13	16	0	0	22	84	6	62
	GATWICK	BRITISH AIRWAYS PLC		S D	31	0	0	71	23	3	3	0	0	14	85	7	62
	HEATHROW	BRITISH AIRWAYS PLC		S A	152	0	1	42	18	18	19	1	1	42	78	10	154
	HEATHROW	BRITISH AIRWAYS PLC		S D	152	0	1	37	22	23	16	1	1	38	79	11	155
	EDINBURGH	CHANNEL EXPRESS (AIR SVS)		S A	4	0	0	25	50	25	0	0	0	25	0	0	0
	EDINBURGH	CHANNEL EXPRESS (AIR SVS)		S D	4	0	0	0	75	25	0	0	0	27	0	0	0
	GLASGOW	CHANNEL EXPRESS (AIR SVS)		S A	4	0	0	0	50	50	0	0	0	34	0	0	0
	GLASGOW	CHANNEL EXPRESS (AIR SVS)		S D	4	0	0	25	75	0	0	0	0	15	0	0	0
	STANSTED	CHANNEL EXPRESS (AIR SVS)		C A	3	0	0	0	0	33	67	0	0	62	0	0	0

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 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)												
ROME (FIUMICINO)																		
	STANSTED	CHANNEL EXPRESS (AIR SVS)	C	D	3	0	0	100	0	0	0	0	0	10	0	0	0	
	GLASGOW	FLYGLOBESPAN	S	A	5	0	0	0	20	60	20	0	0	47	0	0	0	
	GLASGOW	FLYGLOBESPAN	S	D	5	0	0	60	20	0	20	0	0	18	0	0	0	
<b>TOTAL ROME (FIUMICINO)</b>					<b>898</b>	<b>0</b>	<b>2</b>	<b>58</b>	<b>17</b>	<b>15</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>58</b>	<b>21</b>	<b>21</b>	
ROTTERDAM																		
	HEATHROW	KLM	S	A	96	0	1	81	7	10	1	0	0	8	0	0	0	
	HEATHROW	KLM	S	D	96	0	1	77	14	7	2	0	0	10	0	0	0	
	HEATHROW	KLM CITYHOPPER	S	A	5	0	0	100	0	0	0	0	0	4	86	8	102	
	HEATHROW	KLM CITYHOPPER	S	D	5	0	0	100	0	0	0	0	0	4	87	8	102	
	STANSTED	TRANSAVIA	S	A	62	0	0	97	0	2	2	0	0	3	0	0	0	
	STANSTED	TRANSAVIA	S	D	62	0	0	90	3	5	2	0	0	10	0	0	0	
	LONDON CITY	VLM (BELGIUM)	S	A	114	0	1	100	0	0	0	0	0	1	95	3	128	
	LONDON CITY	VLM (BELGIUM)	S	D	114	0	1	93	7	0	0	0	0	4	95	3	128	
<b>TOTAL ROTTERDAM</b>					<b>554</b>	<b>1</b>	<b>4</b>	<b>90</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>5</b>	<b>5</b>	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2003					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
SALONIKA																		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	20	0	0	0	16	75	4	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	60	0	20	0	0	20	116	100	0	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	20	0	0	0	16	75	8	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	60	20	20	0	0	0	15	100	5	4	
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	40	40	20	0	0	0	21	100	4	4	
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	5	75	7	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	10	25	68	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	6	50	62	4	
	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	1	100	0	4	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	0	15	75	7	8	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	7	75	12	4	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	0	0	0	
	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	75	0	0	0	0	25	129	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	21	0	0	86	5	5	0	0	5	55	0	57	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	10	0	49	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	11	1	0	73	0	0	18	9	0	39	20	25	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	25	0	0	50	25	0	92	25	28	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	2	100	2	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	1	75	16	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	50	41	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	50	49	4	
	GATWICK	OLYMPIC AIRWAYS	S	A	23	0	0	57	35	9	0	0	0	13	95	2	22	
	GATWICK	OLYMPIC AIRWAYS	S	D	23	0	0	48	26	26	0	0	0	20	59	18	22	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	14	100	0	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	7	75	9	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	25	0	0	0	22	89	14	9	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	7	70	21	10	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	16	100	0	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	22	100	2	4	
<b>TOTAL SALONIKA</b>					<b>196</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>24</b>	<b>69</b>	<b>16</b>	<b>16</b>	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 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
SALZBURG																		
	GATWICK	ASTRAEUS LTD	C	D	2	0	0	100	0	0	0	0	0	4	0	0	0	0
	MANCHESTER	ASTRAEUS LTD	C	A	8	0	0	88	13	0	0	0	0	4	0	0	0	0
	MANCHESTER	ASTRAEUS LTD	C	D	8	0	0	88	13	0	0	0	0	5	0	0	0	0
	NEWCASTLE	AUSTRIAN AIRLINES	C	A	4	0	0	100	0	0	0	0	0	1	0	0	0	0
	NEWCASTLE	AUSTRIAN AIRLINES	C	D	4	0	0	75	25	0	0	0	0	8	0	0	0	0
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	100	0	4	4
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	D	4	0	0	50	25	0	25	0	0	21	75	17	4	4
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	8	0	0	75	13	13	0	0	0	10	89	15	9	9
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	8	0	0	88	13	0	0	0	0	4	67	33	9	9
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	80	14	5	5
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	10	40	34	5	5
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	75	13	0	0	13	0	30	89	4	9	9
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	75	0	25	0	0	0	15	89	9	9	9
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	31	0	0	87	3	0	6	3	0	17	0	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	31	0	0	65	19	6	0	10	0	30	0	0	0	0
	GLASGOW	MALMO AVIATION	C	A	8	0	0	100	0	0	0	0	0	0	89	3	9	9
	GLASGOW	MALMO AVIATION	C	D	8	0	0	100	0	0	0	0	0	3	70	8	10	10
	STANSTED	RYANAIR	S	A	62	0	0	87	5	5	3	0	0	8	95	3	62	62
	STANSTED	RYANAIR	S	D	62	0	0	68	19	13	0	0	0	14	87	9	62	62
	NEWCASTLE	SN BRUSSELS AIRLINES	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	0
	NEWCASTLE	SN BRUSSELS AIRLINES	C	D	4	0	0	75	25	0	0	0	0	7	0	0	0	0
<b>TOTAL SALZBURG</b>					<b>286</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>86</b>	<b>11</b>	<b>11</b>	<b>11</b>
SAMOS																		
	MANCHESTER	ASTRAEUS LTD	C	A	3	1	0	100	0	0	0	0	0	1	100	0	4	4
	MANCHESTER	ASTRAEUS LTD	C	D	4	0	0	100	0	0	0	0	0	2	75	12	4	4
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	9	100	2	4	4
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	16	100	5	4	4
	GATWICK	EXCEL AIRWAYS LTD	C	A	8	0	0	75	0	25	0	0	0	13	88	5	8	8
	GATWICK	EXCEL AIRWAYS LTD	C	D	8	0	0	75	0	13	13	0	0	16	88	9	8	8
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	0	0	0	100	0	0	92	75	15	4	4
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	0	0	75	25	0	0	72	75	17	4	4
<b>TOTAL SAMOS</b>					<b>39</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>8</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>86</b>	<b>8</b>	<b>8</b>	<b>8</b>
SAN DIEGO																		

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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)												
SAN FRANCISCO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	89	5	2	3	2	0	12	94	8	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	26	26	26	21	2	0	42	50	28	62	
	HEATHROW	UNITED AIRLINES	S	A	62	0	0	65	16	13	6	0	0	18	94	4	62	
	HEATHROW	UNITED AIRLINES	S	D	62	0	0	79	13	6	2	0	0	10	95	4	62	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	68	26	3	0	0	3	54	94	4	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	35	26	35	3	0	0	27	52	19	31	
<b>TOTAL SAN FRANCISCO</b>					<b>310</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>17</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>81</b>	<b>11</b>	<b>11</b>	
SAN JUAN (PUERTO RICO)																		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	4	0	0	0	0	75	25	0	0	54	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	0	25	25	50	0	0	0	32	0	0	0	
<b>TOTAL SAN JUAN (PUERTO RICO)</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>63</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>	
SANAA																		
	HEATHROW	YEMENIA	S	A	8	0	0	63	25	13	0	0	0	14	75	10	8	
	HEATHROW	YEMENIA	S	D	8	0	0	50	13	38	0	0	0	21	56	34	9	
<b>TOTAL SANAA</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>65</b>	<b>20</b>	<b>20</b>	
SANDEFJORD(TORP)																		
	STANSTED	RYANAIR	S	A	62	0	0	92	2	5	2	0	0	5	70	11	56	
	STANSTED	RYANAIR	S	D	62	0	0	76	15	6	3	0	0	12	57	18	56	
<b>TOTAL SANDEFJORD(TORP)</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>63</b>	<b>15</b>	<b>15</b>	
SANFORD																		
	GATWICK	AIR ATLANTA EUROPE LTD	C	A	28	5	0	43	7	7	25	11	7	166	50	29	2	
	GATWICK	AIR ATLANTA EUROPE LTD	C	D	31	1	0	0	6	13	48	19	13	202	0	34	1	
	MANCHESTER	AIR ATLANTA EUROPE LTD	C	A	32	3	0	59	3	13	6	6	13	187	0	0	0	
	MANCHESTER	AIR ATLANTA EUROPE LTD	C	D	30	2	0	3	10	47	33	3	3	112	0	0	0	
	MANCHESTER	AIR CORDIAL LTD	C	A	4	0	0	75	25	0	0	0	0	10	0	0	0	
	NEWCASTLE	AIR CORDIAL LTD	C	A	3	0	0	0	0	0	100	0	0	78	0	0	0	
	NEWCASTLE	AIR CORDIAL LTD	C	D	3	0	0	100	0	0	0	0	0	4	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	26	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	10	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	33	11	44	11	0	0	39	100	2	9	
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	88	13	0	0	0	0	6	88	5	8	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	13	0	0	54	23	8	8	0	8	120	80	9	10	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 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)												
SANFORD																		
	MANCHESTER	BRITANNIA AIRWAYS	C	D	12	0	0	75	17	0	8	0	0	11	100	4	10	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	67	11	0	11	0	11	165	60	13	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	50	13	25	13	0	0	24	20	40	5	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	0	0	0	25	342	60	38	5	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	25	50	0	0	25	0	58	60	43	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	25	0	25	0	0	46	80	22	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	17	67	54	6	
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	25	50	25	0	0	0	21	67	12	3	
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	50	25	25	0	0	0	20	50	30	2	
	GATWICK	MONARCH AIRLINES	C	A	8	1	0	38	25	13	25	0	0	32	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	50	25	13	13	0	0	29	0	0	0	
	NEWCASTLE	MONARCH AIRLINES	C	D	2	0	0	0	0	50	50	0	0	64	20	341	5	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	6	0	0	17	33	17	17	0	17	345	40	19	5	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	25	0	25	0	63	0	71	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	13	0	0	23	15	23	31	8	0	61	64	20	14	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	13	0	0	23	38	15	15	8	0	49	54	27	13	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	9	0	0	67	11	0	11	0	11	113	60	157	10	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	8	0	0	38	38	25	0	0	0	21	78	59	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	17	1	0	35	12	29	12	6	6	143	63	23	24	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	17	0	0	47	6	29	18	0	0	36	57	26	23	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	80	11	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	50	0	25	0	0	39	0	29	5	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	25	0	0	25	272	80	34	5	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	80	12	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	0	0	20	0	20	234	60	34	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	3	1	0	67	33	0	0	0	0	11	60	59	5	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	3	80	6	5	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	8	75	18	4	
<b>TOTAL SANFORD</b>					<b>361</b>	<b>15</b>	<b>0</b>	<b>42</b>	<b>14</b>	<b>16</b>	<b>17</b>	<b>5</b>	<b>6</b>	<b>109</b>	<b>59</b>	<b>42</b>	<b>42</b>	
SANTANDER																		
SANTIAGO DE COMPOSTELA																		
	HEATHROW	IBERIA	S	A	31	0	0	94	6	0	0	0	0	2	90	15	31	
	HEATHROW	IBERIA	S	D	31	0	0	90	10	0	0	0	0	6	94	5	31	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 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)											
SANTIAGO DE COMPOSTELA					<b>62</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>4</b>	<b>92</b>	<b>10</b>	<b>10</b>
TOTAL SANTIAGO DE COMPOSTELA (SPAIN)																	
SARAJEVO																	
SCATSTA																	
SEATTLE (TACOMA)																	
	HEATHROW	BRITISH AIRWAYS PLC		S A	31	0	0	77	6	6	6	0	3	51	81	11	31
	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	0	26	23	29	23	0	0	48	45	30	31
<b>TOTAL SEATTLE (TACOMA)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>15</b>	<b>18</b>	<b>15</b>	<b>0</b>	<b>2</b>	<b>49</b>	<b>63</b>	<b>21</b>	<b>21</b>
SEOUL (INCHEON)																	
	HEATHROW	ASIANA AIRLINES		S A	18	0	0	17	33	44	6	0	0	32	69	17	16
	HEATHROW	ASIANA AIRLINES		S D	18	0	0	83	11	6	0	0	10	63	15	16	
	HEATHROW	KOREAN AIR		S A	31	0	0	94	0	3	3	0	0	6	85	6	26
	HEATHROW	KOREAN AIR		S D	31	0	0	45	42	10	3	0	0	18	88	5	26
<b>TOTAL SEOUL (INCHEON)</b>					<b>98</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>21</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>79</b>	<b>9</b>	<b>9</b>
SEVILLE																	
	GATWICK	GB AIRWAYS LTD		S A	27	0	0	63	19	7	11	0	0	20	72	14	18
	GATWICK	GB AIRWAYS LTD		S D	27	0	0	78	11	4	7	0	0	13	83	11	18
	HEATHROW	IBERIA		S A	31	0	0	94	0	6	0	0	0	5	94	6	31
	HEATHROW	IBERIA		S D	31	0	0	71	19	0	6	0	3	54	81	20	31
<b>TOTAL SEVILLE</b>					<b>116</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>23</b>	<b>84</b>	<b>13</b>	<b>13</b>
SEYCHELLES																	
	HEATHROW	AIR SEYCHELLES		S A	9	0	0	78	22	0	0	0	0	9	78	17	9
	HEATHROW	AIR SEYCHELLES		S D	9	0	0	22	33	44	0	0	0	27	30	38	10
<b>TOTAL SEYCHELLES</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>18</b>	<b>65</b>	<b>18</b>	<b>18</b>
SFAX																	
	GATWICK	NOUVELAIR TUNISIE		C A	4	0	0	50	25	25	0	0	0	21	0	0	0
	GATWICK	NOUVELAIR TUNISIE		C D	4	0	0	50	25	25	0	0	0	21	0	0	0
<b>TOTAL SFAX</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>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
SHANGHAI (PU DONG)																	
	HEATHROW	CHINA EASTERN AIRLINES		S A	17	0	0	35	24	24	18	0	0	38	0	0	0
	HEATHROW	CHINA EASTERN AIRLINES		S D	17	0	0	82	12	0	6	0	0	10	0	0	0
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	22	0	0	68	5	5	18	5	0	29	94	71	17
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	22	0	0	27	27	18	23	5	0	53	44	16	16

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 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)											
<b>TOTAL SHANGHAI (PU DONG)</b>					<b>78</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>17</b>	<b>12</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>33</b>	<b>70</b>	<b>44</b>	<b>44</b>
SHANNON																	
	HEATHROW	AER LINGUS	S	A	120	0	2	63	17	10	10	1	0	23	76	14	119
	HEATHROW	AER LINGUS	S	D	118	1	3	64	18	8	8	1	0	22	71	16	119
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	31	0	0	74	19	3	3	0	0	14	84	8	31
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	31	0	0	84	6	6	3	0	0	11	90	4	31
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	30	0	1	67	17	10	3	3	0	24	60	27	35
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	31	0	0	55	23	13	6	3	0	29	58	42	36
	STANSTED	RYANAIR	S	A	63	0	0	84	8	6	0	0	2	11	82	8	128
	STANSTED	RYANAIR	S	D	62	0	0	81	13	6	0	0	0	9	81	9	129
<b>TOTAL SHANNON</b>					<b>486</b>	<b>1</b>	<b>6</b>	<b>70</b>	<b>15</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>76</b>	<b>14</b>	<b>14</b>
SHARM EL SHEIKH (OPHIRA)																	
	GATWICK	AIR ATLANTA EUROPE LTD	C	A	5	0	0	20	40	20	20	0	0	45	0	0	0
	GATWICK	AIR ATLANTA EUROPE LTD	C	D	5	0	0	0	40	60	0	0	0	37	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	1	75	5	4
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	3	80	14	5
	HEATHROW	EGYPT AIR	S	A	5	0	0	60	40	0	0	0	0	7	40	43	5
	HEATHROW	EGYPT AIR	S	D	4	0	0	50	25	25	0	0	0	15	33	13	3
	GATWICK	EXCEL AIRWAYS LTD	C	A	9	0	0	78	11	0	11	0	0	21	100	0	4
	GATWICK	EXCEL AIRWAYS LTD	C	D	9	0	0	89	11	0	0	0	0	6	100	0	4
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	33	22	11	22	0	11	87	0	92	4
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	33	33	0	11	11	11	89	0	107	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	100	0	0	0	0	0	1	100	2	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	63	38	0	0	0	0	11	100	2	4
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>					<b>81</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>21</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>30</b>	<b>62</b>	<b>30</b>	<b>30</b>
SINGAPORE																	
	HEATHROW	SINGAPORE AIRLINES	S	A	93	0	0	96	3	0	0	1	0	4	84	9	93
	HEATHROW	SINGAPORE AIRLINES	S	D	93	0	0	56	26	13	5	0	0	20	66	16	93
	MANCHESTER	SINGAPORE AIRLINES	S	A	31	0	0	97	3	0	0	0	0	1	87	5	23
	MANCHESTER	SINGAPORE AIRLINES	S	D	31	0	0	90	6	0	3	0	0	9	78	16	23
<b>TOTAL SINGAPORE</b>					<b>248</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>12</b>	<b>12</b>



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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 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
SKIATHOS	BIRMINGHAM	AIR MALTA	C	A	4	0	0	75	0	25	0	0	34	0	0	0	
	BIRMINGHAM	AIR MALTA	C	D	3	0	0	67	33	0	0	0	30	0	0	0	
	MANCHESTER	ASTRAEUS LTD	C	A	4	0	75	0	25	0	0	0	17	57	52	7	
	MANCHESTER	ASTRAEUS LTD	C	D	8	0	50	25	13	13	0	0	27	75	49	4	
	GATWICK	EXCEL AIRWAYS LTD	C	A	16	0	81	6	6	6	0	0	17	72	19	18	
	GATWICK	EXCEL AIRWAYS LTD	C	D	13	0	77	0	8	8	8	0	25	85	8	13	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	6	3	67	17	0	17	0	0	36	71	22	7	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	9	0	56	11	22	0	11	0	35	56	21	9	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	17	0	76	12	6	6	0	0	13	56	32	18	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	80	0	0	0	20	0	40	77	79	13	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	13	0	77	15	0	0	8	0	26	77	11	13	
	NEWCASTLE	ISLANDSFLUG	C	A	4	0	75	0	0	25	0	0	28	0	0	0	
	NEWCASTLE	ISLANDSFLUG	C	D	4	0	75	25	0	0	0	0	13	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	7	0	71	0	14	14	0	0	19	100	2	9	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	50	50	0	0	0	0	11	100	0	2	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	3	1	100	0	0	0	0	0	0	0	57	1	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	100	0	0	0	0	0	3	75	26	4	
<b>TOTAL SKIATHOS</b>					<b>124</b>	<b>4</b>	<b>0</b>	<b>69</b>	<b>14</b>	<b>7</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>68</b>	<b>25</b>	<b>25</b>
SKIROS	STANSTED	EUROPEAN AIR CHARTER	C	A	2	0	0	0	50	50	0	0	78	0	0	0	
	STANSTED	EUROPEAN AIR CHARTER	C	D	2	0	0	0	50	0	50	0	45	0	0	0	
<b>TOTAL SKIROS</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>61</b>	<b>0</b>	<b>0</b>	<b>0</b>	
SLIAC																	
SOFIA	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	29	35	23	13	0	33	94	3	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	35	26	29	10	0	29	81	9	31	
	GATWICK	BULGARIA AIR	S	A	31	0	0	81	10	3	6	0	12	0	0	0	
	GATWICK	BULGARIA AIR	S	D	31	0	0	65	23	6	6	0	19	0	0	0	
<b>TOTAL SOFIA</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>23</b>	<b>15</b>	<b>9</b>	<b>0</b>	<b>23</b>	<b>87</b>	<b>6</b>	<b>6</b>	
SONDRE STROMFJORD	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	0	100	0	0	0	20	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	3	0	0	0	100	0	0	0	25	0	0	0	

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 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
SONDRE STROMFJORD	MANCHESTER	EXCEL AIRWAYS LTD	C	A	2	0	0	0	0	0	50	50	0	149	0	0	0
<b>TOTAL SONDRE STROMFJORD</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>50</b>	<b>0</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>65</b>	<b>0</b>	<b>0</b>	<b>0</b>
SOUTHAMPTON	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	123	0	0	67	15	12	6	0	0	17	69	11	98
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	122	0	0	66	14	13	7	0	0	19	81	10	98
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	121	0	0	70	14	9	6	1	0	17	68	12	98
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	121	1	0	75	9	9	7	0	0	15	86	6	98
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	109	0	0	81	8	7	4	0	0	12	71	16	65
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	109	0	0	86	6	5	4	0	0	8	88	9	65
	NEWCASTLE	EASTERN AIRWAYS	S	A	68	0	3	84	7	7	1	0	0	8	89	7	65
	NEWCASTLE	EASTERN AIRWAYS	S	D	68	0	2	88	4	6	1	0	0	6	97	3	65
	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	A	79	0	1	58	27	11	4	0	0	14	0	0	0
	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	D	79	0	1	47	24	20	9	0	0	23	0	0	0
<b>TOTAL SOUTHAMPTON</b>					<b>999</b>	<b>1</b>	<b>7</b>	<b>72</b>	<b>13</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>9</b>	<b>9</b>
SPLIT	STANSTED	AIR ADRIATIC	C	A	4	0	0	75	25	0	0	0	0	7	0	0	0
	STANSTED	AIR ADRIATIC	C	D	4	0	0	75	25	0	0	0	0	11	0	0	0
	GATWICK	CROATIA AIRLINES	S	A	13	0	0	54	23	8	15	0	0	25	62	9	13
	GATWICK	CROATIA AIRLINES	S	D	13	0	0	46	15	31	8	0	0	27	62	12	13
	HEATHROW	CROATIA AIRLINES	S	A	4	0	0	25	50	25	0	0	0	24	20	66	5
	HEATHROW	CROATIA AIRLINES	S	D	4	0	0	25	25	25	25	0	0	40	0	84	5
	MANCHESTER	CROATIA AIRLINES	S	A	5	0	0	100	0	0	0	0	0	5	100	0	4
	MANCHESTER	CROATIA AIRLINES	S	D	5	0	0	80	0	20	0	0	0	14	75	6	4
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	18	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	8	0	0	0
	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	100	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	C	A	4	0	0	25	0	25	50	0	0	48	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	C	D	4	0	0	0	50	0	50	0	0	61	0	0	0

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
SPLIT																	
<b>TOTAL SPLIT</b>					<b>76</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>17</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>53</b>	<b>22</b>	<b>22</b>
ST ETIENNE																	
	STANSTED	RYANAIR	S	A	31	0	0	74	13	3	10	0	0	13	81	8	31
	STANSTED	RYANAIR	S	D	31	0	0	81	16	0	3	0	0	9	81	8	31
<b>TOTAL ST ETIENNE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>8</b>	<b>8</b>
ST KITTS																	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	25	25	50	0	0	0	30	0	0	0
<b>TOTAL ST KITTS</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>78</b>	<b>78</b>
ST LOUIS (LAMBERT)																	
ST LUCIA (HEWANORRA)																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	56	22	22	0	0	0	18	88	6	8
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	56	22	11	0	11	0	37	100	5	9
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	13	0	0	77	0	23	0	0	0	13	62	15	13
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	14	0	0	50	29	21	0	0	0	18	36	24	14
<b>TOTAL ST LUCIA (HEWANORRA)</b>					<b>45</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>18</b>	<b>20</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>66</b>	<b>14</b>	<b>14</b>
ST PETERSBURG																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	74	6	16	3	0	0	16	100	2	23
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	55	19	16	10	0	0	24	91	7	23
	GATWICK	PULKOVO AVIATION ENTERPRISE	C	A	2	0	0	0	50	0	0	50	0	145	50	12	2
	GATWICK	PULKOVO AVIATION ENTERPRISE	S	A	9	0	0	44	44	11	0	0	0	15	0	0	0
	GATWICK	PULKOVO AVIATION ENTERPRISE	C	D	3	0	0	0	33	0	33	33	0	110	100	9	3
	GATWICK	PULKOVO AVIATION ENTERPRISE	S	D	9	0	0	22	33	33	11	0	0	30	0	0	0
	HEATHROW	PULKOVO AVIATION ENTERPRISE	S	A	4	0	0	75	25	0	0	0	0	7	0	0	0
	HEATHROW	PULKOVO AVIATION ENTERPRISE	S	D	4	0	0	75	25	0	0	0	0	12	0	0	0
<b>TOTAL ST PETERSBURG</b>					<b>93</b>	<b>0</b>	<b>10</b>	<b>56</b>	<b>20</b>	<b>15</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>72</b>	<b>12</b>	<b>12</b>
ST THOMAS ISLANDS																	
STANSTED																	
	MANCHESTER	EASTERN AIRWAYS	S	A	62	0	4	84	10	5	2	0	0	8	85	6	60

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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)												
STANSTED																		
	MANCHESTER	EASTERN AIRWAYS		S D	63	0	3	92	5	3	0	0	0	4	98	2	59	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S A	169	0	0	56	17	11	16	0	0	25	65	21	165	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S D	168	0	0	49	20	13	16	1	0	31	48	29	166	
	GLASGOW	EASYJET AIRLINE COMPANY LTD		S A	138	0	0	79	7	9	5	1	0	12	77	19	139	
	GLASGOW	EASYJET AIRLINE COMPANY LTD		S D	137	0	0	78	10	5	5	1	0	17	80	12	138	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S A	115	0	0	72	11	10	7	0	0	14	75	12	114	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S D	115	0	0	74	10	12	3	0	0	14	76	13	114	
<b>TOTAL STANSTED</b>					<b>967</b>	<b>2</b>	<b>7</b>	<b>69</b>	<b>12</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>72</b>	<b>17</b>	<b>17</b>	
STAVANGER																		
	HEATHROW	SAS		S A	53	0	2	91	8	0	2	0	0	6	88	4	52	
	HEATHROW	SAS		S D	53	0	2	77	15	4	4	0	0	11	88	4	52	
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S		S A	55	0	3	76	13	7	4	0	0	11	72	10	36	
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S		S D	56	0	2	66	20	11	4	0	0	14	83	10	36	
<b>TOTAL STAVANGER</b>					<b>217</b>	<b>1</b>	<b>9</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>7</b>	<b>7</b>	
STOCKHOLM (ARLANDA)																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	169	0	2	56	17	18	8	1	0	24	84	9	176	
	HEATHROW	BRITISH AIRWAYS PLC		S D	170	0	0	36	29	21	11	2	1	37	80	11	176	
	EDINBURGH	SAS		S A	27	0	0	100	0	0	0	0	0	2	0	0	0	
	EDINBURGH	SAS		S D	27	0	0	85	15	0	0	0	0	7	0	0	0	
	HEATHROW	SAS		S A	170	0	0	68	21	11	1	0	0	13	83	7	173	
	HEATHROW	SAS		S D	168	0	1	64	21	9	5	1	0	17	87	7	172	
	MANCHESTER	SAS		S A	32	0	0	84	9	6	0	0	0	7	0	0	0	
	MANCHESTER	SAS		S D	32	0	0	94	6	0	0	0	0	2	0	0	0	
	BIRMINGHAM	SKYWAYS EXPRESS		S A	49	0	0	90	10	0	0	0	0	6	0	0	0	
	BIRMINGHAM	SKYWAYS EXPRESS		S D	49	0	0	82	16	2	0	0	0	8	0	0	0	
<b>TOTAL STOCKHOLM (ARLANDA)</b>					<b>895</b>	<b>1</b>	<b>3</b>	<b>64</b>	<b>19</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>86</b>	<b>7</b>	<b>7</b>	
STOCKHOLM (SKAVSTA)																		
	BIRMINGHAM	BLUE LINE		C A	3	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	BLUE LINE		C D	3	0	0	100	0	0	0	0	0	8	0	0	0	
	STANSTED	RYANAIR		S A	62	0	0	90	6	3	0	0	0	4	95	5	66	
	STANSTED	RYANAIR		S D	62	0	0	77	16	6	0	0	0	9	95	6	66	
<b>TOTAL STOCKHOLM (SKAVSTA)</b>					<b>132</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>95</b>	<b>5</b>	<b>5</b>	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 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
STORNOWAY																		
	EDINBURGH	BMI REGIONAL	S	A	30	0	0	90	3	0	7	0	0	6	97	2	29	
	EDINBURGH	BMI REGIONAL	S	D	30	0	0	80	13	0	7	0	0	12	93	3	29	
	EDINBURGH	LOGANAIR	S	A	11	0	0	91	0	9	0	0	5	100	0	12		
	EDINBURGH	LOGANAIR	S	D	53	0	0	36	45	19	0	0	19	68	11	31		
	GLASGOW	LOGANAIR	S	A	52	0	0	88	4	2	4	2	0	10	0	0	0	
	GLASGOW	LOGANAIR	S	D	52	1	0	79	4	8	8	2	0	18	0	0	0	
<b>TOTAL STORNOWAY</b>					<b>228</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>88</b>	<b>8</b>	<b>8</b>	
STRASBOURG																		
	GATWICK	BRIT AIR	S	A	54	0	0	89	6	4	2	0	0	10	0	0	0	
	GATWICK	BRIT AIR	S	D	54	0	0	80	15	4	2	0	0	12	0	0	0	
<b>TOTAL STRASBOURG</b>					<b>108</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>8</b>	<b>8</b>	
STUTTART																		
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	73	0	0	66	27	7	0	0	0	12	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	74	0	0	88	7	4	1	0	0	6	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	40	0	0	73	10	5	13	0	0	21	92	8	26	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	40	0	0	83	5	5	5	3	0	14	100	1	26	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	88	0	0	56	22	11	8	2	1	29	83	7	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	88	0	0	41	19	23	15	2	0	34	90	8	93	
	MANCHESTER	HAPAG LLOYD EXPRESS	S	A	18	0	0	78	22	0	0	0	0	7	0	0	0	
	MANCHESTER	HAPAG LLOYD EXPRESS	S	D	18	0	0	61	11	28	0	0	0	19	0	0	0	
	HEATHROW	LUFTHANSA CITY LINE	S	A	89	0	0	81	13	6	0	0	0	8	95	5	92	
	HEATHROW	LUFTHANSA CITY LINE	S	D	89	0	0	81	13	3	2	0	0	9	79	9	92	
<b>TOTAL STUTTART</b>					<b>617</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>16</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>88</b>	<b>7</b>	<b>7</b>	
SUMBURGH																		
	EDINBURGH	LOGANAIR	S	A	29	0	0	62	17	7	14	0	0	24	57	16	30	
	EDINBURGH	LOGANAIR	S	D	30	0	0	80	0	10	10	0	0	21	77	12	31	
	GLASGOW	LOGANAIR	S	A	57	0	0	54	21	12	12	0	0	24	84	11	31	
	GLASGOW	LOGANAIR	S	D	58	0	0	71	12	10	7	0	0	18	42	62	31	
<b>TOTAL SUMBURGH</b>					<b>174</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>14</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>72</b>	<b>21</b>	<b>21</b>	
SWANSEA																		

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 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)												
SWANSEA	LONDON CITY	AIR WALES LTD		S A	18	0	0	89	6	6	0	0	0	8	72	15	72	
	LONDON CITY	AIR WALES LTD		S D	18	0	0	61	28	11	0	0	0	15	74	12	72	
<b>TOTAL SWANSEA</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>13</b>	<b>13</b>	
SYDNEY	HEATHROW	BRITISH AIRWAYS PLC		S A	62	0	0	58	37	5	0	0	0	10	94	3	62	
	HEATHROW	BRITISH AIRWAYS PLC		S D	62	0	0	29	31	23	18	0	0	37	45	23	62	
	HEATHROW	QANTAS		S A	71	0	0	92	6	1	1	0	0	4	83	11	54	
	HEATHROW	QANTAS		S D	58	0	0	48	29	14	7	2	0	28	44	23	52	
<b>TOTAL SYDNEY</b>					<b>253</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>25</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>67</b>	<b>15</b>	<b>15</b>	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 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	21	1	0	71	10	10	5	5	0	21	69	8	16	
	GATWICK	ASTRAEUS LTD	C	D	22	0	0	68	14	5	9	5	0	23	75	16	16	
	MANCHESTER	ASTRAEUS LTD	C	A	10	0	0	100	0	0	0	0	0	1	0	0	0	
	MANCHESTER	ASTRAEUS LTD	C	D	10	0	0	100	0	0	0	0	0	1	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	1	50	37	4	
	GATWICK	EXCEL AIRWAYS LTD	C	D	9	0	0	78	22	0	0	0	0	8	0	64	4	
<b>TOTAL TABA</b>					<b>81</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>51</b>	<b>51</b>	
TAIPEI																		
	HEATHROW	EVA AIR	S	A	21	0	0	76	19	5	0	0	0	8	100	1	17	
	HEATHROW	EVA AIR	S	D	21	0	0	62	19	10	10	0	0	20	56	25	18	
<b>TOTAL TAIPEI</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>13</b>	<b>13</b>	
TALLIN																		
	GATWICK	ESTONIAN AIR	S	A	40	0	0	70	15	10	3	3	0	23	85	18	26	
	GATWICK	ESTONIAN AIR	S	D	40	0	0	73	15	5	5	3	0	20	81	20	26	
<b>TOTAL TALLIN</b>					<b>84</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>84</b>	<b>17</b>	<b>17</b>	
TAMPA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	21	0	0	86	5	5	0	5	0	18	74	15	23	
	GATWICK	BRITISH AIRWAYS PLC	S	D	21	0	0	81	0	10	10	0	0	19	83	7	23	
<b>TOTAL TAMPA</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>2</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>78</b>	<b>11</b>	<b>11</b>	
TAMPERE																		
	STANSTED	RYANAIR	S	A	31	0	0	94	0	6	0	0	0	4	0	0	0	
	STANSTED	RYANAIR	S	D	31	0	0	90	6	3	0	0	0	6	0	0	0	
<b>TOTAL TAMPERE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	
TANGIERS (IBN BATUTA)																		
	HEATHROW	ROYAL AIR MAROC	S	A	6	2	0	17	17	33	33	0	0	57	60	22	10	
	HEATHROW	ROYAL AIR MAROC	S	D	5	0	0	20	20	40	20	0	0	43	25	42	4	
<b>TOTAL TANGIERS (IBN BATUTA)</b>					<b>11</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>18</b>	<b>36</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>50</b>	<b>27</b>	<b>27</b>	
TARBES-LOURDES INTERNA																		
	STANSTED	CHANNEL EXPRESS (AIR SVS)	C	A	2	0	0	50	50	0	0	0	0	12	33	14	3	
	STANSTED	CHANNEL EXPRESS (AIR SVS)	C	D	3	0	0	33	33	33	0	0	0	19	75	7	4	
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	10	0	0	40	20	30	10	0	0	30	82	12	11	
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	9	0	0	67	22	0	11	0	0	20	78	11	9	

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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)											
TARBES-LOURDES INTERNA	STANSTED	TITAN AIRWAYS LTD	C	A	6	1	0	50	33	0	0	17	0	38	0	0	0
	STANSTED	TITAN AIRWAYS LTD	C	D	6	0	0	67	0	33	0	0	0	16	0	0	0
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>					<b>42</b>	<b>1</b>	<b>0</b>	<b>48</b>	<b>24</b>	<b>14</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>54</b>	<b>31</b>	<b>31</b>
TASHKENT	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	13	0	0	92	8	0	0	0	0	3	69	12	13
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	13	0	0	31	31	23	15	0	0	27	57	26	14
	BIRMINGHAM	UZBEKISTAN AIRLINES	S	A	16	0	2	75	6	19	0	0	0	10	85	15	13
	BIRMINGHAM	UZBEKISTAN AIRLINES	S	D	16	0	2	63	13	25	0	0	0	16	0	66	12
	HEATHROW	UZBEKISTAN AIRLINES	S	A	18	0	0	89	6	6	0	0	0	4	89	4	19
	HEATHROW	UZBEKISTAN AIRLINES	S	D	18	0	0	67	17	11	6	0	0	18	84	9	19
<b>TOTAL TASHKENT</b>					<b>94</b>	<b>0</b>	<b>4</b>	<b>70</b>	<b>13</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>68</b>	<b>19</b>	<b>19</b>
TEESSIDE	HEATHROW	BMI BRITISH MIDLAND	S	A	83	0	0	82	7	6	4	1	0	13	74	12	80
	HEATHROW	BMI BRITISH MIDLAND	S	D	83	0	0	60	19	12	6	2	0	23	65	20	80
<b>TOTAL TEESSIDE</b>					<b>166</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>69</b>	<b>16</b>	<b>16</b>
TEHRAN	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	27	0	0	33	22	11	22	11	0	62	41	26	22
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	27	0	0	30	33	22	11	4	0	33	73	14	22
	HEATHROW	IRAN AIR	S	A	19	0	0	0	5	63	32	0	0	55	6	68	18
	HEATHROW	IRAN AIR	S	D	18	0	0	28	33	22	11	0	6	109	50	25	18
<b>TOTAL TEHRAN</b>					<b>91</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>24</b>	<b>27</b>	<b>19</b>	<b>4</b>	<b>1</b>	<b>61</b>	<b>44</b>	<b>32</b>	<b>32</b>
TEL AVIV	HEATHROW	AERO CARIBBEAN	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0
	HEATHROW	AERO CARIBBEAN	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	0	70	13	7	10	0	0	15	76	11	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	0	48	31	13	8	0	0	25	68	15	62
	HEATHROW	EL AL	S	A	50	0	0	76	12	2	8	0	2	47	79	17	47
	HEATHROW	EL AL	S	D	50	0	0	38	40	8	8	2	4	76	39	31	46
	STANSTED	EL AL	S	A	7	0	0	71	29	0	0	0	0	8	83	7	12
	STANSTED	EL AL	S	D	10	1	1	30	20	40	10	0	0	30	26	32	19



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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)													
TEL AVIV																			
	GATWICK	EXCEL AIRWAYS LTD	C	A	13	0	0	69	15	15	0	0	0	12	67	10	9		
	GATWICK	EXCEL AIRWAYS LTD	C	D	14	0	0	64	14	21	0	0	0	16	75	13	8		
	GATWICK	ISRAIR LTD	C	A	14	1	0	36	36	21	7	0	0	27	0	0	0		
	GATWICK	ISRAIR LTD	C	D	14	0	0	21	21	36	21	0	0	44	0	0	0		
	GATWICK	MONARCH AIRLINES	C	A	13	0	0	15	69	15	0	0	0	23	39	28	18		
	GATWICK	MONARCH AIRLINES	C	D	11	0	0	100	0	0	0	0	0	4	65	12	17		
<b>TOTAL TEL AVIV</b>					<b>323</b>	<b>2</b>	<b>1</b>	<b>56</b>	<b>24</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>62</b>	<b>20</b>	<b>20</b>		
TENERIFE (SURREINA SOFIA)																			
	GLASGOW	AIR CORDIAL LTD	C	A	2	0	0	0	0	100	0	0	0	35	0	0	0		
	GLASGOW	AIR CORDIAL LTD	C	D	2	0	0	0	0	100	0	0	0	52	0	0	0		
	MANCHESTER	AIR CORDIAL LTD	C	A	19	0	0	37	11	26	21	0	5	74	79	26	29		
	MANCHESTER	AIR CORDIAL LTD	C	D	19	0	0	32	11	21	32	0	5	71	85	21	27		
	BIRMINGHAM	AIR MALTA	C	A	4	0	0	75	0	25	0	0	0	14	0	0	0		
	BIRMINGHAM	AIR MALTA	C	D	4	0	0	50	25	25	0	0	0	21	0	0	0		
	GATWICK	ASTRAEUS LTD	C	A	4	0	0	75	0	25	0	0	0	12	80	5	10		
	GATWICK	ASTRAEUS LTD	C	D	5	0	0	80	0	20	0	0	0	10	100	4	10		
	MANCHESTER	ASTRAEUS LTD	C	A	3	0	0	100	0	0	0	0	0	1	0	0	0		
	MANCHESTER	ASTRAEUS LTD	C	D	3	0	0	100	0	0	0	0	0	0	0	0	0		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	100	0	0	0	0	0	0	100	2	8		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	78	22	0	0	0	0	8	100	4	9		
	GATWICK	BRITANNIA AIRWAYS	C	A	18	0	0	83	0	6	11	0	0	13	91	4	22		
	GATWICK	BRITANNIA AIRWAYS	C	D	18	0	0	78	0	11	11	0	0	16	83	7	23		
	GLASGOW	BRITANNIA AIRWAYS	C	A	8	0	0	75	13	0	0	13	0	35	78	11	9		
	GLASGOW	BRITANNIA AIRWAYS	C	D	9	0	0	78	0	11	0	11	0	31	80	8	10		
	LUTON	BRITANNIA AIRWAYS	C	A	9	0	0	67	22	0	0	11	0	30	67	8	9		
	LUTON	BRITANNIA AIRWAYS	C	D	9	0	0	56	0	33	0	11	0	44	67	15	9		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	14	0	0	79	14	0	7	0	0	13	100	1	18		
	MANCHESTER	BRITANNIA AIRWAYS	C	D	14	0	0	79	0	14	7	0	0	15	95	2	19		
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	5	100	0	8		
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	0	100	1	9		
	STANSTED	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	20	0	0	0	12	100	0	5		
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	0	20	0	0	19	100	1	5		
	GATWICK	EXCEL AIRWAYS LTD	C	A	22	0	0	59	23	14	5	0	0	19	87	4	15		

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 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)																		
	GATWICK	EXCEL AIRWAYS LTD	C	D	22	0	0	64	18	14	5	0	0	15	47	24	15	
	GLASGOW	EXCEL AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	28	20	175	5	
	GLASGOW	EXCEL AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	27	40	166	5	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	13	0	0	46	15	15	23	0	0	35	71	31	17	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	13	0	0	62	8	8	23	0	0	32	88	19	16	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	4	0	0	50	0	50	0	0	0	18	100	0	5	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	16	40	16	5	
	STANSTED	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	7	0	0	0	
	STANSTED	EXCEL AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	16	0	0	0	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	13	0	0	62	8	23	8	0	0	20	86	5	14	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	13	0	0	54	8	8	31	0	0	33	93	4	14	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	21	0	0	81	5	14	0	0	0	7	68	11	37	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	21	0	0	71	10	14	5	0	0	13	76	10	37	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	4	5	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	2	5	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	100	2	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	34	0	0	56	9	9	18	9	0	52	87	4	38	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	34	0	0	59	9	3	21	6	3	52	92	4	38	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	60	36	5	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	7	80	14	5	
	GLASGOW	FLYGLOBESPAN	S	A	9	0	0	100	0	0	0	0	0	2	0	0	0	
	GLASGOW	FLYGLOBESPAN	S	D	9	0	0	67	22	11	0	0	0	11	0	0	0	
	GATWICK	FLYJET LTD	C	A	11	0	0	36	9	18	36	0	0	54	33	18	6	
	GATWICK	FLYJET LTD	C	D	13	0	0	23	15	23	31	8	0	73	50	12	6	
	MANCHESTER	FLYJET LTD	C	A	4	0	0	75	0	0	25	0	0	24	0	0	0	
	MANCHESTER	FLYJET LTD	C	D	4	0	0	25	25	25	25	0	0	43	0	0	0	
	GATWICK	FUTURA AIRLINES	C	A	4	0	0	50	0	0	25	25	0	96	20	32	5	
	GATWICK	FUTURA AIRLINES	C	D	4	0	0	25	0	25	25	25	0	112	100	3	5	
	MANCHESTER	FUTURA AIRLINES	C	A	4	0	0	75	25	0	0	0	0	10	83	5	6	
	MANCHESTER	FUTURA AIRLINES	C	D	4	0	0	75	0	25	0	0	0	15	60	15	5	
	NEWCASTLE	FUTURA AIRLINES	C	A	4	0	0	100	0	0	0	0	0	4	0	0	0	
	NEWCASTLE	FUTURA AIRLINES	C	D	4	0	0	75	25	0	0	0	0	9	0	0	0	

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																	MATCHED	UNMATCHED
TENERIFE (SURREINA SOFIA)																		
	GATWICK	GB AIRWAYS LTD		S A	13	0	1	54	23	8	15	0	0	24	94	4	18	
	GATWICK	GB AIRWAYS LTD		S D	14	0	0	50	21	7	21	0	0	28	72	13	18	
	BIRMINGHAM	IBERWORLD		C A	5	0	0	80	0	20	0	0	0	10	100	0	4	
	BIRMINGHAM	IBERWORLD		C D	5	0	0	80	0	20	0	0	0	11	100	1	4	
	EDINBURGH	IBERWORLD		C A	4	0	0	100	0	0	0	0	0	0	100	0	10	
	EDINBURGH	IBERWORLD		C D	4	0	0	100	0	0	0	0	0	0	90	5	10	
	GLASGOW	IBERWORLD		C A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	GLASGOW	IBERWORLD		C D	4	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES		C A	4	0	0	100	0	0	0	0	0	0	79	10	14	
	BIRMINGHAM	MONARCH AIRLINES		C D	5	0	0	100	0	0	0	0	0	1	79	14	14	
	EDINBURGH	MONARCH AIRLINES		C A	4	0	0	100	0	0	0	0	0	5	100	5	5	
	EDINBURGH	MONARCH AIRLINES		C D	4	0	0	75	25	0	0	0	0	8	80	14	5	
	GATWICK	MONARCH AIRLINES		C A	13	0	0	92	8	0	0	0	0	3	82	15	28	
	GATWICK	MONARCH AIRLINES		C D	13	0	0	69	15	15	0	0	0	12	71	20	28	
	LUTON	MONARCH AIRLINES		C A	4	0	0	75	0	0	0	0	25	154	100	4	5	
	LUTON	MONARCH AIRLINES		S A	17	0	1	76	6	12	6	0	0	16	89	7	9	
	LUTON	MONARCH AIRLINES		C D	4	0	0	75	0	0	0	0	25	154	100	1	5	
	LUTON	MONARCH AIRLINES		S D	18	0	0	61	17	6	17	0	0	22	89	7	9	
	MANCHESTER	MONARCH AIRLINES		S A	30	0	2	77	7	7	7	0	3	31	0	0	0	
	MANCHESTER	MONARCH AIRLINES		C A	11	0	0	64	9	18	9	0	0	20	42	97	12	
	MANCHESTER	MONARCH AIRLINES		C D	11	0	0	45	27	9	18	0	0	26	50	105	12	
	MANCHESTER	MONARCH AIRLINES		S D	31	0	1	84	3	3	6	0	3	29	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		C A	9	0	0	78	22	0	0	0	0	6	86	11	14	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		C D	9	0	0	44	56	0	0	0	0	12	86	14	14	
	GATWICK	MY TRAVEL AIRWAYS UK		C A	8	0	0	100	0	0	0	0	0	2	39	102	18	
	GATWICK	MY TRAVEL AIRWAYS UK		C D	9	0	0	89	11	0	0	0	0	5	58	71	19	
	GLASGOW	MY TRAVEL AIRWAYS UK		C A	12	0	0	92	8	0	0	0	0	6	50	24	10	
	GLASGOW	MY TRAVEL AIRWAYS UK		C D	13	0	0	85	15	0	0	0	0	8	78	58	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK		C A	23	1	0	52	26	9	9	4	0	31	45	82	22	
	MANCHESTER	MY TRAVEL AIRWAYS UK		C D	23	0	0	61	9	13	9	4	4	60	48	84	23	
	NEWCASTLE	MY TRAVEL AIRWAYS UK		C A	9	0	0	78	22	0	0	0	0	9	89	4	9	
	NEWCASTLE	MY TRAVEL AIRWAYS UK		C D	9	0	0	56	22	22	0	0	0	18	100	1	9	
	STANSTED	MY TRAVEL AIRWAYS UK		C A	4	0	0	100	0	0	0	0	0	0	80	9	5	

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					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records			
																	MATCHED	UNMATCHED	
TENERIFE (SURREINA SOFIA)																			
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	2	80	9	5		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	8	0	0	100	0	0	0	0	0	0	100	0	10		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	8	0	0	100	0	0	0	0	4	100	4	10			
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	18	0	0	94	0	0	6	0	5	100	1	36			
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	18	0	0	94	0	0	6	0	8	97	4	37			
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	100	1	11			
	LUTON	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	3	0	0	0			
	LUTON	THOMAS COOK AIRLINES LTD	C	D	7	1	0	86	14	0	0	0	5	0	0	0			
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	22	1	0	64	14	9	0	5	9	113	81	18	32		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	19	4	0	74	11	5	0	11	0	37	84	14	32		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	13	0	0	85	0	8	0	8	0	22	100	0	10		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	13	0	0	92	0	0	8	0	5	100	0	10			
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	43	100	0	5			
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	0	0	25	176	100	2	5		
	BIRMINGHAM	VOLAR AIRLINES	C	A	10	0	0	80	0	20	0	0	7	67	8	9			
	BIRMINGHAM	VOLAR AIRLINES	C	D	12	0	0	83	0	17	0	0	8	40	17	10			
	GATWICK	VOLAR AIRLINES	C	A	3	0	0	33	0	0	67	0	54	71	20	7			
	GATWICK	VOLAR AIRLINES	C	D	3	0	0	33	0	33	33	0	48	50	25	10			
	GLASGOW	VOLAR AIRLINES	C	A	2	0	0	100	0	0	0	0	3	67	24	3			
	MANCHESTER	VOLAR AIRLINES	C	A	6	0	0	67	33	0	0	0	6	40	34	5			
	MANCHESTER	VOLAR AIRLINES	C	D	7	0	0	43	29	29	0	0	21	40	36	5			
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>					<b>1071</b>	<b>7</b>	<b>5</b>	<b>71</b>	<b>9</b>	<b>9</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>27</b>	<b>78</b>	<b>19</b>	<b>19</b>		
THIRA (SANTORINI)																			
	MANCHESTER	AIR MALTA	C	A	3	0	0	67	0	0	33	0	20	0	0	0			
	MANCHESTER	AIR MALTA	C	D	5	0	0	60	0	20	0	20	0	53	0	0	0		
	GATWICK	EXCEL AIRWAYS LTD	C	A	10	0	0	40	50	10	0	0	19	100	0	8			
	GATWICK	EXCEL AIRWAYS LTD	C	D	10	0	0	70	30	0	0	0	7	100	0	8			
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	5	88	2	8			
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	5	0	0	60	40	0	0	0	10	100	0	8			
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	6	0	0	0			
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	5	0	0	80	0	0	20	0	17	0	0	0			
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	20	0	29	75	30	4			
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	20	0	29	50	50	4			

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

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					Actual (7)	Plan (8)											
THIRA (SANTORINI)	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	5	75	12	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	0	100	4	4
<b>TOTAL THIRA (SANTORINI)</b>					<b>68</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>18</b>	<b>3</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>91</b>	<b>7</b>	<b>7</b>
TIRANA																	
TIREE	GLASGOW	LOGANAIR	S	A	26	0	0	77	15	8	0	0	0	9	81	30	26
	GLASGOW	LOGANAIR	S	D	26	0	0	69	27	4	0	0	0	9	77	29	26
<b>TOTAL TIREE</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>21</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>30</b>	<b>30</b>
TIVAT																	
	HEATHROW	JATAIRWAYS	S	A	4	0	0	75	0	0	25	0	0	36	40	60	5
	HEATHROW	JATAIRWAYS	S	D	4	0	0	25	25	25	25	0	0	49	40	68	5
<b>TOTAL TIVAT</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>40</b>	<b>64</b>	<b>64</b>
TOBAGO																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	56	22	0	0	0	22	320	90	6	10
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	75	25	0	0	0	0	8	89	12	9
	GATWICK	EXCEL AIRWAYS LTD	C	A	9	0	0	11	11	44	22	11	0	59	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	0	50	0	25	25	0	91	0	0	0
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	5	0	0	40	40	20	0	0	0	18	50	30	4
<b>TOTAL TOBAGO</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>26</b>	<b>14</b>	<b>9</b>	<b>6</b>	<b>6</b>	<b>112</b>	<b>54</b>	<b>34</b>	<b>34</b>
TOKYO (NARITA)																	
	HEATHROW	ALL NIPPON AIRWAYS	S	A	31	0	0	71	19	6	3	0	0	12	87	4	31
	HEATHROW	ALL NIPPON AIRWAYS	S	D	31	0	0	81	13	3	3	0	0	11	97	9	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	0	70	15	3	10	2	0	21	94	5	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	0	26	28	30	10	7	0	44	52	20	62
	HEATHROW	JAPAN AIRLINES	S	A	62	0	0	56	26	13	5	0	0	16	96	4	45
	HEATHROW	JAPAN AIRLINES	S	D	62	0	0	52	21	21	6	0	0	23	69	18	45
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	29	2	2	83	3	7	3	3	0	17	100	0	17
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	13	29	35	16	6	0	50	53	18	30
<b>TOTAL TOKYO (NARITA)</b>					<b>368</b>	<b>2</b>	<b>2</b>	<b>55</b>	<b>20</b>	<b>15</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>77</b>	<b>12</b>	<b>12</b>
TORONTO																	
	GLASGOW	AIR CANADA	S	A	31	0	0	55	16	16	13	0	0	25	39	58	28
	GLASGOW	AIR CANADA	S	D	30	0	0	60	17	17	7	0	0	19	46	49	28

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

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																	MATCHED
TORONTO	HEATHROW	AIR CANADA	S	A	155	0	0	57	21	15	6	1	0	21	46	35	180
	HEATHROW	AIR CANADA	S	D	155	0	0	33	32	25	8	1	1	37	51	25	181
	BIRMINGHAM	AIR TRANSAT	S	A	9	0	0	89	11	0	0	0	0	4	33	58	9
	BIRMINGHAM	AIR TRANSAT	S	D	9	0	0	44	44	0	11	0	0	21	44	213	9
	EDINBURGH	AIR TRANSAT	S	A	4	0	0	25	25	50	0	0	0	28	60	98	5
	EDINBURGH	AIR TRANSAT	S	D	4	0	0	50	25	25	0	0	0	20	20	115	5
	GATWICK	AIR TRANSAT	S	A	31	0	0	74	6	10	6	0	3	37	55	39	31
	GATWICK	AIR TRANSAT	S	D	30	0	0	47	27	7	17	0	3	49	32	63	31
	GLASGOW	AIR TRANSAT	S	A	13	0	0	85	8	8	0	0	0	5	36	51	14
	GLASGOW	AIR TRANSAT	S	D	13	0	0	77	15	8	0	0	0	8	21	76	14
	MANCHESTER	AIR TRANSAT	S	A	14	1	0	79	14	7	0	0	0	8	21	159	14
	MANCHESTER	AIR TRANSAT	S	D	14	0	0	86	0	7	7	0	0	10	21	156	14
	NEWCASTLE	AIR TRANSAT	S	A	4	0	0	50	0	25	25	0	0	52	0	77	4
	NEWCASTLE	AIR TRANSAT	S	D	4	0	0	50	0	25	25	0	0	51	0	80	5
	MANCHESTER	BMI BRITISH MIDLAND	S	A	31	0	0	65	13	19	0	3	0	18	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	S	D	31	0	0	81	6	6	3	3	0	17	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	80	0	0	60	15	16	6	3	0	23	56	59	73
	HEATHROW	BRITISH AIRWAYS PLC	S	D	79	0	0	20	33	28	15	4	0	45	27	45	73
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	3	0	0	67	0	0	0	33	0	75	50	69	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	14	0	0	50	21	7	14	7	0	40	29	50	21
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	13	0	0	38	8	15	23	15	0	86	29	41	21
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	10	0	0	50	10	20	10	10	0	52	54	23	13
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	78	0	11	0	11	0	33	54	29	13
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	8	0	0	63	0	25	0	13	0	38	0	0	0
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	9	0	0	56	11	22	11	0	0	24	0	0	0
	GATWICK	SKYSERVICE F B O Inc	C	A	14	0	0	64	29	7	0	0	0	11	0	0	0
	GATWICK	SKYSERVICE F B O Inc	C	D	14	0	0	29	43	29	0	0	0	22	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	8	0	0	75	25	0	0	0	0	6	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	8	0	0	63	25	0	13	0	0	23	0	0	0
	EDINBURGH	THOMAS COOK AIRLINES LTD	S	A	4	0	0	75	25	0	0	0	0	8	0	0	0
	EDINBURGH	THOMAS COOK AIRLINES LTD	S	D	3	0	1	33	33	33	0	0	0	17	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	18	0	0	72	17	6	0	6	0	24	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	18	0	0	72	11	6	6	6	0	26	0	0	0

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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																		
	GLASGOW	THOMAS COOK AIRLINES LTD	S	A	13	0	1	62	15	8	8	8	0	28	0	0	0	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	12	1	0	58	8	8	8	17	0	68	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	8	0	0	50	13	25	0	0	13	109	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	9	0	0	89	11	0	0	0	0	4	0	0	0	
	GATWICK	ZOOM AIRLINES	S	A	9	0	3	100	0	0	0	0	0	1	0	0	0	
	GATWICK	ZOOM AIRLINES	S	D	9	0	3	56	11	33	0	0	0	18	0	0	0	
	GLASGOW	ZOOM AIRLINES	S	A	8	1	4	63	25	13	0	0	0	10	0	0	0	
	GLASGOW	ZOOM AIRLINES	S	D	9	0	5	78	11	11	0	0	0	8	0	0	0	
<b>TOTAL TORONTO</b>					<b>972</b>	<b>5</b>	<b>17</b>	<b>54</b>	<b>20</b>	<b>16</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>41</b>	<b>51</b>	<b>51</b>	
TORREJON DE ARDOZ																		
TOULON / HYERES																		
	GATWICK	GB AIRWAYS LTD	S	A	29	0	0	62	17	7	10	3	0	30	83	12	29	
	GATWICK	GB AIRWAYS LTD	S	D	29	0	0	76	3	3	14	3	0	25	97	11	30	
<b>TOTAL TOULON / HYERES</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>10</b>	<b>5</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>90</b>	<b>12</b>	<b>12</b>	
TOULOUSE (BLAGNAC)																		
	MANCHESTER	BMI REGIONAL	S	A	31	0	0	68	23	3	6	0	0	15	77	8	31	
	MANCHESTER	BMI REGIONAL	S	D	31	0	0	90	3	3	3	0	0	7	97	1	31	
	GATWICK	BRITISH AIRWAYS PLC	S	A	88	0	0	59	18	16	7	0	0	20	86	10	88	
	GATWICK	BRITISH AIRWAYS PLC	S	D	89	0	0	69	10	16	6	0	0	16	82	13	88	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	73	19	6	2	0	0	11	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	56	23	18	3	0	0	18	0	0	0	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	31	1	0	68	16	6	10	0	0	21	65	21	26	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	31	0	0	81	10	10	0	0	0	11	62	21	26	
<b>TOTAL TOULOUSE (BLAGNAC)</b>					<b>425</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>84</b>	<b>9</b>	<b>9</b>	
TOURS																		
	STANSTED	RYANAIR	S	A	31	0	0	97	3	0	0	0	0	2	97	2	31	
	STANSTED	RYANAIR	S	D	31	0	0	81	13	6	0	0	0	8	84	6	31	
<b>TOTAL TOURS</b>					<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>5</b>	<b>90</b>	<b>4</b>	<b>4</b>	
TREVISO																		
	STANSTED	RYANAIR	S	A	93	0	0	91	9	0	0	0	0	4	89	5	112	
	STANSTED	RYANAIR	S	D	93	0	0	78	14	8	0	0	0	10	72	12	112	
<b>TOTAL TREVISO</b>					<b>186</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>9</b>	<b>9</b>	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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)											
TRIESTE (RONCHI DEI LEGIO)	STANSTED	RYANAIR		S A	31	0	0	94	3	3	0	0	0	3	90	4	31
	STANSTED	RYANAIR		S D	31	0	0	84	10	6	0	0	0	10	90	8	31
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>90</b>	<b>6</b>	<b>6</b>
TRIPOLI	HEATHROW	BRITISH AIRWAYS PLC		S A	23	0	0	35	26	22	17	0	0	33	85	7	13
	HEATHROW	BRITISH AIRWAYS PLC		S D	23	0	0	39	30	13	17	0	0	30	85	10	13
	HEATHROW	LIBYAN ARAB AIRLINES		S A	8	0	0	63	13	13	13	0	0	27	33	28	6
	HEATHROW	LIBYAN ARAB AIRLINES		S D	8	0	0	75	0	13	13	0	0	25	17	37	6
<b>TOTAL TRIPOLI</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>23</b>	<b>16</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>66</b>	<b>16</b>	<b>16</b>
TUNIS	GATWICK	GB AIRWAYS LTD		S A	18	0	0	39	33	17	11	0	0	31	57	14	14
	GATWICK	GB AIRWAYS LTD		S D	18	0	0	33	39	17	6	6	0	33	57	13	14
	HEATHROW	TUNISAIR		S A	18	0	0	33	6	39	22	0	0	41	42	26	19
	HEATHROW	TUNISAIR		S D	18	0	0	6	33	17	39	6	0	59	26	33	19
<b>TOTAL TUNIS</b>					<b>72</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>28</b>	<b>22</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>41</b>	<b>44</b>	<b>23</b>	<b>23</b>
TURIN	GATWICK	BRITISH AIRWAYS PLC		S A	30	0	0	57	13	27	3	0	0	25	0	0	0
	GATWICK	BRITISH AIRWAYS PLC		S D	30	0	0	27	47	20	7	0	0	28	0	0	0
	STANSTED	RYANAIR		S A	31	0	0	87	13	0	0	0	0	6	77	9	31
	STANSTED	RYANAIR		S D	31	0	0	65	35	0	0	0	0	11	90	8	31
<b>TOTAL TURIN</b>					<b>122</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>27</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>85</b>	<b>8</b>	<b>8</b>
TURKU																	



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

Origin / Destinations: U

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							AUG 2003				
			CHARTER/ ARR/ 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 AUGUST 2004

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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	7	0	0	57	0	14	14	14	0	62	67	15	9	
	STANSTED	ATLANTIC AIRWAYS		S D	7	0	0	43	14	14	14	14	0	60	88	5	8	
<b>TOTAL VAGAR</b>					<b>14</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>7</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>61</b>	<b>76</b>	<b>10</b>	<b>10</b>	
VALENCIA																		
	GATWICK	GB AIRWAYS LTD		S A	31	0	0	45	32	16	6	0	0	22	92	4	52	
	GATWICK	GB AIRWAYS LTD		S D	31	0	0	58	26	6	10	0	0	19	90	9	52	
	HEATHROW	IBERIA		S A	31	0	0	77	13	10	0	0	8	71	8	31		
	HEATHROW	IBERIA		S D	31	0	0	81	10	3	6	0	0	14	90	5	31	
<b>TOTAL VALENCIA</b>					<b>126</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>20</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>87</b>	<b>7</b>	<b>7</b>	
VALLADOLID																		
	STANSTED	RYANAIR		S A	31	0	0	84	6	10	0	0	0	7	0	0	0	
	STANSTED	RYANAIR		S D	31	0	0	48	39	6	6	0	0	19	0	0	0	
<b>TOTAL VALLADOLID</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>23</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>16</b>	<b>16</b>	
VANCOUVER																		
	HEATHROW	AIR CANADA		S A	93	0	0	61	19	15	4	0	0	16	58	24	93	
	HEATHROW	AIR CANADA		S D	93	0	0	51	28	14	6	1	0	28	65	18	92	
	GATWICK	AIR TRANSAT		S A	13	0	0	85	8	0	8	0	0	12	85	18	13	
	GATWICK	AIR TRANSAT		S D	13	0	0	62	15	8	15	0	0	21	38	46	13	
	GLASGOW	AIR TRANSAT		S A	9	0	0	44	11	44	0	0	0	21	75	11	8	
	GLASGOW	AIR TRANSAT		S D	9	0	0	44	22	22	11	0	0	25	63	21	8	
	MANCHESTER	AIR TRANSAT		S A	9	0	0	67	11	22	0	0	0	14	78	151	9	
	MANCHESTER	AIR TRANSAT		S D	9	0	0	89	0	11	0	0	0	10	56	181	9	
	HEATHROW	BRITISH AIRWAYS PLC		S A	29	2	2	83	10	0	7	0	0	11	74	54	31	
	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	0	19	23	32	19	3	3	77	29	38	31	
	GATWICK	MY TRAVEL AIRWAYS UK		C A	5	0	0	0	20	20	60	0	0	90	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK		C D	5	0	0	20	40	40	0	0	0	30	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK		C A	4	0	0	25	0	0	50	0	25	341	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK		C D	4	0	0	0	25	0	50	25	0	127	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD		S A	13	0	0	69	8	15	8	0	0	16	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD		S D	12	0	0	83	0	17	0	0	0	13	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD		S A	5	0	0	60	0	0	20	0	20	209	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD		S D	5	0	0	60	0	0	20	0	20	247	0	0	0	
	GATWICK	ZOOM AIRLINES		S A	5	0	3	60	20	20	0	0	0	17	0	0	0	

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 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)												
VANCOUVER																		
	GATWICK	ZOOM AIRLINES		S D	5	0	3	80	20	0	0	0	0	9	0	0	0	
	GLASGOW	ZOOM AIRLINES		S A	7	0	4	43	43	14	0	0	0	14	0	0	0	
	GLASGOW	ZOOM AIRLINES		S D	7	0	3	57	14	14	14	0	0	24	0	0	0	
	STANSTED	ZOOM AIRLINES		S A	2	0	1	0	0	50	50	0	0	52	0	0	0	
	STANSTED	ZOOM AIRLINES		S D	2	0	1	50	0	50	0	0	0	25	0	0	0	
<b>TOTAL VANCOUVER</b>					<b>390</b>	<b>2</b>	<b>17</b>	<b>56</b>	<b>18</b>	<b>15</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>35</b>	<b>59</b>	<b>39</b>	<b>39</b>	
VARADERO																		
	GATWICK	BRITANNIA AIRWAYS		C A	4	0	0	75	0	0	0	25	0	48	0	0	0	
	GATWICK	BRITANNIA AIRWAYS		C D	4	0	0	75	0	0	0	25	0	61	0	0	0	
	GATWICK	MONARCH AIRLINES		C A	4	0	0	50	0	25	25	0	0	41	75	13	4	
	MANCHESTER	MONARCH AIRLINES		C A	6	0	0	33	33	0	17	0	17	222	50	152	2	
	MANCHESTER	MONARCH AIRLINES		C D	2	0	0	50	0	50	0	0	0	22	0	33	2	
<b>TOTAL VARADERO</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>5</b>	<b>99</b>	<b>63</b>	<b>72</b>	<b>72</b>	
VARNA																		
	MANCHESTER	ASTRAEUS LTD		C A	4	0	0	100	0	0	0	0	0	2	0	0	0	
	MANCHESTER	ASTRAEUS LTD		C D	4	0	0	100	0	0	0	0	0	4	0	0	0	
	BIRMINGHAM	BH AIR		C A	4	0	0	75	25	0	0	0	0	9	80	4	5	
	BIRMINGHAM	BH AIR		C D	4	0	0	75	25	0	0	0	0	10	60	40	5	
	EDINBURGH	BH AIR		C A	3	0	0	0	0	67	33	0	0	58	100	3	3	
	EDINBURGH	BH AIR		C D	2	0	0	0	0	50	50	0	0	65	100	5	2	
	GATWICK	BH AIR		C A	4	0	0	75	0	0	25	0	0	17	80	12	5	
	GATWICK	BH AIR		C D	4	0	0	75	0	0	25	0	0	18	20	20	5	
	GLASGOW	BH AIR		C A	5	0	0	60	0	40	0	0	0	18	100	7	5	
	GLASGOW	BH AIR		C D	5	0	0	20	60	20	0	0	0	22	80	15	5	
	MANCHESTER	BH AIR		C A	13	0	0	38	0	46	8	8	0	44	71	10	14	
	MANCHESTER	BH AIR		C D	13	0	0	23	38	15	15	8	0	51	73	12	15	
	NEWCASTLE	BH AIR		C A	4	0	0	100	0	0	0	0	0	40	42	5	5	
	NEWCASTLE	BH AIR		C D	4	0	0	100	0	0	0	0	0	20	45	5	5	
	GATWICK	BRITANNIA AIRWAYS		C A	4	0	0	75	25	0	0	0	0	8	0	0	0	
	GATWICK	BRITANNIA AIRWAYS		C D	5	0	0	100	0	0	0	0	0	1	0	0	0	
	GATWICK	BULGARIA AIR		S A	9	0	0	89	0	11	0	0	0	4	0	0	0	
	GATWICK	BULGARIA AIR		S D	9	0	0	56	33	11	0	0	0	13	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	100	0	0	0	0	0	75	7	4	4	

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							AUG 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	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	6	50	17	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	88	0	0	13	0	0	13	75	25	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	88	0	0	13	0	0	11	75	31	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	0	0	25	75	0	0	58	0	0	0	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	0	25	25	50	0	0	57	0	0	0	
<b>TOTAL VARNA</b>					<b>133</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>11</b>	<b>14</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>67</b>	<b>22</b>	<b>22</b>	
VASTERAS																		
	STANSTED	RYANAIR	S	A	62	0	0	81	11	5	2	2	0	13	75	12	57	
	STANSTED	RYANAIR	S	D	62	0	0	53	26	18	3	0	0	20	68	16	57	
<b>TOTAL VASTERAS</b>					<b>124</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>16</b>	<b>72</b>	<b>14</b>	<b>14</b>	
VENICE																		
	GATWICK	ASTRAEUS LTD	C	A	5	0	0	40	0	20	20	20	0	106	0	0	0	
	GATWICK	ASTRAEUS LTD	C	D	5	0	0	40	20	0	20	20	0	112	0	0	0	
	GLASGOW	BMI BRITISH MIDLAND	C	A	5	0	0	100	0	0	0	0	0	2	0	0	0	
	GLASGOW	BMI BRITISH MIDLAND	C	D	5	0	0	100	0	0	0	0	0	1	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	A	31	0	0	26	23	32	19	0	0	37	58	18	31	
	HEATHROW	BMI BRITISH MIDLAND	S	D	31	0	0	42	10	39	10	0	0	27	52	19	31	
	NEWCASTLE	BMI BRITISH MIDLAND	C	A	5	0	0	100	0	0	0	0	0	5	0	0	0	
	NEWCASTLE	BMI BRITISH MIDLAND	C	D	5	0	0	100	0	0	0	0	0	6	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	80	13	5	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	80	5	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	5	80	15	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	7	100	0	5	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	5	0	0	40	40	0	20	0	0	41	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	5	0	0	80	0	0	20	0	0	29	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	30	0	0	53	27	17	3	0	0	22	29	32	31	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	31	0	0	77	10	10	3	0	0	12	74	16	31	
	GATWICK	BRITISH AIRWAYS PLC	S	A	97	0	0	49	20	18	13	0	0	27	78	10	124	
	GATWICK	BRITISH AIRWAYS PLC	S	D	97	0	0	43	29	18	10	0	0	26	77	12	124	
	EDINBURGH	CHANNEL EXPRESS (AIR SVS)	S	A	5	0	0	40	0	40	20	0	0	38	0	0	0	

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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	EDINBURGH	CHANNEL EXPRESS (AIR SVS)	S	D	5	0	0	60	20	0	20	0	0	27	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	65	16	13	6	0	0	18	84	11	61
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	73	16	8	3	0	0	15	69	19	62
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	40	40	0	0	20	0	52	80	5	5
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	80	0	0	0	20	0	42	100	0	5
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	40	0	40	20	0	0	43	100	1	5
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	40	40	0	20	0	0	29	100	1	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	20	0	0	0	9	20	107	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	20	0	0	0	7	60	107	5
<b>TOTAL VENICE</b>					<b>542</b>	<b>3</b>	<b>0</b>	<b>56</b>	<b>18</b>	<b>16</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>70</b>	<b>16</b>	<b>16</b>
VERONA VILAFRANCA	GLASGOW	BMI BRITISH MIDLAND	C	A	4	0	0	0	0	0	100	0	0	97	0	137	5
	GLASGOW	BMI BRITISH MIDLAND	C	D	4	0	0	0	0	0	100	0	0	79	0	103	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	8	0	0	63	38	0	0	0	0	10	56	28	9
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	8	0	0	100	0	0	0	0	0	4	89	4	9
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	88	13	0	0	0	0	8	0	72	4
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	100	0	0	0	0	0	4	50	17	4
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	17	100	3	4
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	100	0	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	50	25	25	0	0	0	19	78	15	9
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	88	0	13	0	0	0	5	89	9	9
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	8	0	0	0	50	25	25	0	0	49	0	45	3
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	8	0	0	25	38	13	25	0	0	38	25	53	4
	GATWICK	BRITISH AIRWAYS PLC	S	A	62	0	0	48	24	18	10	0	0	23	95	3	62
	GATWICK	BRITISH AIRWAYS PLC	S	D	62	0	0	42	15	40	3	0	0	26	76	11	62
	STANSTED	EUROPEAN AIR CHARTER	C	A	4	0	0	50	25	25	0	0	0	18	100	4	4
	STANSTED	EUROPEAN AIR CHARTER	C	D	4	0	0	25	50	0	25	0	0	34	100	2	4
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	25	0	50	25	0	0	52	25	23	4
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	25	50	0	25	0	0	47	100	10	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	50	25	0	13	13	0	42	79	21	14
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	38	25	13	13	13	0	53	64	11	14
	NEWCASTLE	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	14	100	0	4

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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 VILAFRANCA		NEWCASTLE	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	25	75	0	0	0	0	15	75	48	4
		NEWCASTLE	TITAN AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	0	19	100	2	5
		NEWCASTLE	TITAN AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	11	80	6	5
<b>TOTAL VERONA VILAFRANCA</b>						<b>253</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>21</b>	<b>19</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>74</b>	<b>17</b>	<b>17</b>
VIENNA		HEATHROW	AUSTRIAN AIRLINES	S	A	151	0	0	52	20	21	5	1	0	24	80	11	147
		HEATHROW	AUSTRIAN AIRLINES	S	D	151	0	0	46	27	17	7	3	0	29	63	16	147
		BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	25	0	0	72	12	8	8	0	0	20	0	0	0
		BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	25	0	0	76	12	8	4	0	0	15	0	0	0
		MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	30	0	0	30	43	23	3	0	0	25	90	7	31
		MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	30	0	0	53	23	17	7	0	0	20	84	11	31
		HEATHROW	BRITISH AIRWAYS PLC	S	A	124	0	0	66	19	6	8	0	0	16	79	9	124
		HEATHROW	BRITISH AIRWAYS PLC	S	D	124	0	0	65	17	10	7	1	0	22	85	7	124
<b>TOTAL VIENNA</b>						<b>660</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>79</b>	<b>11</b>	<b>11</b>
VILNIUS		GATWICK	LITHUANIA AIRLINES	S	A	53	0	0	74	13	9	4	0	0	12	68	15	31
		GATWICK	LITHUANIA AIRLINES	S	D	53	0	0	74	23	2	2	0	0	10	74	15	31
<b>TOTAL VILNIUS</b>						<b>106</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>18</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>15</b>	<b>15</b>
VOLOS		MANCHESTER	ASTRAEUS LTD	C	A	4	0	0	75	0	0	25	0	0	22	0	0	0
		HEATHROW	BMI BRITISH MIDLAND	C	A	5	0	0	60	20	20	0	0	0	13	20	21	5
		HEATHROW	BMI BRITISH MIDLAND	C	D	5	0	0	80	20	0	0	0	0	9	80	9	5
		MANCHESTER	EUROPEAN AIR CHARTER	C	A	5	0	0	100	0	0	0	0	0	4	40	360	5
		MANCHESTER	EUROPEAN AIR CHARTER	C	D	5	0	0	100	0	0	0	0	0	4	40	368	5
		GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	25	25	50	0	0	0	30	80	8	5
		GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	25	0	25	0	0	38	50	59	4
		GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	25	75	0	0	0	0	18	50	62	4
		GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	0	25	0	0	28	80	5	5
<b>TOTAL VOLOS</b>						<b>41</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>20</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>64</b>	<b>87</b>	<b>87</b>

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

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 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
WARSAW	STANSTED	AIR POLONIA	S	A	26	0	0	69	19	4	8	0	0	14	0	0	0
	STANSTED	AIR POLONIA	S	D	26	0	0	38	38	15	8	0	0	26	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	40	31	14	11	3	0	31	80	7	93
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	36	19	27	18	1	0	37	89	6	93
	HEATHROW	LOT-POLISH AIRLINES	S	A	93	0	0	48	32	18	1	0	0	17	77	10	93
	HEATHROW	LOT-POLISH AIRLINES	S	D	93	0	0	54	28	16	2	0	0	18	68	18	93
	MANCHESTER	LOT-POLISH AIRLINES	S	A	27	0	0	96	4	0	0	0	0	2	81	13	26
	MANCHESTER	LOT-POLISH AIRLINES	S	D	26	0	0	81	12	8	0	0	0	7	96	2	26
	STANSTED	SKY EUROPE	S	A	31	0	0	65	16	16	0	3	0	18	0	0	0
	STANSTED	SKY EUROPE	S	D	31	0	0	32	32	26	6	3	0	32	0	0	0
	LUTON	WIZZ AIR	S	A	43	0	1	72	7	14	7	0	0	15	0	0	0
	LUTON	WIZZ AIR	S	D	44	0	0	27	9	30	34	0	0	45	0	0	0
<b>TOTAL WARSAW</b>					<b>620</b>	<b>1</b>	<b>1</b>	<b>50</b>	<b>23</b>	<b>17</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>80</b>	<b>10</b>	<b>10</b>
WASHINGTON (DULLES)	MANCHESTER	BMI BRITISH MIDLAND	S	A	27	0	0	74	11	15	0	0	0	10	60	26	25
	MANCHESTER	BMI BRITISH MIDLAND	S	D	26	0	0	58	19	23	0	0	0	16	88	6	25
	HEATHROW	BRITISH AIRWAYS PLC	S	A	92	0	0	91	5	3	0	0	0	4	94	5	93
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	29	28	25	17	1	0	37	58	22	93
	HEATHROW	UNITED AIRLINES	S	A	124	0	0	60	17	15	6	1	0	20	60	20	124
	HEATHROW	UNITED AIRLINES	S	D	124	0	0	73	14	10	4	0	0	15	81	12	124
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	44	0	0	55	25	16	5	0	0	17	61	34	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	44	0	0	18	43	32	5	2	0	33	35	46	31
<b>TOTAL WASHINGTON (DULLES)</b>					<b>574</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>19</b>	<b>15</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>70</b>	<b>18</b>	<b>18</b>
WATERFORD	LUTON	AER ARRAN	S	A	62	0	0	65	10	6	16	3	0	32	48	40	31
	LUTON	AER ARRAN	S	D	62	0	0	63	8	8	18	2	2	36	65	36	31
	MANCHESTER	AER ARRAN	S	A	14	0	0	57	21	7	14	0	0	27	0	0	0
	MANCHESTER	AER ARRAN	S	D	14	0	0	86	7	0	7	0	0	8	0	0	0
<b>TOTAL WATERFORD</b>					<b>152</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>10</b>	<b>7</b>	<b>16</b>	<b>2</b>	<b>1</b>	<b>31</b>	<b>56</b>	<b>38</b>	<b>38</b>
WICK	EDINBURGH	LOGANAIR	S	A	9	0	0	89	0	0	11	0	0	9	0	0	0
<b>TOTAL WICK</b>					<b>9</b>	<b>2</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>

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

Origin / Destinations: Y

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



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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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	5	0	0	40	60	0	0	0	0	15	0	0	0
<b>TOTAL ZADAR</b>					<b>5</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>15</b>	<b>100</b>	<b>8</b>	<b>8</b>
ZAGREB	HEATHROW	CROATIA AIRLINES	S	A	35	0	0	69	17	6	9	0	0	21	71	31	35
	HEATHROW	CROATIA AIRLINES	S	D	35	0	0	49	23	17	11	0	0	28	54	37	35
<b>TOTAL ZAGREB</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>20</b>	<b>11</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>73</b>	<b>24</b>	<b>24</b>
ZAKINTHOS	BIRMINGHAM	AIR MALTA	C	A	5	0	0	60	20	20	0	0	0	19	0	0	0
	BIRMINGHAM	AIR MALTA	C	D	5	0	0	60	0	40	0	0	0	20	0	0	0
	GATWICK	ASTRAEUS LTD	C	A	9	0	0	22	33	33	0	0	11	99	40	52	5
	GATWICK	ASTRAEUS LTD	C	D	9	0	0	78	0	0	11	0	11	89	0	57	5
	MANCHESTER	ASTRAEUS LTD	C	A	4	0	0	25	0	75	0	0	0	31	56	51	9
	MANCHESTER	ASTRAEUS LTD	C	D	4	0	0	100	0	0	0	0	0	4	80	43	10
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	5	80	21	5
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	100	1	5
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	89	11	0	0	0	0	3	100	2	10
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	89	11	0	0	0	0	3	100	2	10
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	20	0	0	0	15	0	0	0
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	6	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	44	22	22	11	0	0	22	89	3	9
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	56	22	0	22	0	0	21	100	0	9
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	0	50	9	4
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	0	100	0	4
	GATWICK	EXCEL AIRWAYS LTD	C	A	15	0	0	87	0	7	7	0	0	8	58	25	19
	GATWICK	EXCEL AIRWAYS LTD	C	D	15	0	0	87	7	0	7	0	0	8	89	5	19
	GLASGOW	EXCEL AIRWAYS LTD	C	A	4	1	0	100	0	0	0	0	0	1	100	3	5
	GLASGOW	EXCEL AIRWAYS LTD	C	D	5	0	0	60	20	0	20	0	0	24	60	12	5
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	15	0	0	60	13	20	7	0	0	16	67	12	15
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	15	0	0	80	0	20	0	0	0	9	47	20	15
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	5	0	0	60	20	20	0	0	0	15	50	16	4
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	1	20	18	5
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	75	5	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	3	100	3	4

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 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	19	0	0	79	5	0	16	0	0	16	83	12	18	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	20	0	0	60	5	20	15	0	0	27	44	22	18	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	20	100	0	5	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	0	0	20	0	0	25	100	0	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	10	0	0	50	30	10	10	0	0	20	62	13	13	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	10	0	0	60	10	20	10	0	0	22	69	11	13	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	20	0	0	0	20	114	75	6	4	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	60	0	20	0	0	20	120	100	2	4	
	NEWCASTLE	ISLANDSFLUG	C	A	5	0	0	0	20	80	0	0	0	42	0	0	0	
	NEWCASTLE	ISLANDSFLUG	C	D	5	0	0	0	0	40	60	0	0	61	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	50	0	50	0	0	0	21	60	17	5	
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	50	25	25	0	0	0	22	75	11	4	
	EDINBURGH	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	4	75	8	4	
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	0	100	4	4	
	GATWICK	MONARCH AIRLINES	C	A	14	0	0	50	21	7	21	0	0	24	100	1	13	
	GATWICK	MONARCH AIRLINES	C	D	14	0	0	57	14	7	21	0	0	26	93	3	14	
	LUTON	MONARCH AIRLINES	C	A	4	0	0	0	100	0	0	0	0	26	25	16	4	
	LUTON	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	8	100	4	4	
	MANCHESTER	MONARCH AIRLINES	C	A	14	0	0	64	29	0	7	0	0	14	80	8	5	
	MANCHESTER	MONARCH AIRLINES	C	D	14	0	0	43	29	21	7	0	0	24	60	16	5	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	25	65	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	75	56	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	67	0	22	11	0	0	22	11	129	9	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	67	11	11	11	0	0	16	11	139	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	17	0	0	65	12	18	0	6	0	22	76	120	21	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	17	0	0	65	12	12	6	6	0	25	86	115	21	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	1	50	12	4	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	75	14	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	75	21	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	3	75	34	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	10	75	6	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	75	0	0	0	0	20	100	3	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	21	1	0	81	10	5	5	0	0	8	86	5	28	

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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)													
ZAKINTHOS																			
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	22	0	0	77	14	5	5	0	0	12	91	4	22		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	7	0	0	71	14	14	0	0	0	11	100	0	8		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	7	67	9	9		
	LUTON	THOMAS COOK AIRLINES LTD	C	A	2	0	0	0	100	0	0	0	0	28	0	0	0		
	LUTON	THOMAS COOK AIRLINES LTD	C	D	2	2	0	0	100	0	0	0	0	23	0	0	0		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	18	0	0	89	0	6	6	0	0	10	94	3	18		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	18	0	0	89	0	6	6	0	0	11	100	0	17		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	40	0	0	0	0	9	100	0	4		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	40	0	0	0	0	16	100	0	5		
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	20	0	0	15	80	13	5		
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	20	0	0	19	100	4	5		
<b>TOTAL ZAKINTHOS</b>					<b>557</b>	<b>5</b>	<b>0</b>	<b>70</b>	<b>12</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>19</b>	<b>75</b>	<b>24</b>	<b>24</b>		
ZURICH																			
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	48	0	0	52	17	17	15	0	0	26	61	21	51		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	49	0	0	69	6	14	10	0	0	20	92	7	51		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	170	0	0	44	31	17	8	1	0	26	83	8	175		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	170	0	0	55	21	12	11	1	0	23	80	11	175		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	93	0	0	62	17	15	5	0	0	17	80	11	46		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	93	0	0	57	25	12	6	0	0	20	65	21	46		
	EDINBURGH	GERMANIA FLUGGESELLSCHAFT	C	A	4	0	0	100	0	0	0	0	0	1	0	0	0		
	EDINBURGH	GERMANIA FLUGGESELLSCHAFT	C	D	4	0	0	25	75	0	0	0	0	18	0	0	0		
	BIRMINGHAM	SWISS AIRLINES	S	A	84	0	9	79	15	5	1	0	0	11	79	9	78		
	BIRMINGHAM	SWISS AIRLINES	S	D	84	0	9	54	35	10	2	0	0	19	62	17	78		
	EDINBURGH	SWISS AIRLINES	C	A	3	0	0	33	33	33	0	0	0	17	0	0	0		
	EDINBURGH	SWISS AIRLINES	C	D	3	0	0	33	67	0	0	0	0	17	0	0	0		
	HEATHROW	SWISS AIRLINES	S	A	215	0	0	62	20	14	3	0	0	17	84	6	217		
	HEATHROW	SWISS AIRLINES	S	D	215	0	0	58	22	14	5	0	0	19	81	9	217		
	LONDON CITY	SWISS AIRLINES	S	A	105	0	0	79	15	3	3	0	0	10	73	13	117		
	LONDON CITY	SWISS AIRLINES	S	D	105	0	0	51	32	12	3	1	0	22	64	17	117		
	MANCHESTER	SWISS AIRLINES	S	A	62	0	0	61	31	3	5	0	0	15	72	14	93		
	MANCHESTER	SWISS AIRLINES	S	D	62	0	0	85	10	3	2	0	0	6	77	12	93		
<b>TOTAL ZURICH</b>					<b>1572</b>	<b>0</b>	<b>18</b>	<b>60</b>	<b>23</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>76</b>	<b>12</b>	<b>12</b>		

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 2004

Reporting Airport: BIRMINGHAM (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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)	2028	16	0	73	12	8	6	1	0	18	76	19	2213
SCHEDULED FLIGHTS(ALL ROUTES)	7718	30	222	75	13	7	5	1	0	15	73	19	8215
AIRPORT TOTAL	9746	46	222	74	12	7	5	1	0	16	74	19	10428

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 2004

Reporting Airport: EDINBURGH (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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)	392	22	0	65	16	11	7	1	0	18	73	16	364
SCHEDULED FLIGHTS(ALL ROUTES)	8650	58	92	62	17	12	7	1	0	20	75	14	7831
AIRPORT TOTAL	9042	80	92	62	17	12	7	1	0	20	74	14	8195

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 2004

Reporting Airport: GATWICK (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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)	6500	68	0	67	13	9	8	2	1	29	72	22	7333
SCHEDULED FLIGHTS(ALL ROUTES)	17324	48	83	67	16	10	6	1	0	18	76	14	16127
AIRPORT TOTAL	23824	116	83	67	15	10	6	1	0	21	75	17	23460

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 2004

Reporting Airport: GLASGOW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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)	1298	25	0	72	11	8	6	2	1	26	78	24	1572
SCHEDULED FLIGHTS(ALL ROUTES)	7010	71	61	71	12	9	6	1	0	18	78	13	6380
AIRPORT TOTAL	8308	96	61	71	12	9	6	1	0	19	78	15	7952

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 2004

Reporting Airport: HEATHROW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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)	106	15	0	41	25	19	15	0	0	30	44	28	87
SCHEDULED FLIGHTS(ALL ROUTES)	40142	21	100	57	19	15	8	1	0	24	74	15	39632
AIRPORT TOTAL	40248	36	100	57	19	15	8	1	0	24	74	15	39719



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 2004

Reporting Airport: LONDON CITY (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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)	3984	9	79	80	13	5	2	0	0	10	82	10	3658
AIRPORT TOTAL	3984	14	79	80	13	5	2	0	0	10	82	10	3658

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 2004

Reporting Airport: LUTON (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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)	728	51	0	71	12	8	6	2	1	23	77	16	725
SCHEDULED FLIGHTS(ALL ROUTES)	5201	25	22	68	14	9	7	1	0	19	72	17	4453
AIRPORT TOTAL	5929	76	22	69	14	9	7	1	0	20	72	17	5178

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 2004

Reporting Airport: MANCHESTER (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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)	5558	65	0	64	11	10	10	3	2	39	74	24	5890
SCHEDULED FLIGHTS(ALL ROUTES)	14436	35	69	73	12	9	6	1	0	16	81	13	12907
AIRPORT TOTAL	19994	100	69	70	12	9	7	1	1	23	79	16	18797

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 2004

Reporting Airport: NEWCASTLE (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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)	1238	30	0	75	9	8	7	0	0	18	78	18	1225
SCHEDULED FLIGHTS(ALL ROUTES)	3337	9	62	74	12	8	5	0	0	14	79	13	2985
AIRPORT TOTAL	4575	39	62	74	11	8	6	0	0	15	79	14	4210

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 2004

Reporting Airport: STANSTED (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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)	903	12	0	69	13	8	8	2	1	25	77	18	996
SCHEDULED FLIGHTS(ALL ROUTES)	14141	24	31	74	14	8	4	0	0	13	77	13	13636
AIRPORT TOTAL	15044	36	31	74	14	8	4	0	0	14	77	13	14632