

# Punctuality Statistics

Economic Regulation Group

Aviation Data Unit



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

**Full and Summary Analysis**

**March 2005**

**Disclaimer**

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

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## FOREWORD

### 1 CONTENT

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

### 2 ENQUIRIES

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

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

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

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

#### 2.4 Coverage

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

## INTRODUCTORY NOTES

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

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

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

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

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



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

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2005

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
INNSBRUCK	BRITISH AIRWAYS CITIEXPRESS L	C	7	0	0	100	0	0	0	0	0	1	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	13	25	50	13	0	0	42	75	37	8
<b>TOTAL INNSBRUCK</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>13</b>	<b>27</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>75</b>	<b>37</b>	<b>8</b>
<b>SALZBURG</b>															
	BRITISH AIRWAYS CITIEXPRESS L	C	8	0	0	75	25	0	0	0	0	10	0	0	0
	FLYBE LTD	S	8	0	0	63	25	0	13	0	0	18	63	21	62
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	2	67	76	3
	THOMSONFLY LTD	C	7	0	0	71	14	14	0	0	0	13	100	5	5
	TITAN AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	10	0	0	0
<b>TOTAL SALZBURG</b>			<b>33</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>18</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>66</b>	<b>22</b>	<b>74</b>
VIENNA	BRITISH AIRWAYS CITIEXPRESS L	S	54	0	0	89	6	4	2	0	0	5	0	0	0
<b>TOTAL VIENNA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>90</b>	<b>7</b>	<b>61</b>
<b>TOTAL AUSTRIA</b>			<b>102</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>16</b>	<b>143</b>
<b>BARBADOS</b>															
BRIDGETOWN	THOMSONFLY LTD	C	12	0	0	83	17	0	0	0	0	5	50	44	2
<b>TOTAL BRIDGETOWN</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>50</b>	<b>44</b>	<b>2</b>
<b>TOTAL BARBADOS</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>50</b>	<b>44</b>	<b>2</b>
<b>BELGIUM</b>															
BRUSSELS	SN BRUSSELS AIRLINES	S	233	0	7	86	6	4	4	0	0	9	92	5	255
<b>TOTAL BRUSSELS</b>			<b>233</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>92</b>	<b>5</b>	<b>255</b>
<b>TOTAL BELGIUM</b>			<b>233</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>92</b>	<b>5</b>	<b>255</b>
<b>BULGARIA</b>															
SOFIA	FIRST CHOICE AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL SOFIA</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>0</b>	<b>67</b>	<b>39</b>	<b>3</b>
<b>TOTAL BULGARIA</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>0</b>	<b>67</b>	<b>39</b>	<b>3</b>
<b>CYPRUS</b>															
LARNACA	CYPRUS AIRWAYS	S	10	0	0	60	20	20	0	0	0	14	50	19	8
	HELIOS AIRWAYS LTD	S	8	0	0	25	25	38	13	0	0	31	0	0	0
<b>TOTAL LARNACA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>22</b>	<b>28</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>50</b>	<b>19</b>	<b>8</b>
PAPHOS	EUROCYPRIA AIRLINES LTD	C	4	0	0	50	50	0	0	0	0	15	0	0	0
	FIRST CHOICE AIRWAYS LTD	S	10	0	0	100	0	0	0	0	0	1	90	7	10
	THOMAS COOK AIRLINES LTD	C	3	0	0	100	0	0	0	0	0	2	0	0	0
	THOMSONFLY LTD	C	14	0	0	79	7	0	14	0	0	14	70	10	10
<b>TOTAL PAPHOS</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>11</b>	<b>28</b>
<b>TOTAL CYPRUS</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>14</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>69</b>	<b>13</b>	<b>36</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	BMIBABY LTD	S	47	6	1	49	15	23	13	0	0	25	0	0	0
	CSA	S	92	0	0	89	8	0	3	0	0	6	81	10	54
<b>TOTAL PRAGUE</b>			<b>139</b>	<b>6</b>	<b>1</b>	<b>76</b>	<b>10</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>16</b>	<b>56</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2005

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 CZECH REPUBLIC			139	6	1	76	10	8	6	0	0	12	79	16	56
DENMARK															
COPENHAGEN	SAS	S	95	1	1	79	11	8	2	0	0	11	93	5	135
TOTAL COPENHAGEN			95	1	1	79	11	8	2	0	0	11	91	5	268
TOTAL DENMARK			95	1	1	79	11	8	2	0	0	11	91	5	268
EGYPT															
LUXOR	THOMSONFLY LTD	C	10	0	0	60	30	10	0	0	0	13	0	0	0
TOTAL LUXOR			10	0	0	60	30	10	0	0	0	13	0	0	0
TOTAL EGYPT			10	0	0	60	30	10	0	0	0	13	0	0	0
FINLAND															
HELSINKI	CITY AIRLINE	S	45	0	0	64	11	9	13	2	0	28	82	8	49
TOTAL HELSINKI			45	0	0	64	11	9	13	2	0	28	86	7	103
TOTAL FINLAND			46	0	0	63	13	9	13	2	0	28	87	7	104
FRANCE															
BERGERAC	FLYBE LTD	S	4	0	0	50	0	0	50	0	0	84	0	0	0
TOTAL BERGERAC			4	0	0	50	0	0	50	0	0	84	0	0	0
BREST	FLYBE LTD	S	8	0	0	63	25	13	0	0	0	15	0	0	0
TOTAL BREST			8	0	0	63	25	13	0	0	0	15	0	0	0
CHAMBERY	BRITISH AIRWAYS CITIEXPRESS L	C	14	2	0	14	7	36	43	0	0	57	50	19	16
	EXCEL AIRWAYS LTD	C	8	0	0	38	25	13	0	25	0	68	88	23	8
	FLYBE LTD	C	8	1	0	25	0	38	38	0	0	54	0	0	0
	FLYBE LTD	S	8	1	0	13	13	0	50	25	0	128	0	0	0
TOTAL CHAMBERY			38	4	0	21	11	24	34	11	0	74	63	20	24
GRENOBLE	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	5	88	5	8
TOTAL GRENOBLE			8	0	0	88	13	0	0	0	0	5	88	5	8
LA ROCHELLE	FLYBE LTD	S	4	0	0	75	0	25	0	0	0	17	0	0	0
TOTAL LA ROCHELLE			4	0	0	75	0	25	0	0	0	17	0	0	0
LYON	BRITISH AIRWAYS CITIEXPRESS L	C	8	0	0	88	13	0	0	0	0	8	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	100	0	0	84	6	5	5	0	0	10	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	38	25	38	0	0	0	25	63	15	8
TOTAL LYON			116	0	0	81	8	7	4	0	0	11	80	16	123
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS CITIEXPRESS L	S	258	0	0	77	6	9	8	1	0	16	84	10	230
	CITY JET	S	55	0	1	89	9	0	0	2	0	7	0	0	0
	FLYBE LTD	S	283	0	0	71	9	8	9	3	0	23	76	12	339
TOTAL PARIS (CHARLES DE GAULLE)			596	0	1	75	8	8	8	2	0	19	79	11	569
PERPIGNAN	FLYBE LTD	S	4	0	0	50	0	25	25	0	0	28	71	9	7
TOTAL PERPIGNAN			4	0	0	50	0	25	25	0	0	28	71	9	7
TOULOUSE (BLAGNAC)	BRITISH AIRWAYS CITIEXPRESS L	C	8	0	0	75	25	0	0	0	0	5	50	16	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	5	100	2	7

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2005

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 LTD	C	7	0	0	71	0	14	0	14	0	40	71	13	7
	FLYBE LTD	S	37	0	2	86	5	3	5	0	10	78	39	58	
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>31</b>	<b>81</b>
<b>TOTAL FRANCE</b>			<b>838</b>	<b>5</b>	<b>3</b>	<b>74</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>79</b>	<b>14</b>	<b>820</b>
<b>GERMANY</b>															
DUSSELDORF	BRITISH AIRWAYS CITIEXPRESS L	S	201	0	0	91	2	3	3	0	0	6	89	7	214
	EUROWINGS LUFTVERKEHRS	S	144	0	0	85	10	3	1	0	0	8	73	12	114
<b>TOTAL DUSSELDORF</b>			<b>345</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>9</b>	<b>368</b>
FRANKFURT MAIN	BRITISH AIRWAYS CITIEXPRESS L	S	242	0	0	88	5	4	3	0	0	7	85	8	251
	LUFTHANSA	S	179	0	1	83	9	5	3	0	0	8	77	11	186
<b>TOTAL FRANKFURT MAIN</b>			<b>421</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>9</b>	<b>437</b>
HAMBURG	BRITISH AIRWAYS CITIEXPRESS L	S	92	0	0	91	5	3	0	0	0	4	82	10	96
<b>TOTAL HAMBURG</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>82</b>	<b>10</b>	<b>96</b>
HANOVER	BRITISH AIRWAYS CITIEXPRESS L	S	62	0	0	97	0	2	2	0	0	3	85	7	62
<b>TOTAL HANOVER</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>85</b>	<b>7</b>	<b>62</b>
MUNICH	EUROWINGS LUFTVERKEHRS	S	153	0	0	83	12	3	3	0	0	8	96	3	74
<b>TOTAL MUNICH</b>			<b>153</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>12</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>12</b>	<b>192</b>
MUNSTER-OSNABRUCK	EUROPEAN AIR CHARTER	C	8	0	0	88	13	0	0	0	0	2	100	4	8
<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>2</b>	<b>100</b>	<b>4</b>	<b>8</b>
PADERBORN	EUROPEAN AIR CHARTER	C	8	0	0	100	0	0	0	0	0	0	100	2	8
<b>TOTAL PADERBORN</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>0</b>	<b>100</b>	<b>2</b>	<b>8</b>
STUTTGART	BRITISH AIRWAYS CITIEXPRESS L	S	134	0	0	91	3	4	1	0	0	5	78	11	150
<b>TOTAL STUTTGART</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>81</b>	<b>10</b>	<b>248</b>
<b>TOTAL GERMANY</b>			<b>1223</b>	<b>3</b>	<b>1</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>10</b>	<b>1610</b>
<b>INDIA</b>															
AMRITSAR	FLYJET LTD	C	7	2	0	43	0	14	43	0	0	57	0	0	0
<b>TOTAL AMRITSAR</b>			<b>7</b>	<b>2</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>14</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL INDIA</b>			<b>7</b>	<b>2</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>14</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>IRAN</b>															
TEHRAN	MAHAN AIR	S	16	0	0	0	19	19	63	0	0	79	0	0	0
<b>TOTAL TEHRAN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>19</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL IRAN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>19</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>IRISH REPUBLIC</b>															
CONNAUGHT	BMIBABY LTD	S	53	1	1	72	9	9	9	0	0	19	0	0	0
	MY TRAVEL AIRWAYS UK	S	52	0	0	94	6	0	0	0	0	7	74	13	58
<b>TOTAL CONNAUGHT</b>			<b>105</b>	<b>1</b>	<b>1</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>13</b>	<b>58</b>
CORK	AER ARRAN	S	114	2	2	79	5	4	12	0	0	16	85	7	105
	BMIBABY LTD	S	10	0	0	60	40	0	0	0	0	9	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2005

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2004		
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			Actual (7)	Plan (8)											
TOTAL CORK			124	2	2	77	8	3	11	0	0	15	83	9	155
DUBLIN	AER LINGUS	S	244	2	6	62	19	14	6	0	0	19	86	6	223
	EIRJET	C	3	0	0	0	33	67	0	0	0	39	0	0	0
	RYANAIR	S	155	2	3	81	11	4	4	0	0	9	91	9	306
TOTAL DUBLIN			402	4	9	69	16	10	5	0	0	15	86	8	640
GALWAY	AER ARRAN	S	24	2	0	67	25	8	0	0	0	12	0	0	0
TOTAL GALWAY			24	2	0	67	25	8	0	0	0	12	0	0	0
SHANNON	FLYBE LTD	S	57	0	1	60	23	12	5	0	0	16	71	19	62
TOTAL SHANNON			58	0	1	60	22	12	5	0	0	16	72	18	65
TOTAL IRISH REPUBLIC			713	9	13	72	14	8	6	0	0	15	84	10	918
ITALY															
BERGAMO	BRITISH AIRWAYS CITIEXPRESS L	C	8	0	0	88	0	13	0	0	0	7	86	6	7
TOTAL BERGAMO			8	0	0	88	0	13	0	0	0	7	86	6	7
BOLZANO	AUSTRIAN AIRLINES	C	7	0	0	57	29	14	0	0	0	13	0	0	0
TOTAL BOLZANO			7	0	0	57	29	14	0	0	0	13	0	0	0
MILAN (MALPENSA)	ALITALIA	S	120	0	2	82	11	3	4	0	0	10	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	147	0	0	88	3	3	5	1	0	11	83	10	158
TOTAL MILAN (MALPENSA)			267	0	2	85	7	3	4	0	0	11	83	10	158
ROME (FIUMICINO)	BRITISH AIRWAYS CITIEXPRESS L	S	37	0	0	86	5	3	5	0	0	10	69	18	54
TOTAL ROME (FIUMICINO)			37	0	0	86	5	3	5	0	0	10	66	20	56
TURIN	BRITISH AIRWAYS CITIEXPRESS L	C	16	0	0	56	19	13	13	0	0	22	60	17	15
	FLYBE LTD	C	8	0	0	38	0	13	25	25	0	90	57	103	7
	THOMSONFLY LTD	C	7	0	0	71	0	29	0	0	0	15	100	2	8
TOTAL TURIN			31	0	0	55	10	16	13	6	0	38	70	33	30
TOTAL ITALY			350	0	2	82	7	5	5	1	0	13	78	15	251
MALTA															
MALTA	AIR MALTA	S	18	0	0	78	0	17	6	0	0	16	72	10	18
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	10	0	0	0	0	4	100	2	10
	THOMSONFLY LTD	C	10	0	0	90	10	0	0	0	0	4	90	4	10
TOTAL MALTA			38	0	0	84	5	8	3	0	0	10	84	6	38
TOTAL MALTA			38	0	0	84	5	8	3	0	0	10	84	6	38
NETHERLANDS															
AMSTERDAM	BMIBABY LTD	S	112	0	2	47	27	17	7	2	0	27	0	0	0
	KLM CITYHOPPER	S	371	3	0	75	9	8	7	1	1	18	79	12	345
TOTAL AMSTERDAM			483	4	2	69	13	10	7	1	0	20	78	12	347
TOTAL NETHERLANDS			483	4	2	69	13	10	7	1	0	20	78	12	349
NORWAY															
FAGERNES/LEIRIN	TITAN AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL FAGERNES/LEIRIN			8	0	0	100	0	0	0	0	0	0	0	0	0

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2005

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 NORWAY			8	0	0	100	0	0	0	0	0	0	93	6	40
PAKISTAN															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	38	0	0	71	16	8	5	0	0	15	77	11	30
TOTAL ISLAMABAD			38	0	0	71	16	8	5	0	0	15	77	11	30
TOTAL PAKISTAN			38	0	0	71	16	8	5	0	0	15	68	41	69
PORTUGAL(EXCLUDING MADEIRA)															
FARO	FIRST CHOICE AIRWAYS LTD	C	12	0	0	100	0	0	0	0	0	1	70	32	10
	FLYBE LTD	S	8	0	0	25	50	25	0	0	0	24	0	0	0
	MY TRAVEL AIRWAYS UK	S	34	0	0	85	9	3	3	0	0	9	79	10	47
TOTAL FARO			54	0	0	80	13	6	2	0	0	9	67	33	67
TOTAL PORTUGAL(EXCLUDING MADEIRA)			54	0	0	80	13	6	2	0	0	9	67	33	67
PORTUGAL(MADEIRA)															
FUNCHAL	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	3	90	2	10
TOTAL FUNCHAL			8	0	0	100	0	0	0	0	0	3	82	4	11
TOTAL PORTUGAL(MADEIRA)			8	0	0	100	0	0	0	0	0	3	82	4	11
SLOVAK REPUBLIC															
BRATISLAVA	AIR SLOVAKIA BWJ	S	28	5	9	7	7	32	29	7	18	169	48	36	21
TOTAL BRATISLAVA			28	5	9	7	7	32	29	7	18	169	44	45	36
TOTAL SLOVAK REPUBLIC			28	5	9	7	7	32	29	7	18	169	44	45	36
SPAIN															
ALICANTE	BMIBABY LTD	S	60	0	0	43	25	17	15	0	0	31	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	7	0	0	100	0	0	0	0	0	1	67	10	9
	FLYBE LTD	S	6	0	0	100	0	0	0	0	0	5	0	0	0
	MY TRAVEL AIRWAYS UK	S	62	0	0	98	2	0	0	0	0	3	79	25	63
	THOMSONFLY LTD	C	21	0	0	86	10	5	0	0	0	6	73	24	26
TOTAL ALICANTE			156	0	0	76	12	7	6	0	0	14	77	23	98
ALMERIA	FLYBE LTD	S	2	0	0	100	0	0	0	0	0	4	0	0	0
	MY TRAVEL AIRWAYS UK	S	28	0	0	86	7	0	7	0	0	16	63	15	41
TOTAL ALMERIA			30	0	0	87	7	0	7	0	0	15	63	16	49
BARCELONA	BRITISH AIRWAYS CITIEXPRESS L	S	40	0	0	80	8	5	8	0	0	12	74	19	54
	MY TRAVEL AIRWAYS UK	S	42	0	0	60	19	7	14	0	0	28	75	19	51
TOTAL BARCELONA			82	0	0	70	13	6	11	0	0	20	74	19	107
MADRID	BRITISH AIRWAYS CITIEXPRESS L	S	57	0	0	82	7	5	5	0	0	12	85	8	62
TOTAL MADRID			57	0	0	82	7	5	5	0	0	12	85	8	62
MALAGA	BMIBABY LTD	S	61	0	1	57	28	8	5	2	0	19	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	38	13	0	0	0	12	100	0	8
	FLYBE LTD	S	10	0	0	50	0	30	20	0	0	35	0	0	0
	MY TRAVEL AIRWAYS UK	S	61	0	1	93	5	0	2	0	0	5	68	32	62
	THOMSONFLY LTD	C	18	0	0	89	6	6	0	0	0	4	100	2	16
TOTAL MALAGA			158	1	2	74	15	6	4	1	0	13	77	24	86

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			Actual (7)	Plan (8)											
MURCIA SAN JAVIER	FLYBE LTD	S	8	0	0	88	13	0	0	0	0	10	0	0	0
	MY TRAVEL AIRWAYS UK	S	45	0	1	91	2	0	7	0	0	8	82	11	56
<b>TOTAL MURCIA SAN JAVIER</b>			<b>53</b>	<b>0</b>	<b>1</b>	<b>91</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>8</b>	<b>118</b>	
PALMA DE MALLORCA	BMIBABY LTD	S	25	0	1	72	16	8	4	0	10	0	0	0	
	EXCEL AIRWAYS LTD	C	4	0	0	50	25	25	0	0	21	0	0	0	
	FIRST CHOICE AIRWAYS LTD	C	4	0	0	75	0	25	0	0	10	0	0	0	
	FLYBE LTD	S	6	0	0	83	0	0	17	0	17	0	0	0	
	MY TRAVEL AIRWAYS UK	S	42	0	0	79	19	2	0	0	8	76	29	45	
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	
	THOMSONFLY LTD	C	19	0	0	100	0	0	0	0	3	78	23	18	
<b>TOTAL PALMA DE MALLORCA</b>			<b>102</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>27</b>	<b>63</b>	
<b>TOTAL SPAIN</b>			<b>638</b>	<b>1</b>	<b>4</b>	<b>78</b>	<b>12</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>18</b>	<b>654</b>	
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	EXCEL AIRWAYS LTD	C	4	0	0	75	25	0	0	0	8	0	0	0	
	FIRST CHOICE AIRWAYS LTD	C	9	1	0	89	11	0	0	0	4	63	12	8	
	MONARCH AIRLINES	C	10	0	0	80	0	0	20	0	27	88	5	8	
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	25	0	23	50	13	10	
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	3	100	1	8	
	THOMSONFLY LTD	C	18	0	0	78	11	6	6	0	9	94	6	16	
	<b>TOTAL ARRECIFE</b>			<b>59</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>8</b>	<b>50</b>
FUERTEVENTURA	MY TRAVEL AIRWAYS UK	C	10	0	0	100	0	0	0	0	1	80	17	10	
	THOMAS COOK AIRLINES LTD	C	17	0	0	94	6	0	0	0	3	94	3	18	
	THOMSONFLY LTD	C	10	0	0	80	0	0	20	0	16	89	138	9	
<b>TOTAL FUERTEVENTURA</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>40</b>	<b>37</b>	
LAS PALMAS	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	25	0	0	11	43	218	7	
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	2	100	2	10	
	THOMSONFLY LTD	C	18	0	0	83	17	0	0	0	3	78	8	18	
<b>TOTAL LAS PALMAS</b>			<b>34</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>38</b>	<b>45</b>	
TENERIFE (NORTE LOS RODEOS)	THOMSONFLY LTD	C	8	0	0	75	25	0	0	0	8	86	12	7	
<b>TOTAL TENERIFE (NORTE LOS RODEOS)</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>8</b>	<b>86</b>	<b>12</b>	<b>7</b>	
TENERIFE (SURREINA SOFIA)	EXCEL AIRWAYS LTD	C	2	0	0	0	50	50	0	0	29	0	0	0	
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	89	11	0	0	0	4	90	6	20	
	MONARCH AIRLINES	C	26	0	0	73	12	4	12	0	16	65	18	26	
	MY TRAVEL AIRWAYS UK	C	18	0	0	78	6	17	0	0	10	89	8	18	
	THOMAS COOK AIRLINES LTD	C	17	0	0	94	6	0	0	0	3	88	3	16	
	THOMSONFLY LTD	C	25	1	0	84	8	8	0	0	7	89	8	27	
	VOLAR AIRLINES	C	12	0	0	58	33	8	0	0	13	0	0	0	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>118</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>13</b>	<b>145</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>256</b>	<b>3</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>19</b>	<b>284</b>	
<b>SWEDEN</b>															
GOTEBORG	CITY AIRLINE	S	47	0	0	60	9	15	15	2	0	31	83	9	53
<b>TOTAL GOTEBORG</b>			<b>47</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>9</b>	<b>15</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>84</b>	<b>8</b>	<b>56</b>
STOCKHOLM (ARLANDA)	SKYWAYS EXPRESS	S	65	0	1	85	14	2	0	0	6	0	0	0	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			Actual (7)	Plan (8)											
TOTAL STOCKHOLM (ARLANDA)			65	0	1	85	14	2	0	0	0	6	91	7	120
TOTAL SWEDEN			112	0	1	74	12	7	6	1	0	17	89	8	176
SWITZERLAND															
BASLE MULHOUSE	SWISS AIRLINES	S	76	0	0	95	4	0	1	0	0	5	94	4	100
TOTAL BASLE MULHOUSE			76	0	0	95	4	0	1	0	0	5	94	4	100
GENEVA	BMIBABY LTD	S	8	0	0	63	0	13	25	0	0	40	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	8	0	0	75	25	0	0	0	0	8	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	2	1	0	100	0	0	0	0	0	4	0	0	0
	FLYBE LTD	C	8	0	0	50	38	13	0	0	0	15	0	0	0
	MONARCH AIRLINES	C	8	0	0	38	38	13	13	0	0	29	50	21	8
	THOMSONFLY LTD	C	8	0	0	25	25	25	25	0	0	37	75	16	8
TOTAL GENEVA			42	2	0	52	24	12	12	0	0	25	65	22	132
ZURICH	SWISS AIRLINES	S	176	0	0	72	21	7	1	0	0	12	77	11	174
TOTAL ZURICH			176	0	0	72	21	7	1	0	0	12	77	11	174
TOTAL SWITZERLAND			294	2	0	75	17	6	2	0	0	12	77	13	406
TUNISIA															
MONASTIR	MY TRAVEL AIRWAYS UK	C	7	0	0	86	14	0	0	0	0	6	75	8	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	25	0	25	0	0	32	100	1	9
	THOMSONFLY LTD	C	10	0	0	100	0	0	0	0	0	2	80	8	10
TOTAL MONASTIR			25	0	0	80	12	0	8	0	0	13	85	5	27
TOTAL TUNISIA			25	0	0	80	12	0	8	0	0	13	85	5	27
TURKEY															
ANTALYA	SUNEXPRESS	C	2	0	0	50	50	0	0	0	0	9	0	0	0
TOTAL ANTALYA			3	0	0	67	33	0	0	0	0	6	100	0	5
TOTAL TURKEY			3	0	0	67	33	0	0	0	0	6	100	0	5
TURKMENISTAN															
ASHKHABAD	TURKMENISTAN AIRLINES	S	34	0	14	68	26	6	0	0	0	12	42	42	52
TOTAL ASHKHABAD			34	0	14	68	26	6	0	0	0	12	42	42	52
TOTAL TURKMENISTAN			34	0	14	68	26	6	0	0	0	12	42	42	52
UNITED ARAB EMIRATES															
DUBAI	EMIRATES	S	62	0	0	50	27	19	3	0	0	20	59	54	63
TOTAL DUBAI			62	0	0	50	27	19	3	0	0	20	59	54	63
TOTAL UNITED ARAB EMIRATES			62	0	0	50	27	19	3	0	0	20	59	54	63
UNITED KINGDOM															
ABERDEEN	BRITISH AIRWAYS CITIEXPRESS L	S	152	0	0	90	5	2	3	1	0	7	93	6	160
TOTAL ABERDEEN			152	0	0	90	5	2	3	1	0	7	93	6	160
BELFAST CITY	FLYBE LTD	S	368	0	9	78	9	6	7	0	0	13	80	13	331
TOTAL BELFAST CITY			369	0	9	78	9	6	7	0	0	13	80	13	331



## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2005

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
BELFAST INTERNATIONAL	BMIBABY LTD	S	122	0	0	70	13	15	2	0	0	14	0	0	0
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>122</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>90</b>	<b>12</b>	<b>94</b>
CITY OF DERRY (EGLINTON)	AER ARRAN	S	52	0	2	87	4	6	0	4	0	13	0	0	0
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>52</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
EDINBURGH	BMIBABY LTD	S	114	1	0	65	18	13	4	0	0	16	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	318	1	0	85	5	6	5	0	0	10	86	7	334
	FLYBE LTD	S	308	0	9	72	14	10	4	0	0	12	74	13	290
<b>TOTAL EDINBURGH</b>			<b>740</b>	<b>2</b>	<b>9</b>	<b>76</b>	<b>11</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>10</b>	<b>633</b>	
GATWICK	FLYJET LTD	C	3	4	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL GATWICK</b>			<b>3</b>	<b>4</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
GLASGOW	BRITISH AIRWAYS CITIEXPRESS L	S	260	1	0	88	3	4	5	0	0	10	87	7	333
	FLYBE LTD	S	308	0	8	86	6	6	2	1	0	9	74	13	318
<b>TOTAL GLASGOW</b>			<b>568</b>	<b>1</b>	<b>8</b>	<b>87</b>	<b>4</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>10</b>	<b>651</b>
GUERNSEY	FLYBE LTD	S	49	0	2	71	18	8	2	0	0	14	73	19	55
<b>TOTAL GUERNSEY</b>			<b>49</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>18</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>19</b>	<b>55</b>
INVERNESS	EASTERN AIRWAYS	S	137	0	1	90	6	1	4	0	0	6	96	5	90
<b>TOTAL INVERNESS</b>			<b>137</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>6</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>96</b>	<b>5</b>	<b>90</b>
ISLE OF MAN	EASTERN AIRWAYS	S	135	0	3	92	2	2	4	0	0	6	90	19	135
	FLYBE LTD	S	60	0	2	67	22	10	2	0	0	13	83	10	52
<b>TOTAL ISLE OF MAN</b>			<b>195</b>	<b>0</b>	<b>5</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>16</b>	<b>187</b>
JERSEY	FLYBE LTD	S	71	0	2	59	21	8	8	3	0	28	75	16	56
<b>TOTAL JERSEY</b>			<b>71</b>	<b>0</b>	<b>2</b>	<b>59</b>	<b>21</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>28</b>	<b>75</b>	<b>16</b>	<b>56</b>
NEWCASTLE	EASTERN AIRWAYS	S	165	0	3	94	2	1	2	0	0	4	93	4	175
<b>TOTAL NEWCASTLE</b>			<b>165</b>	<b>0</b>	<b>3</b>	<b>94</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>93</b>	<b>4</b>	<b>175</b>
<b>TOTAL UNITED KINGDOM</b>			<b>2623</b>	<b>24</b>	<b>41</b>	<b>81</b>	<b>8</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>11</b>	<b>2433</b>
USA															
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	120	0	2	57	16	13	11	3	0	29	85	13	61
<b>TOTAL NEW YORK (NEWARK)</b>			<b>120</b>	<b>0</b>	<b>2</b>	<b>57</b>	<b>16</b>	<b>13</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>85</b>	<b>13</b>	<b>61</b>
SANFORD	THOMSONFLY LTD	C	3	0	0	33	33	0	33	0	0	41	0	0	0
<b>TOTAL SANFORD</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL USA</b>			<b>123</b>	<b>0</b>	<b>2</b>	<b>56</b>	<b>16</b>	<b>13</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>76</b>	<b>35</b>	<b>78</b>
UZBEKISTAN															
TASHKENT	UZBEKISTAN AIRLINES	S	32	0	2	47	25	9	16	3	0	35	31	56	26
<b>TOTAL TASHKENT</b>			<b>32</b>	<b>0</b>	<b>2</b>	<b>47</b>	<b>25</b>	<b>9</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>35</b>	<b>31</b>	<b>56</b>	<b>26</b>
<b>TOTAL UZBEKISTAN</b>			<b>32</b>	<b>0</b>	<b>2</b>	<b>47</b>	<b>25</b>	<b>9</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>35</b>	<b>31</b>	<b>56</b>	<b>26</b>
<b>TOTAL BIRMINGHAM</b>			<b>8695</b>	<b>70</b>	<b>103</b>	<b>78</b>	<b>10</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>81</b>	<b>13</b>	<b>9306</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2005

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	7	1	0	86	14	0	0	0	0	5	88	4	8
<b>TOTAL INNSBRUCK</b>			<b>7</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>4</b>	<b>8</b>
<b>TOTAL AUSTRIA</b>			<b>7</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>4</b>	<b>8</b>
<b>BELGIUM</b>															
BRUSSELS	BMI REGIONAL	S	149	0	0	91	2	5	1	1	0	7	92	4	153
<b>TOTAL BRUSSELS</b>			<b>149</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>2</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>92</b>	<b>4</b>	<b>157</b>
<b>TOTAL BELGIUM</b>			<b>149</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>2</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>92</b>	<b>4</b>	<b>157</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	CSA	S	60	0	0	75	15	0	5	3	2	24	71	10	52
<b>TOTAL PRAGUE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>24</b>	<b>72</b>	<b>10</b>	<b>54</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>24</b>	<b>72</b>	<b>10</b>	<b>54</b>
<b>DENMARK</b>															
COPENHAGEN	BMI REGIONAL	S	102	0	0	77	12	3	7	1	0	15	92	8	108
<b>TOTAL COPENHAGEN</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>3</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>92</b>	<b>8</b>	<b>108</b>
<b>TOTAL DENMARK</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>3</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>92</b>	<b>8</b>	<b>108</b>
<b>FRANCE</b>															
CHAMBERY	FLYBE LTD	C	8	0	0	63	0	13	25	0	0	37	75	14	8
<b>TOTAL CHAMBERY</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>37</b>	<b>75</b>	<b>14</b>	<b>8</b>
NICE	CHANNEL EXPRESS LTD ALSO T/A	S	4	0	6	100	0	0	0	0	0	3	0	0	0
<b>TOTAL NICE</b>			<b>4</b>	<b>0</b>	<b>6</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>
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS CITIEXPRESS L	S	161	0	0	69	11	9	9	3	0	25	74	10	170
	CITY JET	S	123	0	0	67	11	15	7	1	0	20	87	7	126
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>284</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>11</b>	<b>11</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>76</b>	<b>11</b>	<b>313</b>
<b>TOTAL FRANCE</b>			<b>296</b>	<b>2</b>	<b>6</b>	<b>69</b>	<b>10</b>	<b>11</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>72</b>	<b>14</b>	<b>345</b>
<b>GERMANY</b>															
COLOGNE (BONN)	EUROWINGS LUFTVERKEHRS	S	28	0	0	89	7	4	0	0	0	7	33	30	6
<b>TOTAL COLOGNE (BONN)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>33</b>	<b>30</b>	<b>6</b>
FRANKFURT MAIN	LUFTHANSA CITY LINE	S	186	0	0	68	21	6	5	0	0	14	66	17	185
<b>TOTAL FRANKFURT MAIN</b>			<b>186</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>21</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>66</b>	<b>17</b>	<b>186</b>
HAMBURG	HAPAG LLOYD EXPRESS	S	28	0	0	89	11	0	0	0	0	4	0	0	0
<b>TOTAL HAMBURG</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GERMANY</b>			<b>242</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>67</b>	<b>16</b>	<b>222</b>
<b>GREECE</b>															
ATHENS	CSA	C	2	0	0	0	50	0	50	0	0	74	0	0	0
<b>TOTAL ATHENS</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>74</b>	<b>50</b>	<b>58</b>	<b>2</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2005

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 GREECE			2	0	0	0	50	0	50	0	0	74	50	58	2
IRISH REPUBLIC															
CORK	AER ARRAN	S	54	0	0	76	9	7	7	0	0	14	48	25	42
TOTAL CORK			54	0	0	76	9	7	7	0	0	14	48	25	42
DUBLIN	AER LINGUS	S	106	0	0	51	12	17	18	2	0	34	85	11	80
	RYANAIR	S	176	0	2	82	7	7	5	0	0	11	93	4	229
TOTAL DUBLIN			282	2	2	70	9	11	10	1	0	20	91	6	315
GALWAY	AER ARRAN	S	34	0	0	97	0	3	0	0	0	4	91	5	44
TOTAL GALWAY			34	0	0	97	0	3	0	0	0	4	91	5	44
TOTAL IRISH REPUBLIC			370	2	2	74	8	9	8	1	0	17	86	8	401
ITALY															
BERGAMO	FIRST CHOICE AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	4	0	0	0
	THOMSONFLY LTD	C	2	0	0	100	0	0	0	0	0	8	0	0	0
TOTAL BERGAMO			4	0	0	100	0	0	0	0	0	6	0	0	0
MILAN (MALPENSA)	BRITISH AIRWAYS CITIEXPRESS L	S	44	0	0	77	14	9	0	0	0	9	87	8	23
TOTAL MILAN (MALPENSA)			44	0	0	77	14	9	0	0	0	9	82	13	77
ROME (FIUMICINO)	BRITISH AIRWAYS CITIEXPRESS L	S	8	0	0	100	0	0	0	0	0	7	85	12	20
TOTAL ROME (FIUMICINO)			8	0	0	100	0	0	0	0	0	7	85	12	20
TOTAL ITALY			56	2	0	82	11	7	0	0	0	8	79	13	105
NETHERLANDS															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	60	0	2	60	18	8	5	5	3	41	72	19	123
	KLM CITYHOPPER	S	271	0	0	70	14	5	10	1	0	23	73	16	292
	KLM CITYHOPPER	C	2	0	0	50	50	0	0	0	0	16	0	0	0
TOTAL AMSTERDAM			333	0	2	68	15	5	9	2	1	26	73	17	415
ROTTERDAM	KLM CITYHOPPER	C	2	0	0	0	100	0	0	0	0	19	0	0	0
TOTAL ROTTERDAM			2	0	0	0	100	0	0	0	0	19	0	0	0
TOTAL NETHERLANDS			335	2	2	67	16	5	9	2	1	26	73	17	415
SPAIN															
ALICANTE	CHANNEL EXPRESS LTD ALSO T/A	S	14	4	0	21	29	29	21	0	0	46	0	0	0
	GREECE AIRWAYS	S	18	1	0	72	6	0	11	11	0	41	68	20	22
	THOMSONFLY LTD	C	10	0	0	90	10	0	0	0	0	2	100	2	8
TOTAL ALICANTE			42	5	0	60	14	10	12	5	0	33	74	16	38
BARCELONA	CHANNEL EXPRESS LTD ALSO T/A	S	4	0	0	75	0	25	0	0	0	15	0	0	0
TOTAL BARCELONA			4	0	0	75	0	25	0	0	0	15	0	0	0
MADRID	BRITISH AIRWAYS CITIEXPRESS L	S	44	0	0	84	7	7	2	0	0	9	91	5	47
TOTAL MADRID			44	0	0	84	7	7	2	0	0	9	91	5	47
MALAGA	CHANNEL EXPRESS LTD ALSO T/A	S	16	0	0	81	13	6	0	0	0	7	69	11	16
	FLYGLOBESPAN	S	6	0	0	83	17	0	0	0	0	12	0	0	0
	GREECE AIRWAYS	S	18	0	0	22	39	11	17	0	11	77	54	22	13

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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				Actual (7)	Plan (8)										
MALAGA	THOMSONFLY LTD	C	8	0	0	50	38	13	0	0	0	13	0	0	0
<b>TOTAL MALAGA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>27</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>4</b>	<b>35</b>	<b>68</b>	<b>14</b>	<b>37</b>
PALMA DE MALLORCA	CHANNEL EXPRESS LTD ALSO T/A FLYGLOBESPAN	S S	2 4	0 0	0 4	100 100	0 0	0 0	0 0	0 0	0 0	4 8	0 0	0 0	0 0
<b>TOTAL PALMA DE MALLORCA</b>			<b>7</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SPAIN</b>			<b>145</b>	<b>7</b>	<b>4</b>	<b>67</b>	<b>15</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>25</b>	<b>79</b>	<b>11</b>	<b>124</b>
<b>SPAIN(CANARY ISLANDS)</b>															
TENERIFE (SURREINA SOFIA)	FUTURA AIRLINES IBERWORLD	C C	8 8	0 0	0 0	75 75	0 13	25 13	0 0	0 0	0 0	13 9	0 75	0 8	0 8
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>6</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>8</b>	<b>8</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>6</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>61</b>	<b>13</b>	<b>33</b>
<b>SWEDEN</b>															
STOCKHOLM (ARLANDA)	SAS	S	26	0	0	62	27	4	8	0	0	15	38	18	8
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>27</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>38</b>	<b>18</b>	<b>8</b>
<b>TOTAL SWEDEN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>27</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>38</b>	<b>18</b>	<b>8</b>
<b>SWITZERLAND</b>															
GENEVA	BMI BRITISH MIDLAND CHANNEL EXPRESS LTD ALSO T/A FIRST CHOICE AIRWAYS LTD FLYGLOBESPAN	C S C S	16 24 8 18	0 0 0 1	0 0 0 0	31 38 25 67	13 25 50 11	31 25 13 17	25 8 13 6	0 4 0 0	0 0 0 0	35 41 29 18	0 0 25 0	0 0 31 0	0 0 8 0
<b>TOTAL GENEVA</b>			<b>66</b>	<b>1</b>	<b>0</b>	<b>42</b>	<b>21</b>	<b>23</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>47</b>	<b>21</b>	<b>97</b>
<b>TOTAL SWITZERLAND</b>			<b>66</b>	<b>1</b>	<b>0</b>	<b>42</b>	<b>21</b>	<b>23</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>48</b>	<b>21</b>	<b>151</b>
<b>UNITED KINGDOM</b>															
BELFAST CITY	FLYBE LTD	S	198	0	8	70	13	11	5	1	0	15	80	10	122
<b>TOTAL BELFAST CITY</b>			<b>198</b>	<b>0</b>	<b>8</b>	<b>70</b>	<b>13</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>80</b>	<b>10</b>	<b>122</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	236	0	4	66	16	8	7	4	0	25	79	12	237
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>236</b>	<b>0</b>	<b>4</b>	<b>66</b>	<b>16</b>	<b>8</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>25</b>	<b>79</b>	<b>12</b>	<b>237</b>
BIRMINGHAM	BMIBABY LTD BRITISH AIRWAYS CITIEXPRESS L FLYBE LTD	S S S	114 220 309	0 0 0	10 0 10	67 82 74	15 5 11	13 5 11	5 8 4	0 0 0	0 0 0	17 13 13	0 85 76	0 8 13	0 226 289
<b>TOTAL BIRMINGHAM</b>			<b>643</b>	<b>1</b>	<b>20</b>	<b>75</b>	<b>10</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>11</b>	<b>523</b>
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L EASYJET AIRLINE COMPANY LTD	S S	214 172	0 0	0 0	70 73	14 15	7 8	8 5	1 1	0 0	19 14	78 73	13 14	225 162
<b>TOTAL BRISTOL</b>			<b>386</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>76</b>	<b>14</b>	<b>387</b>
CARDIFF WALES	BMIBABY LTD FIRST CHOICE AIRWAYS LTD FLYBE LTD MONARCH AIRLINES THOMSONFLY LTD	S C C C C	142 12 3 9 5	0 0 0 0 0	2 0 0 0 0	73 92 33 78 80	15 8 0 22 20	5 0 67 0 0	6 0 0 0 0	1 0 0 0 0	0 0 0 0 0	16 4 33 5 5	59 0 0 0 0	25 0 0 0 0	76 0 0 0 0
<b>TOTAL CARDIFF WALES</b>			<b>172</b>	<b>0</b>	<b>2</b>	<b>74</b>	<b>15</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>66</b>	<b>21</b>	<b>116</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2005

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
EXETER	FLYBE LTD	S	70	0	0	67	16	11	6	0	0	17	100	2	6
<b>TOTAL EXETER</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>16</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>100</b>	<b>2</b>	<b>6</b>
GATWICK	BRITISH AIRWAYS PLC	S	388	0	0	76	13	6	5	1	0	14	89	6	336
	EASYJET AIRLINE COMPANY LTD	S	234	0	0	53	21	15	10	1	0	24	70	12	228
<b>TOTAL GATWICK</b>			<b>622</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>16</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>81</b>	<b>8</b>	<b>564</b>
GLASGOW	FLYGLOBESPAN	S	12	6	0	67	8	8	17	0	0	19	0	0	0
	GREECE AIRWAYS	S	2	10	0	100	0	0	0	0	0	67	16	9	
<b>TOTAL GLASGOW</b>			<b>14</b>	<b>16</b>	<b>0</b>	<b>71</b>	<b>7</b>	<b>7</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>67</b>	<b>16</b>	<b>9</b>
HEATHROW	BMI BRITISH MIDLAND	S	476	0	4	74	14	9	2	0	11	67	16	481	
	BRITISH AIRWAYS PLC	S	736	0	4	65	16	14	5	0	18	70	14	686	
<b>TOTAL HEATHROW</b>			<b>1212</b>	<b>1</b>	<b>8</b>	<b>69</b>	<b>15</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>15</b>	<b>69</b>	<b>15</b>	<b>1167</b>	
INVERNESS	LOGANAIR	S	77	1	0	64	4	17	13	3	0	32	88	7	77
<b>TOTAL INVERNESS</b>			<b>77</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>4</b>	<b>17</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>32</b>	<b>88</b>	<b>7</b>	<b>77</b>
JERSEY	BRITISH AIRWAYS CITIEXPRESS L	S	35	0	0	57	17	17	9	0	0	21	72	11	36
<b>TOTAL JERSEY</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>17</b>	<b>17</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>72</b>	<b>11</b>	<b>36</b>
KENT INTERNATIONAL	EUJET	S	82	0	2	70	11	7	5	7	0	33	0	0	0
<b>TOTAL KENT INTERNATIONAL</b>			<b>82</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>11</b>	<b>7</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>
KIRKWALL	LOGANAIR	S	65	1	0	66	11	15	8	0	0	21	82	8	85
<b>TOTAL KIRKWALL</b>			<b>65</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>11</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>82</b>	<b>8</b>	<b>85</b>
LEEDS BRADFORD	BMI REGIONAL	S	172	0	0	85	8	5	1	1	0	9	94	5	186
<b>TOTAL LEEDS BRADFORD</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>94</b>	<b>5</b>	<b>186</b>
LIVERPOOL	FLYBE LTD	S	10	0	0	40	30	30	0	0	0	16	0	0	0
<b>TOTAL LIVERPOOL</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>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
LONDON CITY	BRITISH AIRWAYS CITIEXPRESS L	S	128	0	0	75	13	5	6	1	0	14	76	18	143
	SCOT AIRWAYS	S	380	0	26	78	16	3	3	0	0	11	85	8	435
<b>TOTAL LONDON CITY</b>			<b>508</b>	<b>1</b>	<b>26</b>	<b>77</b>	<b>15</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>10</b>	<b>578</b>
LUTON	EASYJET AIRLINE COMPANY LTD	S	326	0	6	73	11	6	8	2	0	20	79	11	371
<b>TOTAL LUTON</b>			<b>326</b>	<b>0</b>	<b>6</b>	<b>73</b>	<b>11</b>	<b>6</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>79</b>	<b>11</b>	<b>371</b>
MANCHESTER	BMI REGIONAL	S	238	0	0	92	5	2	1	1	0	6	92	4	253
	BRITISH AIRWAYS CITIEXPRESS L	S	310	0	0	81	9	5	5	0	0	11	86	8	321
	CHANNEL EXPRESS LTD ALSO T/A	S	168	0	2	92	4	1	2	1	0	6	0	0	0
<b>TOTAL MANCHESTER</b>			<b>716</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>7</b>	<b>574</b>
NORWICH	EASTERN AIRWAYS	S	177	0	3	77	12	8	2	0	0	10	93	5	146
	FLYBE LTD	S	10	0	0	70	10	0	20	0	0	20	0	0	0
<b>TOTAL NORWICH</b>			<b>187</b>	<b>0</b>	<b>3</b>	<b>77</b>	<b>12</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>93</b>	<b>5</b>	<b>146</b>
NOTTINGHAM EAST MIDLANDS INT'L	BMIBABY LTD	S	144	0	6	81	7	6	6	1	0	15	82	10	105
	EASYJET AIRLINE COMPANY LTD	S	111	0	3	77	11	6	5	1	0	13	71	18	112
<b>TOTAL NOTTINGHAM EAST MIDLANDS INT'L</b>			<b>255</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>9</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>13</b>	<b>283</b>
SOUTHAMPTON	BRITISH AIRWAYS CITIEXPRESS L	S	198	0	0	77	12	8	4	0	0	11	79	13	256
	FLYBE LTD	S	174	0	6	72	12	9	7	0	0	14	51	24	162

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2005

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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			372	0	6	75	12	8	5	0	0	13	68	17	418
STANSTED	EASYJET AIRLINE COMPANY LTD	S	332	0	8	65	15	9	7	3	0	24	82	11	344
TOTAL STANSTED			332	0	8	65	15	9	7	3	0	24	82	11	344
STORNOWAY	BMI REGIONAL	S	50	0	0	80	6	14	0	0	0	9	98	1	62
	LOGANAIR	S	81	1	0	70	14	9	5	2	0	20	80	10	61
TOTAL STORNOWAY			131	1	0	74	11	11	3	2	0	16	89	5	123
SUMBURGH	LOGANAIR	S	107	1	0	69	12	10	7	1	0	18	82	12	62
TOTAL SUMBURGH			107	1	0	69	12	10	7	1	0	18	82	12	62
TOTAL UNITED KINGDOM			6928	29	104	73	13	8	5	1	0	16	79	11	6414
USA															
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	60	0	0	43	17	23	12	5	0	44	0	0	0
TOTAL NEW YORK (NEWARK)			60	0	0	43	17	23	12	5	0	44	0	0	0
TOTAL USA			60	2	0	43	17	23	12	5	0	44	0	0	0
TOTAL EDINBURGH			8860	51	118	73	13	8	5	1	0	16	78	12	8601

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2005

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	36	0	0	67	28	6	0	0	0	12	77	14	30
<b>TOTAL ALGIERS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>28</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>14</b>	<b>30</b>
HASSI MESSAOUD	AIR ALGERIE	C	18	0	0	33	22	44	0	0	0	24	0	70	2
	ASTRAEUS LTD	C	28	0	0	54	18	11	7	11	0	39	0	0	0
<b>TOTAL HASSI MESSAOUD</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>20</b>	<b>24</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>70</b>	<b>2</b>
<b>TOTAL ALGERIA</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>23</b>	<b>16</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>24</b>	<b>68</b>	<b>26</b>	<b>84</b>
<b>ANTIGUA AND BARBUDA</b>															
ANTIGUA	BRITISH AIRWAYS PLC	S	8	0	0	75	13	13	0	0	0	12	96	5	26
	FIRST CHOICE AIRWAYS LTD	C	5	0	0	20	20	40	20	0	0	36	25	28	4
	VIRGIN ATLANTIC AIRWAYS LTD	S	26	0	0	77	4	12	8	0	0	13	64	80	22
<b>TOTAL ANTIGUA</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>8</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>77</b>	<b>38</b>	<b>52</b>
<b>TOTAL ANTIGUA AND BARBUDA</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>8</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>77</b>	<b>38</b>	<b>52</b>
<b>AUSTRIA</b>															
INNSBRUCK	BRITISH AIRWAYS PLC	C	24	0	0	33	33	33	0	0	0	23	69	12	16
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	56	0	38	6	0	0	26	56	17	16
	LAUDA-AIR	S	26	0	0	73	0	12	15	0	0	21	0	0	0
	MONARCH AIRLINES	C	16	0	0	75	13	0	13	0	0	23	100	1	16
	THOMAS COOK AIRLINES LTD	C	15	0	0	73	20	7	0	0	0	11	75	18	16
<b>TOTAL INNSBRUCK</b>			<b>97</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>13</b>	<b>19</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>74</b>	<b>16</b>	<b>112</b>
SALZBURG	BRITISH AIRWAYS PLC	C	8	0	0	88	13	0	0	0	0	7	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	38	13	38	13	0	0	32	88	6	8
	MONARCH AIRLINES	C	7	0	0	43	14	29	14	0	0	24	63	7	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	0	0	38	0	0	48	38	22	8
	THOMAS COOK AIRLINES LTD	C	8	1	0	50	25	25	0	0	0	18	71	7	7
	THOMSONFLY LTD	C	16	0	0	56	13	19	13	0	0	25	63	27	16
<b>TOTAL SALZBURG</b>			<b>56</b>	<b>1</b>	<b>0</b>	<b>57</b>	<b>13</b>	<b>18</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>62</b>	<b>16</b>	<b>55</b>
<b>TOTAL AUSTRIA</b>			<b>153</b>	<b>1</b>	<b>0</b>	<b>59</b>	<b>13</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>70</b>	<b>16</b>	<b>167</b>
<b>AZERBAIJAN</b>															
BAKU ( HEYDER ALIYEV INT'L )	AZERBAIJAN AIRLINES ( AZAL )	S	26	0	0	65	12	15	4	0	4	29	83	7	18
<b>TOTAL BAKU ( HEYDER ALIYEV INT'L )</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>12</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>29</b>	<b>83</b>	<b>7</b>	<b>18</b>
<b>TOTAL AZERBAIJAN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>12</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>29</b>	<b>83</b>	<b>7</b>	<b>18</b>
<b>BARBADOS</b>															
BRIDGETOWN	BRITISH AIRWAYS PLC	S	77	0	0	83	6	9	1	0	0	9	88	7	88
	EXCEL AIRWAYS LTD	C	7	1	0	14	0	0	57	29	0	130	50	21	12
	MONARCH AIRLINES	C	6	0	0	33	17	17	0	33	0	82	50	14	6
	THOMAS COOK AIRLINES LTD	C	16	0	0	44	0	13	19	13	13	194	75	11	16
	THOMSONFLY LTD	C	8	2	0	38	38	13	13	0	0	28	75	20	20
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	82	8	6	3	0	0	9	71	11	58
<b>TOTAL BRIDGETOWN</b>			<b>176</b>	<b>3</b>	<b>0</b>	<b>73</b>	<b>8</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>34</b>	<b>77</b>	<b>11</b>	<b>201</b>
<b>TOTAL BARBADOS</b>			<b>176</b>	<b>3</b>	<b>0</b>	<b>73</b>	<b>8</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>34</b>	<b>77</b>	<b>11</b>	<b>201</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2005

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2004		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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>BELARUS</b>															
MINSK	BELAVIA (BELARUSSIAN AIRLINES)	S	18	0	0	67	28	6	0	0	0	11	38	27	8
TOTAL MINSK			18	0	0	67	28	6	0	0	0	11	38	27	8
TOTAL BELARUS			18	0	0	67	28	6	0	0	0	11	38	27	8
<b>BELGIUM</b>															
BRUSSELS	EXCEL AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	SN BRUSSELS AIRLINES	S	92	0	55	83	8	7	3	0	0	10	85	7	100
TOTAL BRUSSELS			94	1	55	83	7	6	3	0	0	9	85	7	100
TOTAL BELGIUM			94	1	55	83	7	6	3	0	0	9	85	7	100
<b>BERMUDA</b>															
BERMUDA	BRITISH AIRWAYS PLC	S	37	0	0	78	11	5	5	0	0	12	93	6	28
TOTAL BERMUDA			37	0	0	78	11	5	5	0	0	12	93	6	28
TOTAL BERMUDA			37	0	0	78	11	5	5	0	0	12	93	6	28
<b>BULGARIA</b>															
PLOVDIV	BH AIR	C	8	0	0	88	13	0	0	0	0	5	50	87	8
	THOMAS COOK AIRLINES LTD	C	6	0	0	33	17	50	0	0	0	24	100	2	4
	THOMSONFLY LTD	C	3	0	0	33	33	33	0	0	0	26	33	22	3
TOTAL PLOVDIV			17	0	0	59	18	24	0	0	0	16	60	51	15
SOFIA	BH AIR	C	8	0	0	63	25	0	13	0	0	19	50	21	4
	BULGARIA AIR	S	62	0	0	61	15	6	15	3	0	29	85	6	48
	MONARCH AIRLINES	C	9	0	0	78	0	0	22	0	0	22	40	30	5
	THOMAS COOK AIRLINES LTD	C	7	0	0	86	14	0	0	0	0	5	0	0	0
	THOMSONFLY LTD	C	7	0	0	57	0	14	0	29	0	79	100	2	5
TOTAL SOFIA			93	0	0	65	13	5	13	4	0	30	81	9	62
TOTAL BULGARIA			110	0	0	64	14	8	11	4	0	27	77	17	77
<b>CANADA</b>															
CALGARY	MONARCH AIRLINES	C	18	0	0	50	17	17	11	6	0	44	88	8	17
TOTAL CALGARY			18	0	0	50	17	17	11	6	0	44	88	8	17
DEER LAKE (NEWFOUNDLAND)	ASTRAEUS LTD	C	10	0	0	60	10	10	20	0	0	22	0	0	0
TOTAL DEER LAKE (NEWFOUNDLAND)			10	0	0	60	10	10	20	0	0	22	0	0	0
HALIFAX INT	THOMAS COOK AIRLINES LTD	S	2	1	1	100	0	0	0	0	0	4	0	0	0
TOTAL HALIFAX INT			2	1	1	100	0	0	0	0	0	4	0	0	0
OTTAWA INTERNATIONAL	ZOOM AIRLINES	S	4	0	0	75	25	0	0	0	0	7	0	0	0
TOTAL OTTAWA INTERNATIONAL			4	0	0	75	25	0	0	0	0	7	0	0	0
TORONTO	AIR TRANSAT	S	26	0	0	35	8	38	19	0	0	38	56	13	18
	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	0	4	0	0	0
	ZOOM AIRLINES	S	17	0	0	41	29	12	12	6	0	34	0	0	0
TOTAL TORONTO			45	0	0	40	16	27	16	2	0	35	56	13	18
VANCOUVER	MY TRAVEL AIRWAYS UK	C	2	0	0	50	50	0	0	0	0	17	0	0	0



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2005

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
VANCOUVER	THOMAS COOK AIRLINES LTD	S	8	0	0	50	0	38	13	0	0	38	0	0	0
	ZOOM AIRLINES	S	27	0	0	63	11	15	7	4	0	27	0	0	0
<b>TOTAL VANCOUVER</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>11</b>	<b>19</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CANADA</b>			<b>116</b>	<b>1</b>	<b>1</b>	<b>52</b>	<b>14</b>	<b>20</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>32</b>	<b>70</b>	<b>12</b>	<b>37</b>
<b>CROATIA</b>															
DUBROVNIK	BRITISH AIRWAYS PLC	S	10	0	0	60	10	30	0	0	0	15	75	11	4
<b>TOTAL DUBROVNIK</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>10</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>11</b>	<b>4</b>
SPLIT	BRITISH AIRWAYS PLC	S	6	0	0	100	0	0	0	0	0	6	0	0	0
	CROATIA AIRLINES	S	3	0	0	67	33	0	0	0	0	8	0	0	0
<b>TOTAL SPLIT</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CROATIA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>11</b>	<b>4</b>
<b>CUBA</b>															
CUNAGUA ( CAYO COCO)	THOMAS COOK AIRLINES LTD	C	10	0	0	40	10	10	20	0	20	151	60	20	5
<b>TOTAL CUNAGUA ( CAYO COCO)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>10</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>20</b>	<b>151</b>	<b>57</b>	<b>18</b>	<b>7</b>
HAVANA	CUBANA	S	17	1	0	41	29	18	6	6	0	41	63	21	8
<b>TOTAL HAVANA</b>			<b>18</b>	<b>2</b>	<b>0</b>	<b>39</b>	<b>28</b>	<b>17</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>42</b>	<b>63</b>	<b>21</b>	<b>8</b>
HOLGUIN (FRANK PAIS)	FIRST CHOICE AIRWAYS LTD	C	10	0	0	60	10	10	20	0	0	23	0	0	0
<b>TOTAL HOLGUIN (FRANK PAIS)</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>9</b>	<b>9</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>57</b>	<b>19</b>	<b>7</b>
VARADERO	THOMAS COOK AIRLINES LTD	C	8	0	0	38	25	0	13	0	25	132	0	0	0
	THOMSONFLY LTD	C	10	0	0	60	10	20	10	0	0	24	0	0	0
<b>TOTAL VARADERO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>67</b>	<b>5</b>	<b>3</b>
<b>TOTAL CUBA</b>			<b>57</b>	<b>2</b>	<b>0</b>	<b>47</b>	<b>18</b>	<b>12</b>	<b>14</b>	<b>2</b>	<b>7</b>	<b>67</b>	<b>60</b>	<b>18</b>	<b>25</b>
<b>CYPRUS</b>															
LARNACA	EUROCYPRIA AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	1	0	0	0
	FIRST CHOICE AIRWAYS LTD	S	8	0	0	38	25	0	38	0	0	47	100	3	3
	HELIOS AIRWAYS LTD	S	4	0	0	25	25	50	0	0	0	36	0	0	0
	MY TRAVEL AIRWAYS UK	C	3	0	0	33	0	67	0	0	0	31	100	1	1
	THOMAS COOK AIRLINES LTD	C	7	0	0	43	29	14	14	0	0	23	70	11	10
<b>TOTAL LARNACA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>21</b>	<b>21</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>88</b>	<b>5</b>	<b>25</b>
PAPHOS	EUROCYPRIA AIRLINES LTD	C	24	0	0	58	29	13	0	0	0	16	75	13	8
	FIRST CHOICE AIRWAYS LTD	S	22	0	0	68	14	14	5	0	0	15	89	7	18
	GB AIRWAYS LTD	S	33	0	0	64	18	9	9	0	0	21	46	19	26
	HELIOS AIRWAYS LTD	S	4	0	0	50	25	25	0	0	0	22	56	14	16
	THOMAS COOK AIRLINES LTD	C	14	0	0	64	7	21	7	0	0	23	92	3	12
	THOMSONFLY LTD	C	18	0	0	61	22	6	0	11	0	38	63	19	16
<b>TOTAL PAPHOS</b>			<b>115</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>71</b>	<b>12</b>	<b>115</b>
<b>TOTAL CYPRUS</b>			<b>139</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>19</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>74</b>	<b>11</b>	<b>140</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	BRITISH AIRWAYS PLC	S	40	0	0	75	10	13	3	0	0	12	100	5	8
	CSA	S	114	0	8	82	17	0	2	0	0	8	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	124	0	0	48	19	23	10	0	0	26	0	0	0

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				Actual (7)	Plan (8)										
PRAGUE	TRAVEL SERVICE AIRLINES	S	22	0	0	27	14	14	36	9	0	67	0	0	0
<b>TOTAL PRAGUE</b>			<b>300</b>	<b>2</b>	<b>8</b>	<b>63</b>	<b>17</b>	<b>12</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>100</b>	<b>5</b>	<b>8</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>300</b>	<b>2</b>	<b>8</b>	<b>63</b>	<b>17</b>	<b>12</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>100</b>	<b>5</b>	<b>8</b>
DENMARK															
BILLUND	MAERSK AIR	S	162	0	0	80	12	5	2	1	0	12	85	7	170
<b>TOTAL BILLUND</b>			<b>162</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>85</b>	<b>7</b>	<b>170</b>
COPENHAGEN	MAERSK AIR	S	170	0	0	76	9	6	8	0	0	15	93	3	162
<b>TOTAL COPENHAGEN</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>9</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>93</b>	<b>3</b>	<b>164</b>
<b>TOTAL DENMARK</b>			<b>332</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>89</b>	<b>5</b>	<b>334</b>
DJIBOUTI REPUBLIC															
DJIBOUTI	DAALLO AIRLINES	S	9	0	0	22	22	11	22	0	22	198	67	9	9
<b>TOTAL DJIBOUTI</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>22</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>22</b>	<b>198</b>	<b>67</b>	<b>9</b>	<b>9</b>
<b>TOTAL DJIBOUTI REPUBLIC</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>22</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>22</b>	<b>198</b>	<b>67</b>	<b>9</b>	<b>9</b>
DOMINICAN REPUBLIC															
LA ROMANA	MY TRAVEL AIRWAYS UK	C	9	0	0	78	0	0	0	22	0	70	86	8	7
<b>TOTAL LA ROMANA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>70</b>	<b>86</b>	<b>8</b>	<b>7</b>
PUERTO PLATA	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	38	0	0	0	0	11	78	11	9
	MY TRAVEL AIRWAYS UK	C	10	0	0	80	10	10	0	0	0	11	100	3	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	0	0	0	13	139	89	6	9
	THOMSONFLY LTD	C	11	0	0	73	18	9	0	0	0	9	89	3	9
<b>TOTAL PUERTO PLATA</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>38</b>	<b>89</b>	<b>6</b>	<b>37</b>
PUNTA CANA	THOMSONFLY LTD	C	9	0	0	78	22	0	0	0	0	10	67	15	9
<b>TOTAL PUNTA CANA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>56</b>	<b>22</b>	<b>18</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>39</b>	<b>79</b>	<b>11</b>	<b>62</b>
EGYPT															
ASWAN	ASTRAEUS LTD	C	8	0	0	100	0	0	0	0	0	3	70	11	10
<b>TOTAL ASWAN</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>70</b>	<b>11</b>	<b>10</b>
CAIRO	ASTRAEUS LTD	C	3	0	0	67	33	0	0	0	0	10	0	0	0
	BRITISH AIRWAYS PLC	C	2	0	0	50	0	50	0	0	0	24	0	0	0
<b>TOTAL CAIRO</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
HURGHADA	AIR ATLANTA EUROPE LTD	C	8	0	0	25	13	13	50	0	0	72	0	0	0
	EXCEL AIRWAYS LTD	C	2	0	0	50	0	0	0	50	0	101	75	9	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	13	13	0	0	0	13	0	0	0
	THOMSONFLY LTD	C	8	0	0	75	0	25	0	0	0	13	0	0	0
<b>TOTAL HURGHADA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>8</b>	<b>15</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>38</b>	<b>75</b>	<b>9</b>	<b>16</b>
LUXOR	ASTRAEUS LTD	C	2	0	0	0	0	0	0	0	100	848	0	0	0
	EXCEL AIRWAYS LTD	C	9	0	0	78	0	11	0	0	11	144	0	0	0
	MONARCH AIRLINES	C	24	0	0	67	17	13	4	0	0	16	80	7	10
	THOMSONFLY LTD	C	10	0	0	80	0	20	0	0	0	13	56	19	9

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			Actual (7)	Plan (8)											
TOTAL LUXOR			45	0	0	69	9	13	2	0	7	78	68	13	19
MARSA ALAM	EXCEL AIRWAYS LTD	C	4	1	0	75	0	25	0	0	11	0	0	0	0
TOTAL MARSA ALAM			4	1	0	75	0	25	0	0	11	0	0	0	0
SHARM EL SHEIKH (OPHIRA)	AIR ATLANTA EUROPE LTD	C	8	0	0	50	13	0	25	13	0	60	0	0	0
	ASTRAEUS LTD	S	8	0	0	50	25	0	25	0	0	30	0	0	0
	EXCEL AIRWAYS LTD	C	20	0	0	35	25	20	20	0	0	38	27	45	11
	FIRST CHOICE AIRWAYS LTD	C	12	0	0	25	33	33	8	0	0	33	0	0	0
	FLYJET LTD	C	8	0	0	38	25	25	13	0	0	36	0	0	0
	MONARCH AIRLINES	C	19	0	0	37	11	16	26	11	0	65	75	19	16
	THOMAS COOK AIRLINES LTD	C	20	0	0	45	10	25	20	0	0	29	50	93	16
	THOMSONFLY LTD	C	16	0	0	81	13	0	6	0	0	16	78	9	9
TOTAL SHARM EL SHEIKH (OPHIRA)			111	0	0	45	18	16	18	3	0	38	58	46	52
TABA	ASTRAEUS LTD	C	19	1	0	42	16	32	11	0	0	28	61	19	28
	EXCEL AIRWAYS LTD	C	8	0	0	0	13	13	75	0	0	86	82	7	11
	FLYJET LTD	C	7	0	0	57	43	0	0	0	0	13	0	0	0
	MONARCH AIRLINES	C	16	0	0	94	6	0	0	0	0	2	100	1	2
TOTAL TABA			50	1	0	54	16	14	16	0	0	27	68	15	41
TOTAL EGYPT			249	2	0	55	14	15	13	2	1	41	65	25	138
EQUATORIAL GUINEA															
MALABO	ASTRAEUS LTD	S	10	0	0	50	10	10	30	0	0	27	100	0	9
TOTAL MALABO			10	0	0	50	10	10	30	0	0	27	100	0	9
TOTAL EQUATORIAL GUINEA			10	0	0	50	10	10	30	0	0	27	100	0	9
ESTONIA															
TALLIN	ESTONIAN AIR	S	76	0	0	68	18	11	3	0	0	14	89	10	53
TOTAL TALLIN			76	0	0	68	18	11	3	0	0	14	89	10	53
TOTAL ESTONIA			76	0	0	68	18	11	3	0	0	14	89	10	53
FED REP YUGO SERBIA M'ENEGRO															
PRISTINA	BRITISH AIRWAYS PLC	S	26	0	0	73	8	19	0	0	0	12	82	8	28
TOTAL PRISTINA			26	0	0	73	8	19	0	0	0	12	82	8	28
TOTAL FED REP YUGO SERBIA M'ENEGRO			26	0	0	73	8	19	0	0	0	12	82	8	28
FINLAND															
KITTILA	MONARCH AIRLINES	C	7	0	0	29	43	29	0	0	0	25	71	24	7
TOTAL KITTILA			7	0	0	29	43	29	0	0	0	25	71	24	7
ROVANIEMI	EXCEL AIRWAYS LTD	C	5	0	0	60	0	0	40	0	0	45	0	0	0
TOTAL ROVANIEMI			5	0	0	60	0	0	40	0	0	45	100	3	3
TOTAL FINLAND			12	0	0	42	25	17	17	0	0	33	77	25	13
FRANCE															
BORDEAUX	BRITISH AIRWAYS PLC	S	112	0	0	84	8	8	0	0	0	8	89	5	116
TOTAL BORDEAUX			112	0	0	84	8	8	0	0	0	8	91	4	269

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Reporting Airport: GATWICK (Full Analysis)

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
CHAMBERY	ASTRAEUS LTD	C	48	0	0	50	8	8	31	2	0	52	71	21	24
	EXCEL AIRWAYS LTD	C	32	0	0	63	0	9	19	6	3	61	63	23	24
	TITAN AIRWAYS LTD	C	8	0	0	50	25	25	0	0	0	18	86	7	7
<b>TOTAL CHAMBERY</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>7</b>	<b>10</b>	<b>24</b>	<b>3</b>	<b>1</b>	<b>52</b>	<b>73</b>	<b>18</b>	<b>89</b>
GRENOBLE	BRITISH AIRWAYS PLC	C	8	0	0	88	0	13	0	0	0	8	69	14	16
	FIRST CHOICE AIRWAYS LTD	C	38	0	0	37	21	26	16	0	0	30	67	22	33
	MONARCH AIRLINES	C	11	0	0	91	9	0	0	0	0	5	67	19	9
<b>TOTAL GRENOBLE</b>			<b>57</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>16</b>	<b>19</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>67</b>	<b>19</b>	<b>58</b>
LYON	BRITISH AIRWAYS PLC	C	9	0	0	67	11	0	22	0	0	21	50	14	8
	MONARCH AIRLINES	C	16	0	0	50	31	13	6	0	0	25	56	37	16
	THOMAS COOK AIRLINES LTD	C	32	0	0	75	6	9	9	0	0	15	75	17	32
	THOMSONFLY LTD	C	16	0	0	69	13	13	6	0	0	18	58	44	19
<b>TOTAL LYON</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>14</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>64</b>	<b>29</b>	<b>84</b>
MARSEILLE	BRITISH AIRWAYS PLC	S	185	0	0	79	13	4	3	1	0	12	91	5	185
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	74	10	10	5	2	0	18	93	4	110
<b>TOTAL MARSEILLE</b>			<b>247</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>92</b>	<b>4</b>	<b>295</b>
MONTPELLIER	GB AIRWAYS LTD	S	12	0	0	83	8	8	0	0	0	7	88	6	24
<b>TOTAL MONTPELLIER</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>6</b>	<b>24</b>
NANTES	GB AIRWAYS LTD	S	49	0	1	63	14	16	6	0	0	19	88	21	40
	REGIONAL COMPAGNIE AERIENN	S	142	0	0	82	9	6	3	0	0	9	88	6	157
<b>TOTAL NANTES</b>			<b>192</b>	<b>1</b>	<b>1</b>	<b>78</b>	<b>10</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>88</b>	<b>9</b>	<b>197</b>
NICE	BRITISH AIRWAYS PLC	S	72	0	0	71	19	7	3	0	0	12	89	7	70
	EASYJET AIRLINE COMPANY LTD	S	67	1	1	64	7	10	18	0	0	28	81	15	83
<b>TOTAL NICE</b>			<b>139</b>	<b>1</b>	<b>1</b>	<b>68</b>	<b>14</b>	<b>9</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>85</b>	<b>12</b>	<b>155</b>
PARIS (CHARLES DE GAULLE)	EXCEL AIRWAYS LTD	C	2	0	0	50	0	0	0	50	0	174	50	26	2
	WINDJET SPA	C	2	0	0	0	0	100	0	0	0	44	0	0	0
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>4</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>109</b>	<b>82</b>	<b>9</b>	<b>327</b>
STRASBOURG	BRIT AIR	S	108	0	0	78	15	4	3	1	0	11	90	7	144
<b>TOTAL STRASBOURG</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>15</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>90</b>	<b>7</b>	<b>144</b>
TARBES-LOURDES INTERNATIONAL	EXCEL AIRWAYS LTD	C	3	0	0	67	33	0	0	0	0	15	0	0	0
<b>TOTAL TARBES-LOURDES INTERNATIONAL</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>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOULOUSE (BLAGNAC)	BRITISH AIRWAYS PLC	S	178	0	0	78	11	9	2	0	0	11	85	7	185
	EASYJET AIRLINE COMPANY LTD	S	114	0	2	71	13	7	9	0	0	19	85	7	124
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	31	31	19	13	6	0	39	50	41	8
	MONARCH AIRLINES	C	17	0	0	59	12	6	6	12	6	119	69	17	16
	THOMAS COOK AIRLINES LTD	C	8	0	0	38	0	25	25	13	0	79	100	3	7
	THOMSONFLY LTD	C	8	0	0	75	0	13	13	0	0	19	88	4	8
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>341</b>	<b>0</b>	<b>2</b>	<b>72</b>	<b>12</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>84</b>	<b>8</b>	<b>350</b>
<b>TOTAL FRANCE</b>			<b>1377</b>	<b>3</b>	<b>4</b>	<b>73</b>	<b>12</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>85</b>	<b>9</b>	<b>2012</b>
<b>GAMBIA</b>															
BANJUL	FIRST CHOICE AIRWAYS LTD	C	10	0	0	20	40	20	20	0	0	42	63	17	8
	GAMBIA INTERNATIONAL AIRWAY	S	9	0	0	22	0	22	56	0	0	59	50	23	8

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				Actual (7)	Plan (8)										
BANJUL	MONARCH AIRLINES	C	18	0	0	44	17	39	0	0	0	24	28	42	18
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	7	50	14	8	
<b>TOTAL BANJUL</b>			<b>46</b>	<b>1</b>	<b>0</b>	<b>41</b>	<b>20</b>	<b>24</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>48</b>	<b>27</b>	<b>50</b>
<b>TOTAL GAMBIA</b>			<b>46</b>	<b>1</b>	<b>0</b>	<b>41</b>	<b>20</b>	<b>24</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>48</b>	<b>27</b>	<b>50</b>
<b>GERMANY</b>															
COLOGNE (BONN)	EASYJET AIRLINE COMPANY LTD	S	112	1	1	66	14	8	12	0	0	19	0	0	0
	EUROWINGS LUFTVERKEHRS	S	124	0	0	77	13	9	1	0	0	10	0	0	0
<b>TOTAL COLOGNE (BONN)</b>			<b>236</b>	<b>1</b>	<b>1</b>	<b>72</b>	<b>14</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	76	0	0	74	9	9	8	0	0	16	86	8	106
<b>TOTAL FRANKFURT MAIN</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>9</b>	<b>9</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>86</b>	<b>8</b>	<b>106</b>
FRIEDRICHSHAFEN	MONARCH AIRLINES	C	9	1	0	0	22	22	33	0	22	139	0	0	0
<b>TOTAL FRIEDRICHSHAFEN</b>			<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>22</b>	<b>33</b>	<b>0</b>	<b>22</b>	<b>139</b>	<b>0</b>	<b>0</b>	<b>0</b>
HANOVER	BRITISH AIRWAYS PLC	S	158	0	0	73	13	10	3	0	0	13	86	7	160
<b>TOTAL HANOVER</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>86</b>	<b>7</b>	<b>160</b>
MUNICH	BRITISH AIRWAYS PLC	S	178	1	0	69	16	11	4	0	0	14	86	6	175
<b>TOTAL MUNICH</b>			<b>178</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>86</b>	<b>6</b>	<b>175</b>
<b>TOTAL GERMANY</b>			<b>657</b>	<b>4</b>	<b>2</b>	<b>71</b>	<b>14</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>86</b>	<b>7</b>	<b>496</b>
<b>GHANA</b>															
ACCRA	ASTRAEUS LTD	S	4	0	0	0	0	0	100	0	0	155	0	0	0
	FLYJET LTD	C	6	0	0	17	17	33	33	0	0	41	0	0	0
	MONARCH AIRLINES	C	10	0	0	20	20	20	40	0	0	56	0	0	0
	THOMSONFLY LTD	C	12	1	0	25	17	33	17	8	0	52	40	48	5
<b>TOTAL ACCRA</b>			<b>32</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>16</b>	<b>25</b>	<b>38</b>	<b>3</b>	<b>0</b>	<b>64</b>	<b>40</b>	<b>48</b>	<b>5</b>
<b>TOTAL GHANA</b>			<b>32</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>16</b>	<b>25</b>	<b>38</b>	<b>3</b>	<b>0</b>	<b>64</b>	<b>40</b>	<b>48</b>	<b>5</b>
<b>GIBRALTAR</b>															
GIBRALTAR	GB AIRWAYS LTD	S	62	0	0	77	10	11	2	0	0	11	75	18	109
<b>TOTAL GIBRALTAR</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>18</b>	<b>109</b>
<b>TOTAL GIBRALTAR</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>18</b>	<b>109</b>
<b>GREECE</b>															
ATHENS	EASYJET AIRLINE COMPANY LTD	S	62	0	0	87	10	0	0	3	0	14	85	7	62
	OLYMPIC AIRLINES	S	18	0	2	61	17	22	0	0	0	15	0	0	0
<b>TOTAL ATHENS</b>			<b>80</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>18</b>	<b>124</b>
SALONIKA	BRITISH AIRWAYS PLC	S	6	0	0	50	33	17	0	0	0	16	0	0	0
	OLYMPIC AIRLINES	S	40	0	4	73	13	15	0	0	0	13	75	8	44
<b>TOTAL SALONIKA</b>			<b>46</b>	<b>0</b>	<b>4</b>	<b>70</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>14</b>	<b>49</b>
<b>TOTAL GREECE</b>			<b>129</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>17</b>	<b>175</b>
<b>GRENADA</b>															
GRENADA	BRITISH AIRWAYS PLC	S	18	0	0	61	22	6	11	0	0	21	72	11	18
	EXCEL AIRWAYS LTD	C	6	0	0	67	17	0	0	17	0	34	62	55	13

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			Actual (7)	Plan (8)											
GRENADA	VIRGIN ATLANTIC AIRWAYS LTD	S	9	0	0	67	11	22	0	0	0	13	50	16	10
<b>TOTAL GRENADA</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>18</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>63</b>	<b>26</b>	<b>41</b>
<b>TOTAL GRENADA</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>18</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>63</b>	<b>26</b>	<b>41</b>
HUNGARY															
BUDAPEST	BRITISH AIRWAYS PLC	S	10	0	0	60	20	10	10	0	0	21	67	11	6
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	45	27	26	2	0	0	20	0	0	0
<b>TOTAL BUDAPEST</b>			<b>73</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>26</b>	<b>23</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>67</b>	<b>11</b>	<b>6</b>
<b>TOTAL HUNGARY</b>			<b>73</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>26</b>	<b>23</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>67</b>	<b>11</b>	<b>6</b>
INDIA															
AMRITSAR	FLYJET LTD	C	9	0	0	44	0	22	22	0	11	118	0	0	0
<b>TOTAL AMRITSAR</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>11</b>	<b>118</b>	<b>44</b>	<b>82</b>	<b>9</b>
DELHI	MONARCH AIRLINES	C	10	0	0	60	0	20	20	0	0	44	0	0	0
<b>TOTAL DELHI</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>
GOA	EXCEL AIRWAYS LTD	C	24	1	0	54	21	21	4	0	0	22	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	17	0	0	59	18	18	6	0	0	20	75	28	16
	MONARCH AIRLINES	C	33	0	0	48	18	15	18	0	0	35	53	68	32
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	25	0	0	0	13	116	0	0	0
	THOMSONFLY LTD	C	10	0	0	50	30	20	0	0	0	18	0	0	0
<b>TOTAL GOA</b>			<b>92</b>	<b>1</b>	<b>0</b>	<b>53</b>	<b>21</b>	<b>16</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>34</b>	<b>60</b>	<b>54</b>	<b>48</b>
MUMBAI	LTU INTERNATIONAL AIRWAYS	C	2	0	0	50	0	50	0	0	0	24	0	0	0
<b>TOTAL MUMBAI</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>24</b>	<b>0</b>	<b>0</b>	<b>0</b>
TRIVANDRUM	MONARCH AIRLINES	C	7	0	0	100	0	0	0	0	0	3	75	101	8
<b>TOTAL TRIVANDRUM</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>75</b>	<b>101</b>	<b>8</b>
<b>TOTAL INDIA</b>			<b>120</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>16</b>	<b>17</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>39</b>	<b>60</b>	<b>64</b>	<b>65</b>
IRISH REPUBLIC															
CONNAUGHT	EASYJET AIRLINE COMPANY LTD	S	62	0	0	77	11	3	8	0	0	15	0	0	0
	RYANAIR	S	62	0	0	87	6	0	6	0	0	10	0	0	0
<b>TOTAL CONNAUGHT</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
CORK	EASYJET AIRLINE COMPANY LTD	S	114	1	1	80	9	7	4	0	0	13	0	0	0
<b>TOTAL CORK</b>			<b>114</b>	<b>1</b>	<b>1</b>	<b>80</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
DUBLIN	BRITISH AIRWAYS PLC	S	234	0	0	76	12	9	4	0	0	12	87	15	236
	RYANAIR	S	360	1	6	83	6	4	6	0	0	12	91	6	308
<b>TOTAL DUBLIN</b>			<b>594</b>	<b>4</b>	<b>6</b>	<b>80</b>	<b>8</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>89</b>	<b>10</b>	<b>544</b>
SHANNON	EASYJET AIRLINE COMPANY LTD	S	62	0	0	65	23	10	3	0	0	14	0	0	0
<b>TOTAL SHANNON</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>23</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>894</b>	<b>5</b>	<b>7</b>	<b>79</b>	<b>9</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>89</b>	<b>10</b>	<b>544</b>
ITALY															
BARI (PALESE)	BRITISH AIRWAYS PLC	S	2	0	0	0	100	0	0	0	0	24	100	3	2
<b>TOTAL BARI (PALESE)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>100</b>	<b>3</b>	<b>2</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2005

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
BERGAMO	BRITISH AIRWAYS PLC	C	16	0	0	69	31	0	0	0	0	12	0	0	0
<b>TOTAL BERGAMO</b>			<b>16</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>8</b>	16
BOLOGNA	BRITISH AIRWAYS PLC	S	162	0	0	73	11	12	4	0	0	14	86	10	177
<b>TOTAL BOLOGNA</b>			<b>162</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>11</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>86</b>	<b>10</b>	177
BOLZANO	AUSTRIAN AIRLINES	C	7	0	0	14	14	29	43	0	0	54	0	0	0
<b>TOTAL BOLZANO</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>14</b>	<b>29</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>0</b>	<b>0</b>	0
CAGLIARI (ELMAS)	MERIDIANA AIR	S	45	0	0	71	13	11	4	0	0	15	0	0	0
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>50</b>	<b>40</b>	2
CATANIA (FONTANAROSSA)	WINDJET SPA	C	2	0	0	0	0	50	50	0	0	53	0	0	0
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>0</b>	<b>0</b>	0
FLORENCE	MERIDIANA AIR	S	53	0	0	83	6	9	2	0	0	10	80	15	80
<b>TOTAL FLORENCE</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>15</b>	80
GENOA	BRITISH AIRWAYS PLC	S	48	0	0	81	10	6	2	0	0	8	97	2	61
<b>TOTAL GENOA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>97</b>	<b>2</b>	61
MILAN (LINATE)	EASYJET AIRLINE COMPANY LTD	S	62	0	0	76	13	6	2	3	0	16	73	20	62
<b>TOTAL MILAN (LINATE)</b>			<b>62</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>73</b>	<b>20</b>	62
MILAN (MALPENSA)	FIRST CHOICE AIRWAYS LTD	C	2	0	0	50	0	0	50	0	0	33	0	0	0
<b>TOTAL MILAN (MALPENSA)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	0
NAPLES	BRITISH AIRWAYS PLC	S	134	0	0	72	15	10	4	0	0	14	85	12	134
	FIRST CHOICE AIRWAYS LTD	C	2	0	0	50	0	50	0	0	0	22	0	0	0
	THOMSONFLY LTD	C	3	0	0	67	33	0	0	0	0	9	86	7	7
<b>TOTAL NAPLES</b>			<b>139</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>85</b>	<b>12</b>	141
PISA	BRITISH AIRWAYS PLC	S	134	0	0	77	10	10	2	0	0	11	84	6	131
<b>TOTAL PISA</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>6</b>	135
ROME (CIAMPINO)	EASYJET AIRLINE COMPANY LTD	S	124	0	0	79	6	10	5	0	0	14	0	0	0
<b>TOTAL ROME (CIAMPINO)</b>			<b>124</b>	<b>3</b>	<b>0</b>	<b>79</b>	<b>6</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	0
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	124	0	0	64	19	13	4	0	0	17	81	11	62
<b>TOTAL ROME (FIUMICINO)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>19</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>81</b>	<b>11</b>	62
TURIN	BRITISH AIRWAYS PLC	S	62	0	0	52	26	15	8	0	0	21	75	10	116
	BRITISH AIRWAYS PLC	C	8	0	0	50	38	13	0	0	0	18	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	81	13	6	0	0	0	6	63	14	16
	MONARCH AIRLINES	C	8	0	0	38	0	13	13	25	13	139	100	2	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	13	25	13	25	0	102	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	25	0	25	0	0	26	74	16	23
	THOMSONFLY LTD	C	17	0	0	82	0	18	0	0	0	10	81	7	16
<b>TOTAL TURIN</b>			<b>127</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>19</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>31</b>	<b>74</b>	<b>12</b>	187
VENICE	BRITISH AIRWAYS PLC	S	134	0	0	77	14	8	0	1	0	12	87	6	131
	EASYJET AIRLINE COMPANY LTD	S	124	0	0	77	13	2	9	0	0	15	0	0	0
<b>TOTAL VENICE</b>			<b>258</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>87</b>	<b>6</b>	131
VERONA VILLAFRANCA	BRITISH AIRWAYS PLC	S	70	0	0	79	14	7	0	0	0	9	67	18	70

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2005

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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)										
VERONA VILAFRANCA	MONARCH AIRLINES	C	8	0	0	25	38	13	25	0	0	43	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	13	25	0	0	12	0	0	0	
	THOMSONFLY LTD	C	8	0	0	38	25	38	0	0	23	63	13	8	
<b>TOTAL VERONA VILAFRANCA</b>			<b>95</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>69</b>	<b>17</b>	<b>84</b>
<b>TOTAL ITALY</b>			<b>1401</b>	<b>5</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>82</b>	<b>11</b>	<b>1142</b>
<b>JAMAICA</b>															
KINGSTON	BRITISH AIRWAYS PLC	S	27	0	0	56	22	11	11	0	0	22	63	20	27
<b>TOTAL KINGSTON</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>63</b>	<b>20</b>	<b>27</b>
MONTEGO BAY	MY TRAVEL AIRWAYS UK	C	8	0	0	25	0	13	50	13	0	90	62	21	13
	THOMSONFLY LTD	C	10	0	0	80	0	20	0	0	13	50	15	10	
<b>TOTAL MONTEGO BAY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>0</b>	<b>17</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>47</b>	<b>57</b>	<b>18</b>	<b>23</b>
<b>TOTAL JAMAICA</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>13</b>	<b>13</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>60</b>	<b>19</b>	<b>50</b>
<b>JORDAN</b>															
AQABA	ASTRAEUS LTD	C	10	0	0	80	10	10	0	0	0	11	0	0	0
	ROYAL JORDANIAN	C	4	0	0	25	50	25	0	0	0	25	0	0	0
<b>TOTAL AQABA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>21</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL JORDAN</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>21</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>KENYA</b>															
MOMBASA	AFRICAN SAFARI AIRWAYS-ASA	C	4	4	0	25	25	50	0	0	0	27	63	34	8
	EXCEL AIRWAYS LTD	C	8	0	0	38	50	13	0	0	0	19	0	0	0
	THOMSONFLY LTD	C	8	0	0	75	25	0	0	0	9	0	0	0	
<b>TOTAL MOMBASA</b>			<b>20</b>	<b>4</b>	<b>0</b>	<b>50</b>	<b>35</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>63</b>	<b>34</b>	<b>8</b>
<b>TOTAL KENYA</b>			<b>20</b>	<b>4</b>	<b>0</b>	<b>50</b>	<b>35</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>56</b>	<b>39</b>	<b>9</b>
<b>LIBYA</b>															
TRIPOLI	AFRIQIYAH AIRWAYS	S	34	0	0	32	29	32	6	0	0	27	0	0	0
<b>TOTAL TRIPOLI</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>29</b>	<b>32</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL LIBYA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>29</b>	<b>32</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>LITHUANIA</b>															
VILNIUS	AIR BALTIC CORPORATION SIA	S	62	0	0	87	8	5	0	0	0	5	0	0	0
	BRITISH AIRWAYS PLC	S	6	0	0	50	0	17	33	0	0	35	0	0	0
	LITHUANIAN AIRLINES	S	120	0	0	87	5	5	3	0	0	8	99	3	84
<b>TOTAL VILNIUS</b>			<b>188</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>99</b>	<b>3</b>	<b>84</b>
<b>TOTAL LITHUANIA</b>			<b>188</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>99</b>	<b>3</b>	<b>84</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	BRITISH AIRWAYS PLC	S	90	0	0	91	2	6	1	0	0	6	84	6	100
<b>TOTAL LUXEMBOURG</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>2</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>6</b>	<b>100</b>
<b>TOTAL LUXEMBOURG</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>2</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>6</b>	<b>100</b>



## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2005

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>MALDIV ISLANDS</b>															
MALE INTERNATIONAL	FIRST CHOICE AIRWAYS LTD	C	8	1	0	50	13	13	25	0	0	29	78	25	9
	MONARCH AIRLINES	C	8	0	0	25	13	50	13	0	0	35	47	31	15
	THOMSONFLY LTD	C	8	0	0	75	0	13	13	0	0	20	67	9	9
<b>TOTAL MALE INTERNATIONAL</b>			<b>24</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>8</b>	<b>25</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>63</b>	<b>49</b>	<b>41</b>
<b>TOTAL MALDIV ISLANDS</b>			<b>24</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>8</b>	<b>25</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>63</b>	<b>49</b>	<b>41</b>
<b>MALTA</b>															
MALTA	AIR MALTA	C	2	0	0	0	50	50	0	0	0	32	0	0	0
	AIR MALTA	S	83	0	0	71	13	11	5	0	0	15	83	7	66
	ASTRAEUS LTD	C	15	0	0	53	20	0	27	0	0	48	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	2	80	10	10
	GB AIRWAYS LTD	S	68	4	1	53	32	9	6	0	0	20	81	14	54
	THOMSONFLY LTD	C	10	0	0	100	0	0	0	0	0	4	90	4	10
<b>TOTAL MALTA</b>			<b>188</b>	<b>4</b>	<b>1</b>	<b>65</b>	<b>20</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>84</b>	<b>9</b>	<b>156</b>
<b>TOTAL MALTA</b>			<b>188</b>	<b>4</b>	<b>1</b>	<b>65</b>	<b>20</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>84</b>	<b>9</b>	<b>156</b>
<b>MEXICO</b>															
CANCUN	FIRST CHOICE AIRWAYS LTD	C	10	0	0	50	10	10	10	10	10	88	42	67	12
	MY TRAVEL AIRWAYS UK	C	10	0	0	50	20	30	0	0	0	17	56	25	9
	THOMAS COOK AIRLINES LTD	C	5	0	0	60	20	20	0	0	0	19	0	0	0
	THOMSONFLY LTD	C	10	0	0	90	10	0	0	0	0	9	90	9	10
<b>TOTAL CANCUN</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>14</b>	<b>14</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>35</b>	<b>61</b>	<b>36</b>	<b>31</b>
<b>TOTAL MEXICO</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>14</b>	<b>14</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>35</b>	<b>56</b>	<b>39</b>	<b>34</b>
<b>MOROCCO</b>															
AGADIR	GB AIRWAYS LTD	S	9	0	0	56	33	11	0	0	0	14	78	10	9
	THOMAS COOK AIRLINES LTD	C	16	0	0	69	6	25	0	0	0	14	50	39	8
<b>TOTAL AGADIR</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>16</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>61</b>	<b>42</b>	<b>18</b>
FEZ	GB AIRWAYS LTD	S	5	0	0	60	40	0	0	0	0	8	0	0	0
<b>TOTAL FEZ</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
MARRAKESH	GB AIRWAYS LTD	S	22	0	0	64	18	5	14	0	0	19	74	17	27
	ROYAL AIR MAROC	S	34	0	0	74	6	12	9	0	0	18	92	5	24
<b>TOTAL MARRAKESH</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>11</b>	<b>9</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>81</b>	<b>13</b>	<b>53</b>
<b>TOTAL MOROCCO</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>14</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>76</b>	<b>21</b>	<b>71</b>
<b>NETHERLANDS</b>															
AMSTERDAM	BRITISH AIRWAYS PLC	S	312	0	0	78	11	7	4	0	0	14	88	7	374
	EASYJET AIRLINE COMPANY LTD	S	227	1	5	64	14	15	5	1	1	23	83	9	240
<b>TOTAL AMSTERDAM</b>			<b>539</b>	<b>5</b>	<b>5</b>	<b>72</b>	<b>12</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>18</b>	<b>86</b>	<b>8</b>	<b>614</b>
<b>TOTAL NETHERLANDS</b>			<b>539</b>	<b>5</b>	<b>5</b>	<b>72</b>	<b>12</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>18</b>	<b>86</b>	<b>8</b>	<b>614</b>
<b>NIGERIA</b>															
PORT HARCOURT	VIRGIN ATLANTIC AIRWAYS LTD	S	18	0	0	72	17	11	0	0	0	10	71	12	14
<b>TOTAL PORT HARCOURT</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>12</b>	<b>14</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2005

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 NIGERIA</b>			<b>18</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>12</b>	<b>14</b>
<b>NORWAY</b>															
BERGEN	BRAATHENS ASA	S	60	0	0	72	10	3	8	5	2	35	94	7	62
<b>TOTAL BERGEN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>10</b>	<b>3</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>35</b>	<b>94</b>	<b>7</b>	<b>62</b>
FAGERNES/LEIRIN	ASTRAEUS LTD	C	8	0	0	38	25	13	25	0	0	42	100	2	8
<b>TOTAL FAGERNES/LEIRIN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>100</b>	<b>2</b>	<b>8</b>
<b>TOTAL NORWAY</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>12</b>	<b>4</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>35</b>	<b>94</b>	<b>7</b>	<b>70</b>
<b>POLAND</b>															
KRAKOW	BRITISH AIRWAYS PLC	S	38	0	0	71	13	8	8	0	0	15	80	9	20
	LOT-POLISH AIRLINES	S	54	0	0	65	13	11	11	0	0	20	87	8	62
<b>TOTAL KRAKOW</b>			<b>92</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>13</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>85</b>	<b>8</b>	<b>82</b>
WARSAW	LOT-POLISH AIRLINES	S	54	0	0	59	24	9	7	0	0	17	0	0	0
<b>TOTAL WARSAW</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>24</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL POLAND</b>			<b>146</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>17</b>	<b>10</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>83</b>	<b>10</b>	<b>84</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	EASYJET AIRLINE COMPANY LTD	S	62	0	0	76	6	3	10	5	0	26	0	0	0
	EXCEL AIRWAYS LTD	C	4	0	0	50	0	0	50	0	0	54	63	10	8
	FIRST CHOICE AIRWAYS LTD	C	26	0	0	69	23	0	8	0	0	15	92	5	24
	GB AIRWAYS LTD	S	110	0	0	74	16	5	5	0	0	12	88	8	78
	MONARCH AIRLINES	C	10	0	0	90	10	0	0	0	0	4	100	3	8
	MONARCH AIRLINES	S	46	0	0	72	13	7	7	2	0	20	88	8	56
	THOMAS COOK AIRLINES LTD	C	21	0	0	57	10	10	5	19	0	58	69	80	16
	THOMSONFLY LTD	C	10	0	0	100	0	0	0	0	0	1	63	50	8
<b>TOTAL FARO</b>			<b>289</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>4</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>86</b>	<b>14</b>	<b>216</b>
LISBON	AIR PORTUGAL	S	136	0	1	60	18	15	8	0	0	19	70	14	116
	EXCEL AIRWAYS LTD	C	2	0	0	50	0	50	0	0	0	16	0	0	0
<b>TOTAL LISBON</b>			<b>138</b>	<b>0</b>	<b>1</b>	<b>59</b>	<b>17</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>72</b>	<b>13</b>	<b>177</b>
OPORTO (PORTUGAL)	AIR PORTUGAL	S	35	0	0	71	14	11	3	0	0	16	69	14	39
	GB AIRWAYS LTD	S	40	0	0	78	10	13	0	0	0	11	72	21	46
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>75</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>18</b>	<b>85</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>502</b>	<b>1</b>	<b>1</b>	<b>70</b>	<b>14</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>78</b>	<b>14</b>	<b>478</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	AIR PORTUGAL	S	28	0	0	64	21	14	0	0	0	13	81	6	16
	EXCEL AIRWAYS LTD	C	8	0	0	63	25	13	0	0	0	15	80	10	10
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	13	38	0	0	0	22	60	12	10
	GB AIRWAYS LTD	S	60	0	0	78	13	3	2	3	0	17	78	49	58
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	0	0	25	0	71	100	1	10
	THOMSONFLY LTD	C	8	0	0	75	25	0	0	0	0	5	92	4	12
<b>TOTAL FUNCHAL</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>8</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>80</b>	<b>28</b>	<b>116</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>8</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>80</b>	<b>28</b>	<b>116</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			Actual (7)	Plan (8)											
<b>PUERTO RICO</b>															
SAN JUAN (PUERTO RICO)	VIRGIN ATLANTIC AIRWAYS LTD	C	6	0	0	83	0	17	0	0	0	10	0	0	0
TOTAL SAN JUAN (PUERTO RICO)			6	0	0	83	0	17	0	0	0	10	0	0	0
TOTAL PUERTO RICO			6	0	0	83	0	17	0	0	0	10	0	0	0
<b>QATAR</b>															
DOHA	QATAR AIRWAYS	S	62	0	0	81	11	5	3	0	0	9	0	0	0
TOTAL DOHA			62	0	0	81	11	5	3	0	0	9	0	0	0
TOTAL QATAR			62	0	0	81	11	5	3	0	0	9	0	0	0
<b>REPUBLIC OF SOUTH AFRICA</b>															
JOHANNESBURG	NATIONWIDE AIR	S	26	0	0	58	15	19	8	0	0	20	73	14	26
TOTAL JOHANNESBURG			26	0	0	58	15	19	8	0	0	20	73	14	26
TOTAL REPUBLIC OF SOUTH AFRICA			26	0	0	58	15	19	8	0	0	20	73	14	26
<b>RUMANIA</b>															
TOTAL BUCHAREST (BANEASA)			2	1	0	50	0	50	0	0	0	22	0	0	0
TOTAL RUMANIA			2	1	0	50	0	50	0	0	0	22	0	0	0
<b>RUSSIA</b>															
MOSCOW (DOMODEDOVO)	TRANSAERO AIRLINES	S	62	0	0	71	8	11	10	0	0	19	52	44	46
TOTAL MOSCOW (DOMODEDOVO)			62	0	0	71	8	11	10	0	0	19	52	44	46
ST PETERSBURG	PULKOVO AVIATION ENTERPRISE	S	4	0	0	50	25	25	0	0	0	17	0	0	0
TOTAL ST PETERSBURG			5	0	0	40	40	20	0	0	0	17	18	37	11
TOTAL RUSSIA			67	0	0	69	10	12	9	0	0	18	45	42	58
<b>SAINT KITTS AND NEVIS</b>															
ST KITTS	EXCEL AIRWAYS LTD	C	7	0	0	14	0	43	43	0	0	52	50	75	4
TOTAL ST KITTS			7	0	0	14	0	43	43	0	0	52	50	75	4
TOTAL SAINT KITTS AND NEVIS			7	0	0	14	0	43	43	0	0	52	50	75	4
<b>SIERRA LEONE</b>															
FREETOWN	ASTRAEUS LTD	S	17	0	0	53	29	12	6	0	0	19	0	0	0
TOTAL FREETOWN			17	0	0	53	29	12	6	0	0	19	39	23	18
TOTAL SIERRA LEONE			17	0	0	53	29	12	6	0	0	19	39	23	18
<b>SLOVENIA</b>															
LJUBLJANA	ADRIA AIRWAYS	S	54	0	0	83	6	4	7	0	0	10	88	7	48
TOTAL LJUBLJANA			54	0	0	83	6	4	7	0	0	10	88	7	49
TOTAL SLOVENIA			54	0	0	83	6	4	7	0	0	10	88	7	49
<b>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	124	0	0	78	10	5	3	2	1	21	92	6	123
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	89	6	0	6	0	0	12	83	6	18

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				Actual (7)	Plan (8)										
ALICANTE	GB AIRWAYS LTD	S	72	0	0	57	31	8	4	0	0	17	83	13	78
	MONARCH AIRLINES	C	2	0	0	50	50	0	0	0	0	15	89	5	9
	MONARCH AIRLINES	S	124	0	0	85	10	2	4	0	0	7	82	17	61
	THOMAS COOK AIRLINES LTD	C	2	2	0	100	0	0	0	0	0	2	100	1	2
	THOMSONFLY LTD	C	18	0	0	94	0	0	6	0	0	8	100	2	18
<b>TOTAL ALICANTE</b>			<b>360</b>	<b>3</b>	<b>0</b>	<b>78</b>	<b>14</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>88</b>	<b>9</b>	<b>325</b>
ALMERIA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	92	2	3	3	0	0	8	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	3	1	0	100	0	0	0	0	0	1	0	0	0
	GB AIRWAYS LTD	S	28	0	0	86	7	7	0	0	0	9	82	13	34
	MY TRAVEL AIRWAYS UK	C	10	0	0	100	0	0	0	0	0	1	75	15	8
<b>TOTAL ALMERIA</b>			<b>103</b>	<b>1</b>	<b>0</b>	<b>91</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>13</b>	<b>42</b>
ASTURIAS	AIR NOSTRUM	S	28	0	0	61	25	14	0	0	0	13	77	10	26
	MONARCH AIRLINES	C	2	0	0	50	0	50	0	0	0	16	0	0	0
<b>TOTAL ASTURIAS</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>23</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>10</b>	<b>26</b>
BARCELONA	BRITISH AIRWAYS PLC	S	184	0	0	74	14	7	4	1	0	14	82	9	184
	EASYJET AIRLINE COMPANY LTD	S	186	1	1	58	16	11	14	1	0	25	73	13	192
	FIRST CHOICE AIRWAYS LTD	C	2	0	0	0	100	0	0	0	0	25	57	20	7
	MONARCH AIRLINES	C	6	0	0	0	33	50	17	0	0	45	0	0	0
	THOMSONFLY LTD	C	8	0	0	25	25	0	13	38	0	107	0	0	0
<b>TOTAL BARCELONA</b>			<b>387</b>	<b>1</b>	<b>1</b>	<b>64</b>	<b>16</b>	<b>10</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>76</b>	<b>12</b>	<b>391</b>
BILBAO	MONARCH AIRLINES	C	8	0	0	63	13	13	13	0	0	25	0	0	0
	THOMSONFLY LTD	C	2	0	0	50	0	0	50	0	0	50	0	0	0
<b>TOTAL BILBAO</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>10</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>90</b>	<b>6</b>	<b>62</b>
MADRID	AEROLINEAS ARGENTINAS	S	36	0	0	78	17	0	6	0	0	12	38	39	26
	BRITISH AIRWAYS PLC	S	184	0	0	66	18	12	3	1	1	18	86	8	185
	EASYJET AIRLINE COMPANY LTD	S	72	0	1	76	10	8	6	0	0	14	92	6	62
	FIRST CHOICE AIRWAYS LTD	C	3	0	0	67	33	0	0	0	0	6	0	0	0
	MONARCH AIRLINES	C	7	0	0	57	43	0	0	0	0	12	0	0	0
	THOMSONFLY LTD	C	3	0	0	0	67	33	0	0	0	30	0	0	0
<b>TOTAL MADRID</b>			<b>306</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>17</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>81</b>	<b>12</b>	<b>324</b>
MAHON	GB AIRWAYS LTD	S	16	0	0	100	0	0	0	0	0	4	83	14	18
<b>TOTAL MAHON</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>4</b>	<b>83</b>	<b>14</b>	<b>18</b>
MALAGA	ASTRAEUS LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	126	0	0	71	9	10	8	2	0	21	87	5	126
	EXCEL AIRWAYS LTD	C	4	0	0	50	0	0	50	0	0	37	88	5	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	5	83	7	24
	GB AIRWAYS LTD	S	112	2	3	74	12	10	4	0	0	14	81	12	99
	MONARCH AIRLINES	S	124	0	1	72	19	6	3	0	0	13	66	29	62
	MONARCH AIRLINES	C	15	0	0	67	13	13	7	0	0	18	13	44	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	0	25	0	25	0	67	100	2	8
	THOMAS COOK AIRLINES LTD	C	13	0	0	100	0	0	0	0	0	4	81	43	16
	THOMSONFLY LTD	C	18	0	0	78	11	6	6	0	0	11	88	10	26
<b>TOTAL MALAGA</b>			<b>430</b>	<b>3</b>	<b>4</b>	<b>73</b>	<b>12</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>80</b>	<b>14</b>	<b>377</b>
MURCIA SAN JAVIER	GB AIRWAYS LTD	S	29	0	1	69	21	7	0	3	0	21	97	2	34

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2005

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 MURCIA SAN JAVIER</b>			<b>29</b>	<b>2</b>	<b>1</b>	<b>69</b>	<b>21</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>97</b>	<b>2</b>	<b>34</b>
<b>PALMA DE MALLORCA</b>	EASYJET AIRLINE COMPANY LTD	S	62	0	0	47	27	13	6	6	0	34	86	6	70
	FIRST CHOICE AIRWAYS LTD	C	17	0	0	65	24	6	6	0	15	89	3	9	
	FLYJET LTD	C	4	0	0	50	25	25	0	0	20	0	0	0	
	GB AIRWAYS LTD	S	24	0	0	75	21	0	4	0	10	67	14	12	
	MONARCH AIRLINES	C	2	0	0	50	0	50	0	0	21	0	0	0	
	MY TRAVEL AIRWAYS UK	C	3	0	0	100	0	0	0	0	0	100	3	16	
	THOMAS COOK AIRLINES LTD	C	9	0	0	100	0	0	0	0	2	50	86	10	
	THOMSONFLY LTD	C	16	0	0	63	19	0	0	19	47	72	17	18	
<b>TOTAL PALMA DE MALLORCA</b>			<b>137</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>22</b>	<b>8</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>25</b>	<b>79</b>	<b>16</b>	<b>169</b>
<b>REUS</b>	FIRST CHOICE AIRWAYS LTD	C	3	0	0	67	33	0	0	0	9	0	0	0	
<b>TOTAL REUS</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>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>SANTIAGO DE COMPOSTELA (SPAIN)</b>	MONARCH AIRLINES	C	4	0	0	100	0	0	0	0	2	0	0	0	
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>SEVILLE</b>	GB AIRWAYS LTD	S	62	0	0	56	29	10	5	0	16	78	12	54	
	MONARCH AIRLINES	C	2	0	0	50	0	0	50	0	31	0	0	0	
<b>TOTAL SEVILLE</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>28</b>	<b>9</b>	<b>8</b>	<b>0</b>	<b>18</b>	<b>78</b>	<b>12</b>	<b>54</b>	
<b>VALENCIA</b>	EASYJET AIRLINE COMPANY LTD	S	62	0	0	85	8	5	0	0	2	25	0	0	
	GB AIRWAYS LTD	S	52	0	0	42	25	15	17	0	36	67	18	54	
	MONARCH AIRLINES	C	4	0	0	50	50	0	0	0	16	0	0	0	
<b>TOTAL VALENCIA</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>17</b>	<b>9</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>30</b>	<b>67</b>	<b>18</b>	<b>54</b>
<b>ZARAGOZA</b>	MONARCH AIRLINES	C	2	0	0	50	0	50	0	0	21	0	0	0	
<b>TOTAL ZARAGOZA</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>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SPAIN</b>			<b>2000</b>	<b>11</b>	<b>7</b>	<b>70</b>	<b>15</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>81</b>	<b>12</b>	<b>1877</b>
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	ASTRAEUS LTD	C	3	1	0	33	0	33	33	0	35	63	14	8	
	EXCEL AIRWAYS LTD	C	25	0	0	84	0	8	8	0	13	81	10	16	
	FIRST CHOICE AIRWAYS LTD	C	38	0	0	79	11	11	0	0	8	84	7	45	
	GB AIRWAYS LTD	S	54	0	1	48	28	20	4	0	21	68	18	34	
	MONARCH AIRLINES	C	31	0	0	81	6	6	6	0	12	54	26	26	
	MY TRAVEL AIRWAYS UK	C	18	0	0	89	11	0	0	0	4	72	16	18	
	THOMAS COOK AIRLINES LTD	C	28	0	0	82	11	0	0	0	7	34	56	25	
	THOMSONFLY LTD	C	28	0	0	86	4	11	0	0	9	88	6	26	
	VOLAR AIRLINES	C	2	0	0	100	0	0	0	0	0	0	0	0	
<b>TOTAL ARRECIFE</b>			<b>227</b>	<b>1</b>	<b>1</b>	<b>74</b>	<b>12</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>15</b>	<b>72</b>	<b>17</b>	<b>198</b>
<b>FUERTEVENTURA</b>	EXCEL AIRWAYS LTD	C	13	0	0	54	8	31	8	0	26	73	12	11	
	FIRST CHOICE AIRWAYS LTD	C	38	0	0	84	3	8	5	0	12	89	5	28	
	THOMAS COOK AIRLINES LTD	C	18	0	0	78	0	6	17	0	16	79	11	19	
	THOMSONFLY LTD	C	18	0	0	67	6	6	6	11	6	108	10	18	
<b>TOTAL FUERTEVENTURA</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>5</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>34</b>	<b>74</b>	<b>11</b>	<b>108</b>
<b>LAS PALMAS</b>	EXCEL AIRWAYS LTD	C	16	0	0	63	19	6	13	0	26	78	9	18	
	FIRST CHOICE AIRWAYS LTD	C	24	0	0	71	17	4	8	0	14	79	8	19	
	GB AIRWAYS LTD	S	49	1	0	59	20	12	8	0	19	63	20	35	

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2005

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	MONARCH AIRLINES	C	8	0	0	63	13	25	0	0	0	15	70	23	10
	MY TRAVEL AIRWAYS UK	C	7	1	0	43	0	14	43	0	0	66	78	7	18
	THOMAS COOK AIRLINES LTD	C	16	0	0	75	0	13	0	0	13	62	60	17	10
	THOMSONFLY LTD	C	26	0	0	81	8	8	0	4	0	18	77	16	26
	VOLAR AIRLINES	C	8	0	0	13	50	13	25	0	0	34	0	0	0
<b>TOTAL LAS PALMAS</b>			<b>154</b>	<b>2</b>	<b>0</b>	<b>64</b>	<b>16</b>	<b>10</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>26</b>	<b>72</b>	<b>14</b>	<b>136</b>
SANTA CRUZ DE LA PALMA	THOMSONFLY LTD	C	10	0	0	60	10	10	20	0	0	24	0	0	0
<b>TOTAL SANTA CRUZ DE LA PALMA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>10</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>63</b>	<b>43</b>	<b>8</b>
TENERIFE (NORTE LOS RODEOS)	GB AIRWAYS LTD	S	18	0	0	67	11	6	17	0	0	23	94	5	16
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	4	100	4	8
<b>TOTAL TENERIFE (NORTE LOS RODEOS)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>8</b>	<b>4</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>96</b>	<b>5</b>	<b>24</b>
TENERIFE (SURREINA SOFIA)	ASTRAEUS LTD	C	18	0	0	39	39	17	0	0	6	38	36	22	14
	EXCEL AIRWAYS LTD	C	32	0	0	59	22	13	6	0	0	17	77	13	26
	FIRST CHOICE AIRWAYS LTD	C	46	0	0	70	15	15	0	0	0	12	93	7	28
	FLYJET LTD	C	4	0	0	0	0	50	0	0	50	372	0	0	0
	FUTURA AIRLINES	C	10	0	0	70	20	0	10	0	0	12	67	12	15
	GB AIRWAYS LTD	S	93	1	0	60	29	6	3	1	0	17	73	13	62
	IBERWORLD	C	2	0	0	50	50	0	0	0	0	9	0	0	0
	MONARCH AIRLINES	C	38	0	0	74	13	8	5	0	0	13	71	32	28
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	20	10	0	0	0	10	89	6	28
	THOMAS COOK AIRLINES LTD	C	34	0	0	74	6	9	3	9	0	33	89	5	36
	THOMSONFLY LTD	C	43	0	0	79	7	9	5	0	0	9	94	5	54
	VOLAR AIRLINES	C	6	0	0	33	0	33	33	0	0	65	0	0	0
	<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>336</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>19</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>22</b>	<b>79</b>	<b>18</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>841</b>	<b>4</b>	<b>1</b>	<b>68</b>	<b>14</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>22</b>	<b>76</b>	<b>16</b>	<b>772</b>
ST LUCIA															
ST LUCIA (HEWANORRA)	BRITISH AIRWAYS PLC	S	18	0	0	78	6	6	11	0	0	21	83	14	18
	VIRGIN ATLANTIC AIRWAYS LTD	S	26	0	0	81	8	4	4	4	0	19	59	15	27
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>5</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>69</b>	<b>14</b>	<b>45</b>
<b>TOTAL ST LUCIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>5</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>69</b>	<b>14</b>	<b>45</b>
SWEDEN															
OSTERSUND / FROSON	FLYBE LTD	C	8	0	0	38	13	25	25	0	0	32	75	9	8
<b>TOTAL OSTERSUND / FROSON</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>75</b>	<b>9</b>	<b>8</b>
<b>TOTAL SWEDEN</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>85</b>	<b>7</b>	<b>13</b>
SWITZERLAND															
BERNE	FLYBE LTD	C	7	0	0	43	0	0	43	14	0	86	17	76	6
<b>TOTAL BERNE</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>14</b>	<b>0</b>	<b>86</b>	<b>17</b>	<b>76</b>	<b>6</b>
GENEVA															
GENEVA	AIR MALTA	C	4	0	0	0	75	25	0	0	0	31	0	0	0
	ASTRAEUS LTD	C	12	0	0	33	17	33	8	8	0	48	31	30	16
	BRITISH AIRWAYS PLC	C	55	0	0	53	31	13	4	0	0	18	48	23	29
	BRITISH AIRWAYS PLC	S	201	0	0	54	20	19	7	0	0	22	80	8	177
	EASYJET AIRLINE COMPANY LTD	S	80	0	2	60	10	14	16	0	0	26	79	10	24
	EASYJET SWITZERLAND	S	246	0	2	62	10	16	11	0	0	24	75	16	300

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)										
GENEVA	EXCEL AIRWAYS LTD	C	16	0	0	38	13	19	31	0	0	37	50	18	16
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	33	17	22	28	0	0	39	71	23	24
	MONARCH AIRLINES	C	8	0	0	38	13	13	38	0	0	41	40	28	10
	THOMAS COOK AIRLINES LTD	C	16	0	0	25	38	31	6	0	0	32	56	22	16
	THOMSONFLY LTD	C	32	0	0	44	25	13	19	0	0	33	41	28	32
	TITAN AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	16	0	0	0
<b>TOTAL GENEVA</b>			<b>690</b>	<b>2</b>	<b>5</b>	<b>54</b>	<b>17</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>25</b>	<b>71</b>	<b>16</b>	<b>649</b>	
SION	FLYBE LTD	C	8	0	0	25	38	13	0	25	0	69	50	29	8
<b>TOTAL SION</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>69</b>	<b>50</b>	<b>29</b>	<b>8</b>
ZURICH	BRITISH AIRWAYS PLC	S	124	0	0	74	12	9	5	0	0	13	0	0	0
	HELVETIC AIRWAYS	S	60	0	0	93	7	0	0	0	0	4	0	0	0
<b>TOTAL ZURICH</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>12</b>	<b>107</b>	
<b>TOTAL SWITZERLAND</b>			<b>889</b>	<b>2</b>	<b>5</b>	<b>60</b>	<b>15</b>	<b>15</b>	<b>10</b>	<b>1</b>	<b>23</b>	<b>71</b>	<b>16</b>	<b>770</b>	
TAHITI															
PAPEETE	THOMSONFLY LTD	C	2	0	0	0	50	50	0	0	0	32	0	0	0
<b>TOTAL PAPEETE</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>32</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TAHITI</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>32</b>	<b>0</b>	<b>0</b>	<b>0</b>
THAILAND															
BANGKOK	PHUKET AIRLINES	S	29	1	15	83	7	7	0	3	0	19	0	0	0
<b>TOTAL BANGKOK</b>			<b>29</b>	<b>1</b>	<b>15</b>	<b>83</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL THAILAND</b>			<b>29</b>	<b>1</b>	<b>15</b>	<b>83</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
TRINIDAD AND TOBAGO															
TOBAGO	BRITISH AIRWAYS PLC	S	24	0	0	83	4	8	0	4	0	15	88	6	24
	EXCEL AIRWAYS LTD	C	15	0	0	47	13	13	13	13	0	68	50	76	16
<b>TOTAL TOBAGO</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>8</b>	<b>10</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>35</b>	<b>73</b>	<b>34</b>	<b>40</b>
<b>TOTAL TRINIDAD AND TOBAGO</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>8</b>	<b>10</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>35</b>	<b>71</b>	<b>34</b>	<b>42</b>
TUNISIA															
JERBA	NOUVELAIR TUNISIE	C	8	0	0	25	0	25	50	0	0	58	100	2	8
<b>TOTAL JERBA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>100</b>	<b>2</b>	<b>8</b>
MONASTIR	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	4	75	58	8
	MY TRAVEL AIRWAYS UK	C	5	0	0	60	40	0	0	0	0	10	78	7	9
	NOUVELAIR TUNISIE	S	16	0	0	25	0	19	56	0	0	78	0	0	0
	THOMAS COOK AIRLINES LTD	C	11	0	0	36	36	27	0	0	0	19	78	11	9
	THOMSONFLY LTD	C	18	0	0	83	6	11	0	0	0	8	100	2	10
<b>TOTAL MONASTIR</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>14</b>	<b>14</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>73</b>	<b>20</b>	<b>44</b>
TUNIS	GB AIRWAYS LTD	S	34	1	0	62	24	9	6	0	0	17	89	5	36
	THOMSONFLY LTD	C	3	0	0	100	0	0	0	0	0	7	0	0	0
<b>TOTAL TUNIS</b>			<b>38</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>21</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>89</b>	<b>5</b>	<b>36</b>
<b>TOTAL TUNISIA</b>			<b>105</b>	<b>1</b>	<b>0</b>	<b>57</b>	<b>15</b>	<b>12</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>82</b>	<b>12</b>	<b>88</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2005

## Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TURKEY</b>															
ANTALYA	FIRST CHOICE AIRWAYS LTD	C	5	3	0	100	0	0	0	0	0	3	75	4	4
	THOMAS COOK AIRLINES LTD	C	17	1	0	71	18	0	0	12	0	36	82	10	11
<b>TOTAL ANTALYA</b>			<b>22</b>	<b>4</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>29</b>	<b>80</b>	<b>8</b>	<b>15</b>
BODRUM (MILAS)	MONARCH AIRLINES	C	4	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL BODRUM (MILAS)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
DALAMAN	THOMAS COOK AIRLINES LTD	C	7	0	0	71	29	0	0	0	0	7	0	0	0
<b>TOTAL DALAMAN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TURKEY</b>			<b>34</b>	<b>4</b>	<b>0</b>	<b>79</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>21</b>	<b>80</b>	<b>8</b>	<b>15</b>
<b>UKRAINE</b>															
KIEV (BORISPOL)	UKRAINE INTERNATIONAL AIRLIN	S	62	0	0	81	15	5	0	0	0	7	84	6	44
<b>TOTAL KIEV (BORISPOL)</b>			<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>7</b>	<b>84</b>	<b>6</b>	<b>44</b>
<b>TOTAL UKRAINE</b>			<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>7</b>	<b>84</b>	<b>6</b>	<b>44</b>
<b>UNITED ARAB EMIRATES</b>															
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	62	0	0	77	18	5	0	0	0	8	0	0	0
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
DUBAI	EMIRATES	S	186	0	0	71	16	11	2	0	0	12	74	25	182
<b>TOTAL DUBAI</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>74</b>	<b>25</b>	<b>182</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>16</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>25</b>	<b>182</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BRITISH AIRWAYS PLC	S	226	0	0	77	12	8	4	0	0	12	87	6	234
<b>TOTAL ABERDEEN</b>			<b>226</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>87</b>	<b>6</b>	<b>234</b>
BELFAST CITY	FLYBE LTD	S	224	0	0	77	14	7	3	0	0	10	85	11	218
<b>TOTAL BELFAST CITY</b>			<b>224</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>11</b>	<b>218</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	240	0	0	64	15	13	7	1	0	19	79	11	177
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>240</b>	<b>2</b>	<b>0</b>	<b>64</b>	<b>15</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>79</b>	<b>11</b>	<b>177</b>
EDINBURGH	BRITISH AIRWAYS PLC	S	388	0	0	72	15	8	4	1	0	15	88	6	336
	EASYJET AIRLINE COMPANY LTD	S	233	1	0	51	26	14	8	1	0	23	75	11	230
<b>TOTAL EDINBURGH</b>			<b>621</b>	<b>4</b>	<b>0</b>	<b>64</b>	<b>19</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>83</b>	<b>8</b>	<b>566</b>
GLASGOW	BRITISH AIRWAYS PLC	S	326	0	0	76	14	7	2	0	0	11	85	7	333
<b>TOTAL GLASGOW</b>			<b>326</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>85</b>	<b>7</b>	<b>333</b>
GUERNSEY	AURIGNY AIR SERVICES	S	248	0	6	79	4	7	8	2	0	18	86	7	192
	FLYBE LTD	S	262	0	4	81	8	4	4	3	0	18	88	12	220
<b>TOTAL GUERNSEY</b>			<b>510</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>6</b>	<b>5</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>87</b>	<b>10</b>	<b>412</b>
INVERNESS	BRITISH AIRWAYS CITIEXPRESS L	S	166	0	0	86	5	7	1	0	0	7	95	3	172
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	39	23	23	16	0	0	30	77	20	62
<b>TOTAL INVERNESS</b>			<b>228</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>10</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>90</b>	<b>7</b>	<b>234</b>
ISLE OF MAN	BRITISH AIRWAYS CITIEXPRESS L	S	164	0	0	75	12	7	5	1	0	17	0	0	0



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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL ISLE OF MAN</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>80</b>	<b>9</b>	169
JERSEY	BRITISH AIRWAYS PLC	S	300	0	4	80	8	6	5	1	0	17	88	7	308
	FLYBE LTD	S	272	0	4	79	9	4	6	1	1	18	84	9	232
<b>TOTAL JERSEY</b>			<b>572</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>8</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>18</b>	<b>87</b>	<b>8</b>	540
MANCHESTER	BRITISH AIRWAYS PLC	S	392	0	0	73	14	8	4	1	0	15	90	5	400
	CHANNEL EXPRESS LTD ALSO T/A	S	178	0	0	92	5	1	2	0	0	5	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	9	11	0	100	0	0	0	0	0	1	71	9	7
	MY TRAVEL AIRWAYS UK	C	8	1	0	50	13	0	25	13	0	73	69	155	16
	THOMSONFLY LTD	C	8	0	0	75	0	13	13	0	0	14	50	14	4
<b>TOTAL MANCHESTER</b>			<b>595</b>	<b>25</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>88</b>	<b>11</b>	427
NEWCASTLE	BRITISH AIRWAYS PLC	S	238	0	0	84	9	6	2	0	0	9	89	5	238
<b>TOTAL NEWCASTLE</b>			<b>238</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>89</b>	<b>5</b>	238
NEWQUAY	AIR SOUTHWEST	S	92	0	0	85	3	9	3	0	0	9	84	8	131
<b>TOTAL NEWQUAY</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>3</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>8</b>	131
PLYMOUTH	AIR SOUTHWEST	S	154	0	0	81	6	9	3	0	0	11	86	7	92
<b>TOTAL PLYMOUTH</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>7</b>	92
<b>TOTAL UNITED KINGDOM</b>			<b>4191</b>	<b>31</b>	<b>18</b>	<b>76</b>	<b>11</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>86</b>	<b>8</b>	3771
<b>USA</b>															
ATLANTA	BRITISH AIRWAYS PLC	S	62	0	0	52	29	16	0	3	0	25	84	9	62
	DELTA AIRLINES	S	165	1	3	64	18	13	5	1	0	17	59	17	122
<b>TOTAL ATLANTA</b>			<b>227</b>	<b>1</b>	<b>3</b>	<b>61</b>	<b>21</b>	<b>14</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>67</b>	<b>15</b>	184
CHARLOTTE	US AIRWAYS	S	62	0	0	55	34	6	3	2	0	23	68	18	60
<b>TOTAL CHARLOTTE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>34</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>68</b>	<b>18</b>	60
CINCINNATI	DELTA AIRLINES	S	62	1	0	56	19	21	3	0	0	18	73	12	52
<b>TOTAL CINCINNATI</b>			<b>62</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>73</b>	<b>12</b>	52
DALLAS/FORT WORTH	AMERICAN AIRLINES	S	166	0	2	52	22	19	6	1	0	24	78	11	124
	BRITISH AIRWAYS PLC	S	62	0	0	68	21	8	3	0	0	14	81	10	62
<b>TOTAL DALLAS/FORT WORTH</b>			<b>228</b>	<b>0</b>	<b>2</b>	<b>56</b>	<b>22</b>	<b>16</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>79</b>	<b>11</b>	186
DETROIT	NORTHWEST AIRLINES	S	62	0	0	81	8	8	3	0	0	10	77	11	62
<b>TOTAL DETROIT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>11</b>	62
HOUSTON	BRITISH AIRWAYS PLC	S	91	0	0	67	20	11	1	1	0	15	80	10	86
	CONTINENTAL AIRLINES	S	124	0	0	47	19	23	9	2	0	28	74	12	124
<b>TOTAL HOUSTON</b>			<b>215</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>20</b>	<b>18</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>77</b>	<b>11</b>	210
LAS VEGAS	VIRGIN ATLANTIC AIRWAYS LTD	S	37	0	0	49	22	14	14	3	0	32	53	16	32
<b>TOTAL LAS VEGAS</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>22</b>	<b>14</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>32</b>	<b>53</b>	<b>16</b>	32
MINNEAPOLIS-ST PAUL	NORTHWEST AIRLINES	S	62	0	0	58	18	8	16	0	0	24	71	15	62
<b>TOTAL MINNEAPOLIS-ST PAUL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>18</b>	<b>8</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>71</b>	<b>15</b>	62
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	124	0	0	62	18	11	8	1	0	23	75	12	124
<b>TOTAL NEW YORK (NEWARK)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>18</b>	<b>11</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>75</b>	<b>12</b>	124
ORLANDO	BRITISH AIRWAYS PLC	S	62	0	0	84	6	6	3	0	0	11	81	8	62

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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)										
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	116	0	0	49	17	9	22	3	0	38	47	27	112
<b>TOTAL ORLANDO</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>13</b>	<b>8</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>59</b>	<b>20</b>	<b>174</b>
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	54	0	0	35	26	15	22	2	0	41	66	22	62
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>25</b>	<b>16</b>	<b>22</b>	<b>2</b>	<b>0</b>	<b>41</b>	<b>66</b>	<b>22</b>	<b>62</b>
RALEIGH	AMERICAN AIRLINES	S	62	0	0	56	34	5	5	0	0	19	69	11	62
<b>TOTAL RALEIGH</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>34</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>69</b>	<b>11</b>	<b>62</b>
SANFORD	AIR ATLANTA EUROPE LTD	C	12	0	0	75	0	0	25	0	0	28	33	27	6
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	25	38	38	0	0	0	27	100	6	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	13	13	0	0	0	11	78	8	9
	THOMSONFLY LTD	C	12	0	0	75	8	17	0	0	0	13	75	14	8
<b>TOTAL SANFORD</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>13</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>75</b>	<b>12</b>	<b>36</b>
TAMPA	BRITISH AIRWAYS PLC	S	43	0	0	70	12	9	9	0	0	22	67	20	43
<b>TOTAL TAMPA</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>12</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>67</b>	<b>20</b>	<b>43</b>
<b>TOTAL USA</b>			<b>1457</b>	<b>4</b>	<b>5</b>	<b>59</b>	<b>20</b>	<b>13</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>71</b>	<b>14</b>	<b>1353</b>
VENEZUELA															
PORLAMAR	FIRST CHOICE AIRWAYS LTD	C	5	0	0	60	0	20	20	0	0	38	100	0	4
<b>TOTAL PORLAMAR</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>100</b>	<b>0</b>	<b>4</b>
<b>TOTAL VENEZUELA</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>100</b>	<b>0</b>	<b>4</b>
VIRGIN ISLANDS (U.S.A)															
ST THOMAS ISLANDS	FIRST CHOICE AIRWAYS LTD	C	3	0	0	33	0	67	0	0	0	32	25	42	4
<b>TOTAL ST THOMAS ISLANDS</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>25</b>	<b>42</b>	<b>4</b>
<b>TOTAL VIRGIN ISLANDS (U.S.A)</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>25</b>	<b>42</b>	<b>4</b>
ZIMBABWE															
HARARE	AIR ZIMBABWE	S	26	0	3	69	4	4	19	0	4	49	54	19	26
<b>TOTAL HARARE</b>			<b>26</b>	<b>0</b>	<b>3</b>	<b>69</b>	<b>4</b>	<b>4</b>	<b>19</b>	<b>0</b>	<b>4</b>	<b>49</b>	<b>54</b>	<b>19</b>	<b>26</b>
<b>TOTAL ZIMBABWE</b>			<b>26</b>	<b>0</b>	<b>3</b>	<b>69</b>	<b>4</b>	<b>4</b>	<b>19</b>	<b>0</b>	<b>4</b>	<b>49</b>	<b>54</b>	<b>19</b>	<b>26</b>
<b>TOTAL GATWICK</b>			<b>19300</b>	<b>113</b>	<b>144</b>	<b>70</b>	<b>14</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>80</b>	<b>12</b>	<b>17368</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2005

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	88	13	0	0	0	0	6	0	0	0
<b>TOTAL INNSBRUCK</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
SALZBURG	THOMSONFLY LTD	C	7	0	0	100	0	0	0	0	0	3	83	6	6
<b>TOTAL SALZBURG</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>83</b>	<b>6</b>	<b>6</b>
<b>TOTAL AUSTRIA</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>6</b>	<b>6</b>
<b>CANADA</b>															
TORONTO	AIR TRANSAT	S	10	0	0	40	10	20	30	0	0	40	100	2	4
	ZOOM AIRLINES	S	10	0	0	40	10	10	30	10	0	52	0	0	0
<b>TOTAL TORONTO</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>10</b>	<b>15</b>	<b>30</b>	<b>5</b>	<b>0</b>	<b>46</b>	<b>75</b>	<b>8</b>	<b>8</b>
VANCOUVER	ZOOM AIRLINES	S	10	0	0	90	0	10	0	0	0	4	0	0	0
<b>TOTAL VANCOUVER</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CANADA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>7</b>	<b>13</b>	<b>20</b>	<b>3</b>	<b>0</b>	<b>32</b>	<b>75</b>	<b>8</b>	<b>8</b>
<b>CYPRUS</b>															
LARNACA	THOMAS COOK AIRLINES LTD	C	3	0	0	67	33	0	0	0	0	13	0	0	0
<b>TOTAL LARNACA</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>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
PAPHOS	EUROCYPRIA AIRLINES LTD	C	4	0	0	25	75	0	0	0	0	14	100	0	1
	FIRST CHOICE AIRWAYS LTD	S	10	0	0	100	0	0	0	0	0	7	60	14	10
	THOMAS COOK AIRLINES LTD	C	3	0	0	33	67	0	0	0	0	19	0	0	0
	THOMSONFLY LTD	C	10	0	0	70	20	10	0	0	0	11	70	14	10
<b>TOTAL PAPHOS</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>26</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>68</b>	<b>13</b>	<b>22</b>
<b>TOTAL CYPRUS</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>27</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>68</b>	<b>13</b>	<b>22</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	CSA	S	67	0	0	84	13	0	3	0	0	10	0	0	0
	FLYGLOBESPAN	S	62	0	0	68	21	10	2	0	0	14	0	0	0
<b>TOTAL PRAGUE</b>			<b>129</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>17</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>25</b>	<b>50</b>	<b>12</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>129</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>17</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>25</b>	<b>50</b>	<b>12</b>
<b>DENMARK</b>															
COPENHAGEN	BMI REGIONAL	S	49	0	0	90	6	0	4	0	0	7	94	8	54
<b>TOTAL COPENHAGEN</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>94</b>	<b>8</b>	<b>54</b>
<b>TOTAL DENMARK</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>94</b>	<b>8</b>	<b>54</b>
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	0	25	0	0	43	0	0	0
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL EGYPT</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>FRANCE</b>															
LYON	THOMSONFLY LTD	C	9	0	0	78	11	11	0	0	0	14	60	20	10

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2005

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			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
TOTAL LYON			9	0	0	78	11	11	0	0	0	14	60	20	10
NICE	THOMSONFLY LTD	C	2	0	0	0	100	0	0	0	17	0	0	0	0
TOTAL NICE			2	0	0	0	100	0	0	0	17	0	0	0	0
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS CITIEXPRESS L	S	39	0	0	87	0	5	8	0	12	94	5	35	
TOTAL PARIS (CHARLES DE GAULLE)			39	1	0	87	0	5	8	0	12	95	4	37	
TOULOUSE (BLAGNAC)	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	13	0	0	13	30	100	2	7	
TOTAL TOULOUSE (BLAGNAC)			8	0	0	75	13	0	0	13	30	100	2	7	
TOTAL FRANCE			58	1	0	81	7	5	5	2	15	89	7	54	
GERMANY															
FRANKFURT MAIN	BRITISH AIRWAYS CITIEXPRESS L	S	20	0	0	90	5	5	0	0	5	76	11	100	
TOTAL FRANKFURT MAIN			20	0	0	90	5	5	0	0	5	76	11	100	
MUNICH	BRITISH AIRWAYS CITIEXPRESS L	S	41	0	0	68	22	5	5	0	12	74	13	46	
TOTAL MUNICH			41	0	0	68	22	5	5	0	12	74	13	46	
TOTAL GERMANY			61	0	0	75	16	5	3	0	10	78	11	189	
GREECE															
ATHENS	GREECE AIRWAYS	S	14	0	0	36	43	7	14	0	39	0	0	0	
TOTAL ATHENS			14	0	0	36	43	7	14	0	39	0	0	0	
TOTAL GREECE			14	0	0	36	43	7	14	0	39	0	0	0	
ICELAND															
KEFLAVIK	ICELANDAIR	S	36	0	0	81	11	6	3	0	9	76	18	34	
TOTAL KEFLAVIK			36	0	0	81	11	6	3	0	9	76	18	34	
TOTAL ICELAND			36	0	0	81	11	6	3	0	9	76	18	34	
IRISH REPUBLIC															
CORK	LOGANAIR	S	40	0	0	85	10	5	0	0	7	91	5	56	
TOTAL CORK			40	0	0	85	10	5	0	0	7	91	5	56	
DUBLIN	AER LINGUS	S	176	0	0	74	13	10	2	0	11	86	8	170	
TOTAL DUBLIN			176	0	0	74	13	10	2	0	11	86	8	170	
GALWAY	LOGANAIR	S	26	0	0	88	4	4	4	0	8	0	0	0	
TOTAL GALWAY			26	0	0	88	4	4	4	0	8	0	0	0	
TOTAL IRISH REPUBLIC			242	0	0	78	12	9	2	0	10	89	6	256	
ITALY															
BERGAMO	THOMSONFLY LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	
TOTAL BERGAMO			2	0	0	100	0	0	0	0	0	0	0	0	
MILAN (MALPENSA)	BRAATHENS ASA	C	2	0	0	0	100	0	0	0	20	0	0	0	
TOTAL MILAN (MALPENSA)			2	0	0	0	100	0	0	0	20	0	0	0	
TURIN	THOMAS COOK AIRLINES LTD	C	8	0	0	63	0	13	0	0	25	113	100	2	7

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				Actual (7)	Plan (8)										
TOTAL TURIN			8	0	0	63	0	13	0	0	25	113	100	2	7
TOTAL ITALY			13	0	0	62	15	8	0	0	15	72	100	2	7
MALTA															
MALTA	AIR MALTA	C	10	0	0	80	0	20	0	0	0	13	100	3	10
	AIR MALTA	S	10	0	0	10	20	20	50	0	0	55	63	11	8
TOTAL MALTA			20	0	0	45	10	20	25	0	0	34	83	6	18
TOTAL MALTA			20	0	0	45	10	20	25	0	0	34	83	6	18
NETHERLANDS															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	60	0	2	75	13	7	3	2	0	14	97	7	61
	KLM CITYHOPPER	S	218	2	0	75	11	4	9	2	0	19	83	8	239
TOTAL AMSTERDAM			278	2	2	75	11	4	8	2	0	18	86	8	300
TOTAL NETHERLANDS			278	2	2	75	11	4	8	2	0	18	86	8	300
PORTUGAL(EXCLUDING MADEIRA)															
FARO	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	6	75	84	8
	FLYGLOBESPAN	S	4	0	0	75	25	0	0	0	0	8	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	6	88	7	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	5	78	25	9
TOTAL FARO			28	0	0	89	11	0	0	0	0	6	77	31	35
TOTAL PORTUGAL(EXCLUDING MADEIRA)			28	0	0	89	11	0	0	0	0	6	77	31	35
PORTUGAL(MADEIRA)															
FUNCHAL	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	80	7	10
TOTAL FUNCHAL			8	0	0	100	0	0	0	0	0	1	80	7	10
TOTAL PORTUGAL(MADEIRA)			8	0	0	100	0	0	0	0	0	1	80	7	10
SPAIN															
ALICANTE	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	8	67	103	6
	FLYGLOBESPAN	S	46	0	0	65	22	13	0	0	0	13	0	0	0
	GREECE AIRWAYS	S	17	0	1	82	0	0	18	0	0	29	76	12	25
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	4	69	16	16
	THOMAS COOK AIRLINES LTD	C	4	0	0	100	0	0	0	0	0	0	88	5	8
	THOMSONFLY LTD	C	18	0	0	100	0	0	0	0	0	2	94	3	18
TOTAL ALICANTE			101	0	1	78	13	6	3	0	0	12	83	14	89
BARCELONA	FLYGLOBESPAN	S	10	0	0	70	20	10	0	0	0	9	0	0	0
TOTAL BARCELONA			10	0	0	70	20	10	0	0	0	9	63	21	112
MALAGA															
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	11	75	10	8
	FLYGLOBESPAN	S	50	2	2	82	8	2	8	0	0	11	0	0	0
	GREECE AIRWAYS	S	18	0	0	39	28	6	17	0	11	71	43	19	14
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	25	0	13	0	0	22	75	48	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	5	78	8	9
	THOMSONFLY LTD	C	8	0	0	88	13	0	0	0	0	5	89	24	9
TOTAL MALAGA			100	2	2	74	13	3	8	0	2	22	73	18	66

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			Actual (7)	Plan (8)											
PALMA DE MALLORCA	FIRST CHOICE AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	7	0	0	0
	FLYGLOBESPAN	S	8	0	2	88	13	0	0	0	0	5	0	0	0
	GREECE AIRWAYS	S	6	0	2	83	0	0	0	0	17	72	88	6	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	13	13	0	0	0	12	50	23	8
	THOMAS COOK AIRLINES LTD	C	5	0	0	100	0	0	0	0	0	4	100	11	1
	THOMSONFLY LTD	C	10	0	0	90	10	0	0	0	0	4	83	7	18
<b>TOTAL PALMA DE MALLORCA</b>			<b>41</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>16</b>	<b>79</b>	<b>9</b>	<b>43</b>
<b>TOTAL SPAIN</b>			<b>253</b>	<b>2</b>	<b>7</b>	<b>77</b>	<b>13</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>74</b>	<b>16</b>	<b>358</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	FIRST CHOICE AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	3	100	1	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	50	20	10	20	0	0	25	63	12	8
	THOMAS COOK AIRLINES LTD	C	20	0	0	85	15	0	0	0	0	5	69	21	16
	THOMSONFLY LTD	C	9	0	0	100	0	0	0	0	0	0	100	2	8
<b>TOTAL ARRECIFE</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>11</b>	<b>40</b>
FUERTEVENTURA	MY TRAVEL AIRWAYS UK	C	10	0	0	80	10	0	10	0	0	23	60	20	10
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	2	80	41	10
<b>TOTAL FUERTEVENTURA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>26</b>	<b>29</b>
LAS PALMAS	FIRST CHOICE AIRWAYS LTD	C	6	0	0	100	0	0	0	0	0	3	90	8	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	13	13	0	0	0	9	50	25	10
	THOMAS COOK AIRLINES LTD	C	11	0	0	82	18	0	0	0	0	6	100	2	10
	THOMSONFLY LTD	C	9	0	0	78	11	11	0	0	0	7	100	2	10
<b>TOTAL LAS PALMAS</b>			<b>34</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>7</b>	<b>85</b>	<b>9</b>	<b>40</b>
TENERIFE (SURREINA SOFIA)	FIRST CHOICE AIRWAYS LTD	C	18	0	0	100	0	0	0	0	0	2	94	4	18
	FLYGLOBESPAN	S	18	0	0	28	28	22	11	11	0	60	0	0	0
	FUTURA AIRLINES	C	2	0	0	0	0	50	50	0	0	62	0	0	0
	MY TRAVEL AIRWAYS UK	C	18	0	0	39	28	33	0	0	0	25	72	11	18
	THOMAS COOK AIRLINES LTD	C	32	0	0	78	19	3	0	0	0	7	92	7	25
	THOMSONFLY LTD	C	18	0	0	94	6	0	0	0	0	4	100	1	17
	VOLAR AIRLINES	C	8	0	0	75	0	25	0	0	0	10	50	22	8
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>15</b>	<b>12</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>87</b>	<b>7</b>	<b>112</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>217</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>84</b>	<b>11</b>	<b>221</b>
<b>SWITZERLAND</b>															
GENEVA	CHANNEL EXPRESS LTD ALSO T/A	S	6	0	2	67	33	0	0	0	0	14	0	0	0
	FLYGLOBESPAN	S	33	0	1	70	6	6	12	6	0	30	0	0	0
	THOMSONFLY LTD	C	8	0	0	75	13	13	0	0	0	9	50	38	8
<b>TOTAL GENEVA</b>			<b>47</b>	<b>0</b>	<b>3</b>	<b>70</b>	<b>11</b>	<b>6</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>24</b>	<b>25</b>	<b>37</b>	<b>24</b>
<b>TOTAL SWITZERLAND</b>			<b>47</b>	<b>0</b>	<b>3</b>	<b>70</b>	<b>11</b>	<b>6</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>24</b>	<b>25</b>	<b>37</b>	<b>24</b>
<b>TUNISIA</b>															
MONASTIR	FIRST CHOICE AIRWAYS LTD	C	8	0	0	38	50	13	0	0	0	18	89	7	9
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	7	0	0	0
<b>TOTAL MONASTIR</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>31</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>50</b>	<b>21</b>	<b>16</b>
<b>TOTAL TUNISIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>31</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>50</b>	<b>21</b>	<b>16</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2005

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TURKEY</b>															
ANTALYA	THOMAS COOK AIRLINES LTD	C	3	0	0	33	33	0	33	0	0	28	0	0	0
TOTAL ANTALYA			3	0	0	33	33	0	33	0	0	28	0	0	0
TOTAL TURKEY			3	0	0	33	33	0	33	0	0	28	0	0	0
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	62	0	0	56	24	19	0	0	0	18	0	0	0
TOTAL DUBAI			62	0	0	56	24	19	0	0	0	18	0	0	0
TOTAL UNITED ARAB EMIRATES			62	0	0	56	24	19	0	0	0	18	0	0	0
<b>UNITED KINGDOM</b>															
BARRA	LOGANAIR	S	52	5	0	92	4	2	2	0	0	6	72	11	43
TOTAL BARRA			52	5	0	92	4	2	2	0	0	6	72	11	43
BELFAST CITY	FLYBE LTD	S	216	0	4	85	9	3	4	0	0	8	97	2	30
TOTAL BELFAST CITY			216	0	4	85	9	3	4	0	0	8	93	3	170
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	240	0	0	89	3	2	5	1	0	10	92	5	237
TOTAL BELFAST INTERNATIONAL			240	0	0	89	3	2	5	1	0	10	92	5	237
BENBECULA	LOGANAIR	S	74	2	0	61	19	15	4	1	0	20	0	0	0
TOTAL BENBECULA			74	2	0	61	19	15	4	1	0	20	70	17	56
BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS L	S	221	1	0	86	5	5	5	0	0	8	85	9	174
	FLYBE LTD	S	307	1	8	84	7	5	2	1	0	10	74	13	316
TOTAL BIRMINGHAM			528	2	8	85	6	5	3	1	0	9	78	12	490
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	190	0	0	75	11	7	6	1	0	15	84	9	184
	EASYJET AIRLINE COMPANY LTD	S	168	0	2	82	8	8	1	1	0	10	75	19	163
TOTAL BRISTOL			358	0	2	78	9	8	4	1	0	12	80	14	347
CAMPBELTOWN	LOGANAIR	S	87	2	0	84	8	5	3	0	0	10	91	7	89
TOTAL CAMPBELTOWN			87	2	0	84	8	5	3	0	0	10	91	7	89
CITY OF DERRY (EGLINTON)	LOGANAIR	S	62	0	0	82	8	3	6	0	0	13	84	14	62
TOTAL CITY OF DERRY (EGLINTON)			62	0	0	82	8	3	6	0	0	13	84	14	62
EDINBURGH	CHANNEL EXPRESS LTD ALSO T/A	S	6	0	2	50	17	33	0	0	0	19	0	0	0
TOTAL EDINBURGH			6	0	2	50	17	33	0	0	0	19	0	0	0
EXETER	FLYBE LTD	S	62	0	0	89	6	2	3	0	0	10	88	7	8
TOTAL EXETER			62	0	0	89	6	2	3	0	0	10	88	7	8
GATWICK	BRITISH AIRWAYS PLC	S	326	0	0	80	10	8	2	0	0	10	87	7	333
	ZOOM AIRLINES	S	9	9	0	33	44	0	11	11	0	43	0	0	0
TOTAL GATWICK			335	9	0	79	11	7	2	0	0	11	87	7	334
HEATHROW	BMI BRITISH MIDLAND	S	469	0	8	80	12	6	1	0	0	9	71	13	482
	BRITISH AIRWAYS PLC	S	666	0	0	70	14	11	5	0	0	14	72	13	676
TOTAL HEATHROW			1135	0	8	74	13	9	3	0	0	12	72	13	1158
ISLAY	LOGANAIR	S	98	0	0	85	7	3	5	0	0	10	79	9	100

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2005

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 ISLAY			98	0	0	85	7	3	5	0	0	10	79	9	100
ISLE OF MAN	DENIM AIR	S	105	13	0	69	16	13	2	0	0	13	0	0	0
	LOGANAIR	S	58	0	0	79	9	9	3	0	0	11	0	0	0
TOTAL ISLE OF MAN			163	13	0	72	13	12	2	0	0	12	84	17	62
LEEDS BRADFORD	BMI REGIONAL	S	132	0	0	79	8	8	5	0	0	13	90	5	145
TOTAL LEEDS BRADFORD			132	0	0	79	8	8	5	0	0	13	90	5	145
LIVERPOOL	FLYBE LTD	S	10	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL LIVERPOOL			10	0	0	100	0	0	0	0	0	1	0	0	0
LUTON	EASYJET AIRLINE COMPANY LTD	S	338	0	2	84	4	7	5	0	0	11	88	8	380
TOTAL LUTON			338	0	2	84	4	7	5	0	0	11	88	8	380
MANCHESTER	BMI REGIONAL	S	189	0	0	96	2	2	0	0	0	3	86	6	244
	BRITISH AIRWAYS CITIEXPRESS L	S	301	0	0	86	6	6	2	0	0	8	79	10	205
TOTAL MANCHESTER			490	0	0	90	5	4	1	0	0	6	83	8	451
NOTTINGHAM EAST MIDLANDS INT'L	BMIBABY LTD	S	152	2	2	82	7	5	5	1	0	15	69	22	74
TOTAL NOTTINGHAM EAST MIDLANDS INT'L			152	3	2	82	7	5	5	1	0	15	79	15	228
SOUTHAMPTON	BRITISH AIRWAYS CITIEXPRESS L	S	198	0	0	81	9	8	3	0	0	10	78	12	249
	FLYBE LTD	S	160	0	4	88	7	1	3	1	0	9	0	0	0
TOTAL SOUTHAMPTON			358	0	4	84	8	5	3	1	0	9	78	12	249
STANSTED	EASYJET AIRLINE COMPANY LTD	S	286	0	0	85	7	3	5	0	0	9	91	5	286
TOTAL STANSTED			286	0	0	85	7	3	5	0	0	9	91	5	286
STORNOWAY	LOGANAIR	S	108	0	0	93	4	4	0	0	0	4	0	0	0
TOTAL STORNOWAY			108	0	0	93	4	4	0	0	0	4	92	4	100
SUMBURGH	LOGANAIR	S	115	0	0	84	7	3	4	1	0	11	94	5	62
TOTAL SUMBURGH			115	0	0	84	7	3	4	1	0	11	89	9	116
TIREE	LOGANAIR	S	50	0	0	66	18	8	8	0	0	17	96	3	50
TOTAL TIREE			50	0	0	66	18	8	8	0	0	17	96	3	50
TOTAL UNITED KINGDOM			5455	38	32	82	9	6	3	0	0	10	82	10	5161
USA															
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	60	0	0	67	17	5	8	3	0	24	79	9	62
TOTAL NEW YORK (NEWARK)			60	0	0	67	17	5	8	3	0	24	79	9	62
TOTAL USA			60	0	0	67	17	5	8	3	0	24	79	9	62
TOTAL GLASGOW			7134	43	44	80	10	6	4	0	0	12	81	10	6862



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2005

		Reporting Airport: HEATHROW (Full Analysis)											MAR 2004		
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	34	0	0	38	38	15	9	0	0	23	3	76	34
TOTAL ALGIERS			34	1	0	38	38	15	9	0	0	23	3	76	34
TOTAL ALGERIA			34	1	0	38	38	15	9	0	0	23	3	76	34
<b>ANGOLA</b>															
LUANDA	BRITISH AIRWAYS PLC	S	8	0	0	75	13	13	0	0	0	14	63	23	8
TOTAL LUANDA			8	0	0	75	13	13	0	0	0	14	63	23	8
TOTAL ANGOLA			8	0	0	75	13	13	0	0	0	14	63	23	8
<b>ARGENTINA</b>															
BUENOS AIRES	BRITISH AIRWAYS PLC	S	35	0	0	66	20	9	0	0	6	59	72	22	36
TOTAL BUENOS AIRES			35	0	0	66	20	9	0	0	6	59	72	22	36
TOTAL ARGENTINA			35	0	0	66	20	9	0	0	6	59	72	22	36
<b>AUSTRALIA</b>															
MELBOURNE	BRITISH AIRWAYS PLC	S	62	0	0	50	21	18	8	2	2	38	65	13	62
	QANTAS	S	59	0	0	68	19	10	3	0	0	14	69	17	49
TOTAL MELBOURNE			121	0	0	59	20	14	6	1	1	26	67	15	111
PERTH (AUSTRALIA)	QANTAS	S	28	0	0	71	11	18	0	0	0	13	0	0	0
TOTAL PERTH (AUSTRALIA)			28	0	0	71	11	18	0	0	0	13	0	0	0
SYDNEY	BRITISH AIRWAYS PLC	S	124	0	0	65	19	12	2	2	1	29	79	9	124
	QANTAS	S	153	0	0	57	22	12	5	1	2	35	70	12	135
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	45	27	21	6	0	0	22	0	0	0
TOTAL SYDNEY			339	0	0	58	22	14	4	1	1	31	74	11	259
TOTAL AUSTRALIA			488	0	0	59	21	14	5	1	1	28	72	12	370
<b>AUSTRIA</b>															
VIENNA	AUSTRIAN AIRLINES	S	304	0	2	62	20	14	4	1	0	17	42	27	306
	BRITISH AIRWAYS PLC	S	248	0	0	66	15	13	7	0	0	19	64	16	246
TOTAL VIENNA			552	0	2	64	17	13	5	1	0	18	52	22	552
TOTAL AUSTRIA			552	0	2	64	17	13	5	1	0	18	52	22	552
<b>AZERBAIJAN</b>															
BAKU ( HEYDER ALIYEV INT'L )	BMED	S	36	0	0	42	31	14	11	0	3	34	60	28	10
TOTAL BAKU ( HEYDER ALIYEV INT'L )			36	0	0	42	31	14	11	0	3	34	60	28	10
TOTAL AZERBAIJAN			36	0	0	42	31	14	11	0	3	34	60	28	10
<b>BAHRAIN</b>															
BAHRAIN	GULF AIR	S	116	0	0	59	26	11	3	1	0	17	67	37	66
TOTAL BAHRAIN			116	0	0	59	26	11	3	1	0	17	67	37	66
TOTAL BAHRAIN			116	0	0	59	26	11	3	1	0	17	67	37	66

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2005

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2004			
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>BANGLADESH</b>																
DACCA	BIMAN BANGLADESH AIRLINES	S	53	1	1	15	11	40	25	6	4	80	35	74	52	
	BRITISH AIRWAYS PLC	S	26	0	0	46	27	19	4	4	0	31	54	26	26	
<b>TOTAL DACCA</b>			<b>79</b>	<b>1</b>	<b>1</b>	<b>25</b>	<b>16</b>	<b>33</b>	<b>18</b>	<b>5</b>	<b>3</b>	<b>64</b>	<b>41</b>	<b>58</b>	<b>78</b>	
<b>TOTAL BANGLADESH</b>			<b>79</b>	<b>1</b>	<b>1</b>	<b>25</b>	<b>16</b>	<b>33</b>	<b>18</b>	<b>5</b>	<b>3</b>	<b>64</b>	<b>41</b>	<b>58</b>	<b>78</b>	
<b>BELGIUM</b>																
BRUSSELS	BMI BRITISH MIDLAND	S	368	0	1	73	13	9	4	0	0	13	65	17	378	
	BRITISH AIRWAYS PLC	S	454	0	0	65	13	13	8	0	0	18	76	12	462	
	SN BRUSSELS AIRLINES	S	8	0	0	75	25	0	0	0	0	7	63	22	8	
<b>TOTAL BRUSSELS</b>			<b>830</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>13</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>14</b>	<b>848</b>	
<b>TOTAL BELGIUM</b>			<b>830</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>13</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>14</b>	<b>848</b>	
<b>BRAZIL</b>																
RIO DE JANEIRO (GALEAO)	BRITISH AIRWAYS PLC	S	27	0	0	70	15	7	4	0	4	32	54	26	26	
	VARIG	S	62	0	0	40	21	26	13	0	0	28	27	55	60	
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>19</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>29</b>	<b>35</b>	<b>46</b>	<b>86</b>	
<b>TOTAL BRAZIL</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>19</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>29</b>	<b>35</b>	<b>46</b>	<b>86</b>	
<b>BRUNEI</b>																
BANDAR SERI BEGAWAN	ROYAL BRUNEI AIRLINES	S	62	0	0	52	31	10	8	0	0	22	40	69	60	
<b>TOTAL BANDAR SERI BEGAWAN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>31</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>40</b>	<b>69</b>	<b>60</b>	
<b>TOTAL BRUNEI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>31</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>40</b>	<b>69</b>	<b>60</b>	
<b>BULGARIA</b>																
SOFIA	BRITISH AIRWAYS PLC	S	62	0	0	65	16	13	6	0	0	16	66	17	62	
<b>TOTAL SOFIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>16</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>66</b>	<b>17</b>	<b>62</b>	
<b>TOTAL BULGARIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>16</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>66</b>	<b>17</b>	<b>62</b>	
<b>CANADA</b>																
CALGARY	AIR CANADA	S	62	0	0	68	21	10	2	0	0	13	53	20	72	
<b>TOTAL CALGARY</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>21</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>53</b>	<b>20</b>	<b>72</b>	
HALIFAX INT	AIR CANADA	S	62	0	0	55	24	13	6	2	0	22	53	24	62	
<b>TOTAL HALIFAX INT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>24</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>53</b>	<b>24</b>	<b>62</b>	
MONTREAL (DORVAL)	AIR CANADA	S	62	0	0	42	27	24	5	2	0	27	37	39	62	
	BRITISH AIRWAYS PLC	S	62	0	0	44	29	15	13	0	0	28	81	9	62	
<b>TOTAL MONTREAL (DORVAL)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>28</b>	<b>19</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>59</b>	<b>24</b>	<b>124</b>	
OTTAWA INTERNATIONAL	AIR CANADA	S	62	0	0	55	31	13	2	0	0	15	70	12	44	
<b>TOTAL OTTAWA INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>31</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>70</b>	<b>12</b>	<b>44</b>	
TORONTO	AIR CANADA	S	248	1	0	51	21	19	8	1	0	25	53	26	244	
	BRITISH AIRWAYS PLC	S	123	0	2	55	25	12	7	0	0	20	67	26	123	
<b>TOTAL TORONTO</b>			<b>371</b>	<b>1</b>	<b>2</b>	<b>52</b>	<b>23</b>	<b>17</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>58</b>	<b>26</b>	<b>367</b>	
VANCOUVER	AIR CANADA	S	66	0	0	55	21	15	9	0	0	23	58	30	62	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2005

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				Actual (7)	Plan (8)										
VANCOUVER	BRITISH AIRWAYS PLC	S	62	0	0	26	40	24	10	0	0	31	76	17	62
<b>TOTAL VANCOUVER</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>30</b>	<b>20</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>67</b>	<b>23</b>	<b>124</b>
<b>TOTAL CANADA</b>			<b>809</b>	<b>1</b>	<b>2</b>	<b>51</b>	<b>25</b>	<b>16</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>59</b>	<b>24</b>	<b>793</b>
<b>CAYMAN ISLANDS</b>															
GRAND CAYMAN	BRITISH AIRWAYS PLC	S	35	1	1	63	17	6	9	3	3	66	74	9	34
<b>TOTAL GRAND CAYMAN</b>			<b>35</b>	<b>1</b>	<b>1</b>	<b>63</b>	<b>17</b>	<b>6</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>66</b>	<b>74</b>	<b>9</b>	<b>34</b>
<b>TOTAL CAYMAN ISLANDS</b>			<b>35</b>	<b>1</b>	<b>1</b>	<b>63</b>	<b>17</b>	<b>6</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>66</b>	<b>74</b>	<b>9</b>	<b>34</b>
<b>CHINA</b>															
BEIJING	AIR CHINA	S	44	0	0	57	25	16	2	0	0	16	67	18	36
	BRITISH AIRWAYS PLC	S	33	0	0	52	15	24	9	0	0	30	78	14	27
<b>TOTAL BEIJING</b>			<b>77</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>21</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>71</b>	<b>17</b>	<b>63</b>
SHANGHAI (PU DONG)	CHINA EASTERN AIRLINES	S	36	0	0	44	22	14	17	0	3	65	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	44	0	0	55	25	16	5	0	0	18	69	13	36
<b>TOTAL SHANGHAI (PU DONG)</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>24</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>39</b>	<b>69</b>	<b>13</b>	<b>36</b>
<b>TOTAL CHINA</b>			<b>157</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>22</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>31</b>	<b>71</b>	<b>15</b>	<b>99</b>
<b>CROATIA</b>															
ZAGREB	CROATIA AIRLINES	S	62	0	0	56	29	11	3	0	0	18	63	22	64
<b>TOTAL ZAGREB</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>29</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>63</b>	<b>22</b>	<b>64</b>
<b>TOTAL CROATIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>29</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>63</b>	<b>22</b>	<b>64</b>
<b>CYPRUS</b>															
LARNACA	BRITISH AIRWAYS PLC	S	69	0	0	45	28	17	10	0	0	27	64	16	64
	CYPRUS AIRWAYS	S	129	0	0	62	14	19	3	2	0	20	63	22	120
	HELIOS AIRWAYS LTD	S	36	0	0	36	28	25	11	0	0	27	0	0	0
<b>TOTAL LARNACA</b>			<b>234</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>20</b>	<b>20</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>63</b>	<b>20</b>	<b>184</b>
<b>TOTAL CYPRUS</b>			<b>234</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>20</b>	<b>20</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>63</b>	<b>20</b>	<b>184</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	BRITISH AIRWAYS PLC	S	186	0	0	51	18	20	10	1	0	27	59	19	185
	CSA	S	178	0	0	63	14	18	5	0	0	17	65	17	178
<b>TOTAL PRAGUE</b>			<b>364</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>16</b>	<b>19</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>62</b>	<b>18</b>	<b>363</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>364</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>16</b>	<b>19</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>62</b>	<b>18</b>	<b>363</b>
<b>DENMARK</b>															
COPENHAGEN	BRITISH AIRWAYS PLC	S	355	0	1	68	11	12	9	0	0	18	77	11	358
	SAS	S	354	0	0	58	20	13	8	0	0	22	78	10	404
	VARIG	S	26	0	0	50	19	8	23	0	0	34	27	72	26
<b>TOTAL COPENHAGEN</b>			<b>735</b>	<b>1</b>	<b>1</b>	<b>63</b>	<b>16</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>76</b>	<b>13</b>	<b>788</b>
<b>TOTAL DENMARK</b>			<b>735</b>	<b>1</b>	<b>1</b>	<b>63</b>	<b>16</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>76</b>	<b>13</b>	<b>788</b>
<b>EGYPT</b>															
ALEXANDRIA (BORG EL ARAB)	BMED	S	4	0	0	50	25	25	0	0	0	22	0	0	0

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL ALEXANDRIA (BORG EL ARAB)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	0
CAIRO	BRITISH AIRWAYS PLC	S	62	0	0	74	18	6	2	0	11	68	18	62	
	EGYPT AIR	S	67	0	0	19	25	48	4	3	0	37	15	36	62
<b>TOTAL CAIRO</b>			<b>129</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>22</b>	<b>28</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>41</b>	<b>27</b>	124
LUXOR	EGYPT AIR	S	8	0	0	25	25	38	13	0	0	35	20	30	10
<b>TOTAL LUXOR</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>20</b>	<b>30</b>	10
SHARM EL SHEIKH (OPHIRA)	EGYPT AIR	S	3	0	0	67	0	0	33	0	0	34	75	8	8
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>75</b>	<b>8</b>	8
<b>TOTAL EGYPT</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>22</b>	<b>28</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>42</b>	<b>26</b>	142
<b>ETHIOPIA</b>															
ADDIS ABABA	BMED	S	33	0	0	52	24	21	3	0	0	18	56	28	34
	ETHIOPIAN AIRLINES	S	34	0	0	56	15	15	15	0	0	23	35	34	34
<b>TOTAL ADDIS ABABA</b>			<b>67</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>19</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>46</b>	<b>31</b>	68
<b>TOTAL ETHIOPIA</b>			<b>67</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>19</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>46</b>	<b>31</b>	68
<b>FED REP YUGO SERBIA M'ENEGRO</b>															
BELGRADE	BRITISH AIRWAYS PLC	S	34	0	0	76	12	9	3	0	0	11	89	6	36
	JATAIRWAYS	S	59	1	2	53	19	15	8	3	2	37	56	27	54
<b>TOTAL BELGRADE</b>			<b>93</b>	<b>1</b>	<b>2</b>	<b>61</b>	<b>16</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>27</b>	<b>69</b>	<b>18</b>	90
<b>TOTAL FED REP YUGO SERBIA M'ENEGRO</b>			<b>93</b>	<b>1</b>	<b>2</b>	<b>61</b>	<b>16</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>27</b>	<b>69</b>	<b>18</b>	90
<b>FINLAND</b>															
HELSINKI	BRITISH AIRWAYS PLC	S	124	0	1	65	17	16	2	0	0	15	85	8	144
	FINNAIR	S	234	0	0	80	10	9	0	0	0	9	75	11	240
<b>TOTAL HELSINKI</b>			<b>358</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>13</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>10</b>	384
<b>TOTAL FINLAND</b>			<b>358</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>13</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>10</b>	384
<b>FRANCE</b>															
LYON	AIR FRANCE	S	138	0	6	76	11	6	6	1	0	17	0	0	0
	BRITISH AIRWAYS PLC	S	194	0	0	64	18	13	5	0	0	17	70	14	186
<b>TOTAL LYON</b>			<b>332</b>	<b>0</b>	<b>6</b>	<b>69</b>	<b>15</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>75</b>	<b>12</b>	358
NICE	BMI BRITISH MIDLAND	S	72	0	0	65	24	11	0	0	0	12	63	19	124
	BRITISH AIRWAYS PLC	S	246	0	0	63	19	12	6	0	0	19	72	13	248
<b>TOTAL NICE</b>			<b>318</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>20</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>69</b>	<b>15</b>	372
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	703	3	0	60	17	14	9	1	0	20	60	18	768
	BMI BRITISH MIDLAND	S	292	0	4	58	18	16	7	1	0	21	59	19	348
	BRITISH AIRWAYS PLC	S	588	0	0	57	15	16	11	1	0	27	75	11	662
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>1583</b>	<b>5</b>	<b>4</b>	<b>58</b>	<b>17</b>	<b>15</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>65</b>	<b>15</b>	1778
<b>TOTAL FRANCE</b>			<b>2233</b>	<b>8</b>	<b>10</b>	<b>61</b>	<b>17</b>	<b>14</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>67</b>	<b>15</b>	2652
<b>GEORGIA</b>															
TBILISI	BMED	S	18	0	0	39	17	17	22	6	0	44	0	0	0

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				Actual (7)	Plan (8)										
TOTAL TBILISI			18	0	0	39	17	17	22	6	0	44	0	0	0
TOTAL GEORGIA			18	0	0	39	17	17	22	6	0	44	0	0	0
GERMANY															
BERLIN (TEGEL)	BRITISH AIRWAYS PLC	S	302	0	0	57	15	20	8	0	0	22	72	13	310
TOTAL BERLIN (TEGEL)			302	0	0	57	15	20	8	0	0	22	72	13	310
COLOGNE (BONN)	BRITISH AIRWAYS PLC	S	184	0	0	65	15	13	6	1	0	17	83	8	184
	LUFTHANSA CITY LINE	S	151	0	0	84	9	5	3	0	0	8	76	13	167
TOTAL COLOGNE (BONN)			335	0	0	74	12	9	4	0	0	13	79	10	351
DUSSELDORF	BRITISH AIRWAYS PLC	S	352	0	0	66	15	14	4	0	0	18	76	13	342
	LUFTHANSA	S	286	0	0	84	8	6	3	0	0	9	83	9	266
TOTAL DUSSELDORF			638	0	0	74	12	10	4	0	0	14	78	11	628
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	440	0	0	66	14	14	6	0	0	17	73	13	434
	LUFTHANSA	S	611	0	1	77	12	8	3	0	0	11	72	13	614
TOTAL FRANKFURT MAIN			1051	1	1	72	13	11	4	0	0	13	72	13	1048
HAMBURG	BRITISH AIRWAYS PLC	S	242	0	0	72	14	9	5	0	0	13	71	14	246
	LUFTHANSA	S	180	0	0	83	12	5	0	0	0	7	77	9	162
TOTAL HAMBURG			422	0	0	77	13	7	3	0	0	11	73	14	430
HANOVER	BMI BRITISH MIDLAND	S	160	0	0	81	8	9	3	0	0	10	60	23	168
	BRITISH AIRWAYS PLC	C	12	0	0	67	25	0	8	0	0	15	0	0	0
TOTAL HANOVER			172	0	0	80	9	8	3	0	0	10	59	23	175
MUNICH	BRITISH AIRWAYS PLC	S	296	0	0	69	14	13	4	0	0	15	76	12	298
	LUFTHANSA	S	427	0	1	80	13	6	1	0	0	9	82	8	370
TOTAL MUNICH			723	0	1	75	13	9	3	0	0	11	79	10	668
STUTTGART	BRITISH AIRWAYS PLC	S	182	0	0	71	13	13	3	0	0	13	74	12	186
	LUFTHANSA CITY LINE	S	118	1	0	90	7	2	2	0	0	4	77	10	178
TOTAL STUTTGART			300	1	0	79	10	9	2	0	0	9	75	11	364
TOTAL GERMANY			3943	2	2	73	12	10	4	0	0	13	75	12	3974
GHANA															
ACCRA	BRITISH AIRWAYS PLC	S	62	0	0	52	24	18	6	0	0	19	77	10	62
TOTAL ACCRA			62	0	0	52	24	18	6	0	0	19	62	29	78
TOTAL GHANA			62	0	0	52	24	18	6	0	0	19	62	29	78
GIBRALTAR															
GIBRALTAR	GB AIRWAYS LTD	S	62	1	0	65	18	10	8	0	0	19	0	0	0
TOTAL GIBRALTAR			62	1	0	65	18	10	8	0	0	19	0	0	0
TOTAL GIBRALTAR			62	1	0	65	18	10	8	0	0	19	0	0	0
GREECE															
ATHENS	BRITISH AIRWAYS PLC	S	184	0	0	62	13	15	9	1	0	21	78	12	179
	HELLAS JET	S	54	0	0	83	4	13	0	0	0	9	81	9	62
	OLYMPIC AIRLINES	S	152	0	0	61	20	15	3	1	0	18	61	16	144

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				Actual (7)	Plan (8)										
TOTAL ATHENS			390	0	0	65	15	15	5	1	0	18	72	13	385
TOTAL GREECE			390	0	0	65	15	15	5	1	0	18	72	13	385
HONG KONG															
HONG KONG (CHEP LAP KOK)	BRITISH AIRWAYS PLC	S	149	0	0	77	14	7	3	0	0	9	90	5	122
	CATHAY PACIFIC AIRWAYS	S	184	2	2	74	20	6	1	0	0	10	78	13	183
TOTAL HONG KONG (CHEP LAP KOK)			333	2	2	75	17	6	2	0	0	10	81	10	367
TOTAL HONG KONG			333	2	2	75	17	6	2	0	0	10	81	10	367
HUNGARY															
BUDAPEST	BRITISH AIRWAYS PLC	S	186	0	0	56	19	15	10	0	0	23	67	13	124
	MALEV (HUNGARIAN AIRLINES)	S	124	0	0	81	10	8	2	0	0	10	72	14	124
TOTAL BUDAPEST			310	0	0	66	15	12	6	0	0	17	69	13	248
TOTAL HUNGARY			310	0	0	66	15	12	6	0	0	17	69	13	248
ICELAND															
KEFLAVIK	ICELANDAIR	S	118	0	0	53	19	19	8	1	0	24	70	15	108
TOTAL KEFLAVIK			118	0	0	53	19	19	8	1	0	24	70	15	108
TOTAL ICELAND			118	0	0	53	19	19	8	1	0	24	70	15	108
INDIA															
CALCUTTA	BRITISH AIRWAYS PLC	S	27	0	0	52	22	7	15	0	4	70	73	15	26
TOTAL CALCUTTA			27	0	0	52	22	7	15	0	4	70	73	15	26
DELHI	BRITISH AIRWAYS PLC	S	62	0	0	47	31	16	6	0	0	21	71	16	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	61	0	1	25	18	30	28	0	0	45	48	28	25
TOTAL DELHI			123	0	1	36	24	23	17	0	0	32	64	20	87
MADRAS/CHENNAI	BRITISH AIRWAYS PLC	S	18	0	0	44	39	17	0	0	0	19	71	14	17
TOTAL MADRAS/CHENNAI			18	0	0	44	39	17	0	0	0	19	71	14	17
MUMBAI	AIR INDIA	S	156	2	2	45	22	15	13	3	3	59	52	27	90
	BRITISH AIRWAYS PLC	S	84	0	0	65	17	12	6	0	0	17	76	14	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	4	0	0	50	0	50	0	0	0	26	0	0	0
TOTAL MUMBAI			244	2	2	52	20	15	10	2	2	44	62	21	152
TOTAL INDIA			412	2	3	47	22	17	12	1	1	41	64	20	282
IRAN															
TEHRAN	BMED	S	46	0	0	50	26	15	4	4	0	28	53	18	34
	IRAN AIR	S	28	0	0	4	18	36	43	0	0	56	31	49	26
TOTAL TEHRAN			74	0	0	32	23	23	19	3	0	38	43	32	60
TOTAL IRAN			74	0	0	32	23	23	19	3	0	38	43	32	60
IRISH REPUBLIC															
CORK	AER LINGUS	S	204	0	1	63	16	11	7	3	0	23	69	19	194
TOTAL CORK			204	0	1	63	16	11	7	3	0	23	69	19	194
DUBLIN	AER LINGUS	S	775	1	4	64	14	16	6	0	0	18	66	16	775

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2005

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
DUBLIN	BMI BRITISH MIDLAND	S	374	0	2	66	13	14	7	0	0	19	54	22	444
<b>TOTAL DUBLIN</b>			<b>1149</b>	<b>3</b>	<b>6</b>	<b>65</b>	<b>13</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>62</b>	<b>18</b>	1219
SHANNON	AER LINGUS	S	195	0	0	71	12	10	5	2	1	19	53	26	193
<b>TOTAL SHANNON</b>			<b>195</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>12</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>19</b>	<b>53</b>	<b>26</b>	193
<b>TOTAL IRISH REPUBLIC</b>			<b>1548</b>	<b>3</b>	<b>7</b>	<b>65</b>	<b>14</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>61</b>	<b>19</b>	1606
ISRAEL															
OVDA	EL AL	S	7	0	0	86	14	0	0	0	0	7	67	27	9
<b>TOTAL OVDA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>67</b>	<b>27</b>	9
TEL AVIV	BRITISH AIRWAYS PLC	S	124	0	0	64	19	10	6	0	2	22	75	15	124
	EL AL	S	107	0	0	64	21	9	7	0	0	16	58	21	108
<b>TOTAL TEL AVIV</b>			<b>231</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>19</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>19</b>	<b>67</b>	<b>18</b>	232
<b>TOTAL ISRAEL</b>			<b>238</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>19</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>19</b>	<b>67</b>	<b>18</b>	241
ITALY															
MILAN (LINATE)	ALITALIA	S	218	0	9	72	15	7	5	0	0	13	76	10	170
	BMI BRITISH MIDLAND	S	56	0	0	75	5	13	4	4	0	21	74	17	163
	BRITISH AIRWAYS PLC	S	184	0	0	55	20	14	10	1	0	23	73	13	186
<b>TOTAL MILAN (LINATE)</b>			<b>458</b>	<b>1</b>	<b>9</b>	<b>66</b>	<b>16</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>74</b>	<b>13</b>	519
MILAN (MALPENSA)	ALITALIA	S	237	0	7	65	19	11	5	0	0	16	57	21	304
	BRITISH AIRWAYS PLC	S	198	0	0	58	18	16	8	2	0	24	68	19	185
<b>TOTAL MILAN (MALPENSA)</b>			<b>435</b>	<b>0</b>	<b>7</b>	<b>62</b>	<b>18</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>61</b>	<b>20</b>	489
NAPLES	BMI BRITISH MIDLAND	S	58	0	0	55	22	17	5	0	0	20	38	17	8
<b>TOTAL NAPLES</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>22</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>38</b>	<b>17</b>	8
ROME (FIUMICINO)	ALITALIA	S	307	0	1	65	17	14	3	1	0	17	53	27	307
	BRITISH AIRWAYS PLC	S	308	0	0	59	23	13	4	1	0	20	68	16	310
<b>TOTAL ROME (FIUMICINO)</b>			<b>615</b>	<b>0</b>	<b>1</b>	<b>62</b>	<b>20</b>	<b>14</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>61</b>	<b>21</b>	617
VENICE	BMI BRITISH MIDLAND	S	60	0	0	72	15	7	7	0	0	16	40	38	62
<b>TOTAL VENICE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>40</b>	<b>38</b>	62
<b>TOTAL ITALY</b>			<b>1626</b>	<b>1</b>	<b>17</b>	<b>63</b>	<b>18</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>64</b>	<b>19</b>	1695
JAMAICA															
KINGSTON	AIR JAMAICA	S	60	0	3	13	13	10	38	18	7	155	34	76	71
<b>TOTAL KINGSTON</b>			<b>60</b>	<b>0</b>	<b>3</b>	<b>13</b>	<b>13</b>	<b>10</b>	<b>38</b>	<b>18</b>	<b>7</b>	<b>155</b>	<b>34</b>	<b>76</b>	71
<b>TOTAL JAMAICA</b>			<b>60</b>	<b>0</b>	<b>3</b>	<b>13</b>	<b>13</b>	<b>10</b>	<b>38</b>	<b>18</b>	<b>7</b>	<b>155</b>	<b>34</b>	<b>76</b>	71
JAPAN															
OSAKA (KANSAI)	JAPAN AIRLINES	S	61	1	1	69	25	3	0	3	0	18	84	8	62
<b>TOTAL OSAKA (KANSAI)</b>			<b>61</b>	<b>1</b>	<b>1</b>	<b>69</b>	<b>25</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>84</b>	<b>8</b>	62
TOKYO (NARITA)	ALL NIPPON AIRWAYS	S	62	0	0	81	13	2	5	0	0	12	84	16	62
	BRITISH AIRWAYS PLC	S	124	0	0	67	17	12	4	0	0	15	62	18	124
	JAPAN AIRLINES	S	123	1	1	65	21	10	3	1	0	16	68	12	123
	VIRGIN ATLANTIC AIRWAYS LTD	S	57	5	5	58	21	11	11	0	0	21	56	39	61

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				Actual (7)	Plan (8)										
TOTAL TOKYO (NARITA)			366	6	6	67	18	9	5	0	0	16	67	19	370
TOTAL JAPAN			427	7	7	67	19	8	4	1	0	16	69	17	432
JORDAN															
AMMAN	BMED	S	30	0	0	57	27	7	10	0	0	23	55	24	38
	ROYAL JORDANIAN	S	62	0	0	73	18	10	0	0	0	13	47	25	62
TOTAL AMMAN			92	0	0	67	21	9	3	0	0	16	50	25	100
TOTAL JORDAN			92	0	0	67	21	9	3	0	0	16	50	25	100
KAZAKHSTAN															
ALMA ATA	AIR ASTANA	S	17	1	0	88	0	12	0	0	0	7	0	0	0
	BMED	S	26	0	0	58	12	12	12	8	0	36	58	20	24
TOTAL ALMA ATA			43	1	0	70	7	12	7	5	0	25	58	20	24
TOTAL KAZAKHSTAN			43	1	0	70	7	12	7	5	0	25	58	20	24
KENYA															
NAIROBI	BRITISH AIRWAYS PLC	S	89	0	0	60	21	15	4	0	0	19	73	50	41
	KENYA AIRWAYS	S	72	4	2	68	11	11	4	3	3	42	80	12	70
TOTAL NAIROBI			161	4	2	63	17	13	4	1	1	29	76	24	140
TOTAL KENYA			161	4	2	63	17	13	4	1	1	29	72	25	149
KUWAIT															
KUWAIT	BRITISH AIRWAYS PLC	S	81	0	0	79	11	6	4	0	0	10	82	13	61
	KUWAIT AIRWAYS	S	62	0	0	55	19	21	3	2	0	24	59	20	61
TOTAL KUWAIT			143	0	0	69	15	13	3	1	0	16	70	16	122
TOTAL KUWAIT			143	0	0	69	15	13	3	1	0	16	70	16	122
KYRGYZSTAN															
BISHKEK (FRUNZE)	BMED	S	26	0	0	38	19	27	12	4	0	34	60	20	25
TOTAL BISHKEK (FRUNZE)			26	0	0	38	19	27	12	4	0	34	60	20	25
TOTAL KYRGYZSTAN			26	0	0	38	19	27	12	4	0	34	60	20	25
LATVIA															
RIGA	AIR BALTIC CORPORATION SIA	S	62	0	0	77	13	8	2	0	0	10	100	6	8
	BRITISH AIRWAYS PLC	S	54	0	0	59	17	17	7	0	0	18	72	14	43
TOTAL RIGA			116	0	0	69	15	12	4	0	0	14	76	12	51
TOTAL LATVIA			116	0	0	69	15	12	4	0	0	14	76	12	51
LEBANON															
BEIRUT	MEA	S	46	0	0	67	15	17	0	0	0	15	57	22	44
TOTAL BEIRUT			47	2	0	68	15	17	0	0	0	14	52	30	56
TOTAL LEBANON			47	2	0	68	15	17	0	0	0	14	52	30	56
LIBYA															
TRIPOLI	BRITISH AIRWAYS PLC	S	62	0	0	89	6	2	3	0	0	8	71	15	34



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				Actual (7)	Plan (8)										
TRIPOLI	LIBYAN ARAB AIRLINES	S	18	0	0	28	39	22	11	0	0	29	94	4	18
<b>TOTAL TRIPOLI</b>			<b>80</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>13</b>	<b>79</b>	<b>11</b>	<b>52</b>
<b>TOTAL LIBYA</b>			<b>80</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>13</b>	<b>79</b>	<b>11</b>	<b>52</b>
LUXEMBOURG	LUXAIR	S	124	0	0	69	19	8	3	2	0	16	56	17	124
<b>TOTAL LUXEMBOURG</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>56</b>	<b>17</b>	<b>124</b>
<b>TOTAL LUXEMBOURG</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>56</b>	<b>17</b>	<b>124</b>
MALAYSIA	MALAYSIAN AIRLINES SYSTEM-MA	S	160	2	0	60	18	18	4	1	0	20	81	8	143
<b>TOTAL KUALA LUMPUR (SEPANG)</b>			<b>160</b>	<b>2</b>	<b>0</b>	<b>60</b>	<b>18</b>	<b>18</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>81</b>	<b>8</b>	<b>143</b>
<b>TOTAL MALAYSIA</b>			<b>160</b>	<b>2</b>	<b>0</b>	<b>60</b>	<b>18</b>	<b>18</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>81</b>	<b>8</b>	<b>143</b>
MALTA	AIR MALTA	S	124	0	0	63	23	11	3	0	0	14	60	19	124
<b>TOTAL MALTA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>23</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>60</b>	<b>19</b>	<b>124</b>
<b>TOTAL MALTA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>23</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>60</b>	<b>19</b>	<b>124</b>
MAURITIUS	AIR MAURITIUS LTD	S	42	0	0	26	12	12	24	5	21	241	11	58	36
	BRITISH AIRWAYS PLC	S	26	0	0	38	19	35	0	0	8	108	50	22	26
<b>TOTAL MAURITIUS</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>15</b>	<b>21</b>	<b>15</b>	<b>3</b>	<b>16</b>	<b>190</b>	<b>27</b>	<b>43</b>	<b>62</b>
<b>TOTAL MAURITIUS</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>15</b>	<b>21</b>	<b>15</b>	<b>3</b>	<b>16</b>	<b>190</b>	<b>27</b>	<b>43</b>	<b>62</b>
MEXICO	BRITISH AIRWAYS PLC	S	29	0	0	45	28	21	7	0	0	22	52	25	27
<b>TOTAL MEXICO CITY</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>28</b>	<b>21</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>52</b>	<b>25</b>	<b>27</b>
<b>TOTAL MEXICO</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>28</b>	<b>21</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>52</b>	<b>25</b>	<b>27</b>
MOROCCO	ROYAL AIR MAROC	S	36	0	0	58	17	17	8	0	0	21	61	25	62
<b>TOTAL CASABLANCA MOHAMED V</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>17</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>61</b>	<b>25</b>	<b>62</b>
MARRAKESH	GB AIRWAYS LTD	S	62	0	0	66	19	13	0	2	0	16	84	8	62
	ROYAL AIR MAROC	S	26	0	0	77	4	15	4	0	0	15	0	0	0
<b>TOTAL MARRAKESH</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>14</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>84</b>	<b>8</b>	<b>62</b>
TANGIERS (IBN BATUTA)	ROYAL AIR MAROC	S	18	0	0	56	11	22	11	0	0	23	0	0	0
<b>TOTAL TANGIERS (IBN BATUTA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>11</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL MOROCCO</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>15</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>73</b>	<b>17</b>	<b>124</b>
NATIONALIST CHINA (TAIWAN)	EVA AIR	S	46	0	0	26	22	39	13	0	0	34	52	20	44
<b>TOTAL TAIPEI</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>22</b>	<b>39</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>52</b>	<b>20</b>	<b>44</b>
<b>TOTAL NATIONALIST CHINA (TAIWAN)</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>22</b>	<b>39</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>52</b>	<b>20</b>	<b>44</b>

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			Actual (7)	Plan (8)											
<b>NETHERLANDS</b>															
<b>AMSTERDAM</b>	BMI BRITISH MIDLAND	S	453	0	9	71	13	10	5	1	0	16	64	17	468
	BRITISH AIRWAYS PLC	S	399	0	0	69	13	12	6	1	0	16	81	10	476
	KLM	S	529	1	12	68	10	9	11	2	0	24	74	13	549
<b>TOTAL AMSTERDAM</b>			<b>1381</b>	<b>2</b>	<b>21</b>	<b>70</b>	<b>12</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>73</b>	<b>13</b>	1493
<b>EINDHOVEN</b>	KLM CITYHOPPER	S	88	0	0	58	24	8	8	2	0	23	0	0	0
<b>TOTAL EINDHOVEN</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>24</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>64</b>	<b>14</b>	92
<b>ROTTERDAM</b>	KLM CITYHOPPER	S	171	1	0	76	13	9	1	0	0	10	63	12	8
<b>TOTAL ROTTERDAM</b>			<b>171</b>	<b>1</b>	<b>3</b>	<b>76</b>	<b>13</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>10</b>	202
<b>TOTAL NETHERLANDS</b>			<b>1640</b>	<b>3</b>	<b>24</b>	<b>70</b>	<b>13</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>73</b>	<b>13</b>	1787
<b>NEW ZEALAND</b>															
<b>AUCKLAND INTERNATIONAL</b>	AIR NEW ZEALAND LTD	S	62	0	0	56	18	18	6	2	0	24	73	13	62
<b>TOTAL AUCKLAND INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>18</b>	<b>18</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>73</b>	<b>13</b>	62
<b>TOTAL NEW ZEALAND</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>18</b>	<b>18</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>73</b>	<b>13</b>	62
<b>NIGERIA</b>															
<b>ABUJA</b>	BRITISH AIRWAYS PLC	S	44	0	0	64	14	14	5	2	2	51	80	11	45
<b>TOTAL ABUJA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>14</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>51</b>	<b>80</b>	<b>11</b>	45
<b>LAGOS</b>	BRITISH AIRWAYS PLC	S	62	0	0	52	24	21	3	0	0	20	60	19	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	82	2	2	46	27	16	11	0	0	26	55	24	60
<b>TOTAL LAGOS</b>			<b>144</b>	<b>2</b>	<b>2</b>	<b>49</b>	<b>26</b>	<b>18</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>57</b>	<b>21</b>	122
<b>TOTAL NIGERIA</b>			<b>188</b>	<b>2</b>	<b>2</b>	<b>52</b>	<b>23</b>	<b>17</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>30</b>	<b>63</b>	<b>18</b>	167
<b>NORWAY</b>															
<b>OSLO (GARDERMOEN)</b>	BRITISH AIRWAYS PLC	S	246	0	0	62	20	11	7	1	0	21	75	11	248
	SAS	S	290	0	0	70	14	12	3	1	0	15	86	7	302
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>536</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>17</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>81</b>	<b>8</b>	550
<b>STAVANGER</b>	SAS	S	98	0	0	66	13	16	1	3	0	18	81	11	108
<b>TOTAL STAVANGER</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>13</b>	<b>16</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>81</b>	<b>11</b>	108
<b>TOTAL NORWAY</b>			<b>634</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>16</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>81</b>	<b>9</b>	658
<b>OMAN</b>															
<b>MUSCAT</b>	BRITISH AIRWAYS PLC	S	62	0	0	85	10	5	0	0	0	7	85	45	61
	GULF AIR	S	85	0	0	41	32	21	5	1	0	24	77	31	82
<b>TOTAL MUSCAT</b>			<b>147</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>17</b>	<b>80</b>	<b>37</b>	143
<b>TOTAL OMAN</b>			<b>147</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>17</b>	<b>80</b>	<b>37</b>	143
<b>PAKISTAN</b>															
<b>ISLAMABAD</b>	BRITISH AIRWAYS PLC	S	26	0	0	31	27	19	15	8	0	44	77	12	26
	PAKISTAN INTL AIRLINES	S	29	0	0	28	45	24	0	3	0	31	46	22	26
<b>TOTAL ISLAMABAD</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>36</b>	<b>22</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>37</b>	<b>62</b>	<b>17</b>	52
<b>KARACHI</b>	PAKISTAN INTL AIRLINES	S	23	0	0	30	30	30	4	4	0	34	50	46	26

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 KARACHI			23	0	0	30	30	30	4	4	0	34	50	46	26
LAHORE	PAKISTAN INTL AIRLINES	S	28	0	0	29	29	29	11	0	4	46	42	19	26
TOTAL LAHORE			28	0	0	29	29	29	11	0	4	46	42	19	26
TOTAL PAKISTAN			106	0	0	29	33	25	8	4	1	39	54	25	104
POLAND															
WARSAW	BRITISH AIRWAYS PLC	S	186	0	0	64	17	13	5	1	0	18	79	13	186
	LOT-POLISH AIRLINES	S	182	0	0	66	19	12	3	0	0	15	73	12	186
TOTAL WARSAW			368	0	0	65	18	13	4	0	0	16	76	13	372
TOTAL POLAND			368	0	0	65	18	13	4	0	0	16	76	13	373
PORTUGAL(EXCLUDING MADEIRA)															
FARO	AIR PORTUGAL	S	40	0	0	38	20	25	18	0	0	35	42	26	38
TOTAL FARO			40	0	0	38	20	25	18	0	0	35	42	26	38
LISBON	AIR PORTUGAL	S	201	0	0	60	20	11	8	0	0	19	44	29	201
	BRITISH AIRWAYS PLC	S	246	0	0	67	19	11	3	0	0	14	69	14	246
TOTAL LISBON			447	0	0	64	19	11	5	0	0	16	58	21	447
OPORTO (PORTUGAL)	AIR PORTUGAL	S	87	0	0	53	24	16	7	0	0	24	42	25	85
TOTAL OPORTO (PORTUGAL)			87	0	0	53	24	16	7	0	0	24	42	25	85
TOTAL PORTUGAL(EXCLUDING MADEIRA)			574	0	0	60	20	13	6	0	0	19	54	22	570
PORTUGAL(MADEIRA)															
FUNCHAL	AIR PORTUGAL	S	18	0	0	28	39	17	17	0	0	38	44	63	16
TOTAL FUNCHAL			18	0	0	28	39	17	17	0	0	38	44	63	16
TOTAL PORTUGAL(MADEIRA)			18	0	0	28	39	17	17	0	0	38	44	63	16
QATAR															
DOHA	BRITISH AIRWAYS PLC	S	60	0	0	82	12	3	3	0	0	10	81	8	62
	QATAR AIRWAYS	S	123	1	1	67	23	9	1	0	0	13	83	9	114
TOTAL DOHA			183	1	1	72	19	7	2	0	0	12	82	9	176
TOTAL QATAR			183	1	1	72	19	7	2	0	0	12	82	9	176
REPUBLIC OF KOREA															
SEOUL (INCHEON)	ASIANA AIRLINES	S	28	0	2	75	14	11	0	0	0	9	81	8	26
	KOREAN AIR	S	62	0	0	66	32	2	0	0	0	10	73	9	44
TOTAL SEOUL (INCHEON)			90	0	2	69	27	4	0	0	0	10	76	8	70
TOTAL REPUBLIC OF KOREA			90	0	2	69	27	4	0	0	0	10	76	8	70
REPUBLIC OF SOUTH AFRICA															
CAPE TOWN	BRITISH AIRWAYS PLC	S	102	0	0	59	17	17	4	1	3	49	74	15	86
	SOUTH AFRICAN AIRWAYS	S	78	0	0	79	12	6	3	0	0	10	74	13	76
	VIRGIN ATLANTIC AIRWAYS LTD	S	14	0	0	57	21	21	0	0	0	17	54	56	26
TOTAL CAPE TOWN			194	0	0	67	15	13	3	1	2	31	71	20	188
JOHANNESBURG	BRITISH AIRWAYS PLC	S	124	0	0	68	17	10	5	0	0	15	77	13	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)										
JOHANNESBURG	SOUTH AFRICAN AIRWAYS	S	124	0	0	71	16	9	3	0	1	17	72	16	123
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	47	35	13	3	2	0	24	58	15	62
<b>TOTAL JOHANNESBURG</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>20</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>71</b>	<b>15</b>	<b>309</b>
<b>TOTAL REPUBLIC OF SOUTH AFRICA</b>			<b>504</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>18</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>23</b>	<b>71</b>	<b>17</b>	<b>497</b>
<b>REPUBLIC OF YEMEN</b>															
SANAA	YEMENIA	S	18	0	0	78	6	17	0	0	0	13	56	22	18
<b>TOTAL SANAA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>6</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>56</b>	<b>22</b>	<b>18</b>
<b>TOTAL REPUBLIC OF YEMEN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>6</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>56</b>	<b>22</b>	<b>18</b>
<b>RUMANIA</b>															
BUCHAREST (OTOPENI)	BRITISH AIRWAYS PLC	S	62	0	0	56	18	18	8	0	0	21	81	8	62
	TAROM	S	62	0	0	87	8	5	0	0	0	6	71	11	62
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>10</b>	<b>124</b>
<b>TOTAL RUMANIA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>10</b>	<b>124</b>
<b>RUSSIA</b>															
MOSCOW (DOMODEDOVO)	BRITISH AIRWAYS PLC	S	121	0	0	71	17	5	4	2	1	28	71	20	123
<b>TOTAL MOSCOW (DOMODEDOVO)</b>			<b>121</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>17</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>28</b>	<b>71</b>	<b>20</b>	<b>123</b>
MOSCOW (SHEREMETYEVO)	AEROFLOT	S	140	0	0	61	25	10	3	1	0	19	77	10	140
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>25</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>77</b>	<b>10</b>	<b>140</b>
ST PETERSBURG	BRITISH AIRWAYS PLC	S	62	0	0	79	13	3	5	0	0	9	85	5	46
	PULKOVO AVIATION ENTERPRISE	S	8	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL ST PETERSBURG</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>8</b>	<b>56</b>
<b>TOTAL RUSSIA</b>			<b>331</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>76</b>	<b>13</b>	<b>319</b>
<b>SAUDI ARABIA</b>															
JEDDAH	BRITISH AIRWAYS PLC	S	30	0	0	83	3	3	7	3	0	18	78	15	36
	SAUDI ARABIAN AIRLINES	S	56	0	2	68	20	9	4	0	0	13	84	5	44
<b>TOTAL JEDDAH</b>			<b>86</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>14</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>81</b>	<b>10</b>	<b>80</b>
RIYADH	BRITISH AIRWAYS PLC	S	4	0	0	100	0	0	0	0	0	0	81	9	27
	SAUDI ARABIAN AIRLINES	S	25	0	0	84	12	4	0	0	0	7	92	5	24
<b>TOTAL RIYADH</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>7</b>	<b>51</b>
<b>TOTAL SAUDI ARABIA</b>			<b>115</b>	<b>0</b>	<b>2</b>	<b>77</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>83</b>	<b>9</b>	<b>131</b>
<b>SEYCHELLES</b>															
SEYCHELLES	AIR SEYCHELLES	S	17	0	0	47	41	6	6	0	0	18	50	27	16
<b>TOTAL SEYCHELLES</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>41</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>66</b>	<b>18</b>	<b>32</b>
<b>TOTAL SEYCHELLES</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>41</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>66</b>	<b>18</b>	<b>32</b>
<b>SINGAPORE</b>															
SINGAPORE	SINGAPORE AIRLINES	S	185	1	1	71	14	12	1	1	1	17	75	11	180
<b>TOTAL SINGAPORE</b>			<b>185</b>	<b>1</b>	<b>1</b>	<b>71</b>	<b>14</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>17</b>	<b>75</b>	<b>11</b>	<b>180</b>
<b>TOTAL SINGAPORE</b>			<b>185</b>	<b>1</b>	<b>1</b>	<b>71</b>	<b>14</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>17</b>	<b>75</b>	<b>11</b>	<b>180</b>

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			Actual (7)	Plan (8)											
<b>SPAIN</b>															
ALICANTE	BMI BRITISH MIDLAND	S	62	0	0	65	18	15	3	0	0	17	50	25	62
<b>TOTAL ALICANTE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>50</b>	<b>25</b>	<b>62</b>
BARCELONA	BRITISH AIRWAYS PLC	S	246	0	0	57	20	15	7	0	0	21	62	18	248
	IBERIA	S	244	0	3	67	13	13	6	1	0	19	65	21	247
<b>TOTAL BARCELONA</b>			<b>490</b>	<b>0</b>	<b>3</b>	<b>62</b>	<b>17</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>63</b>	<b>20</b>	<b>495</b>
BILBAO	IBERIA	S	62	0	0	79	8	8	3	2	0	13	73	18	62
<b>TOTAL BILBAO</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>70</b>	<b>18</b>	<b>122</b>
MADRID	BMI BRITISH MIDLAND	S	62	0	0	79	11	5	3	0	2	17	58	19	116
	BRITISH AIRWAYS PLC	S	308	0	0	56	20	19	5	0	0	19	65	16	308
	IBERIA	S	371	0	0	50	23	19	7	1	0	23	67	13	368
<b>TOTAL MADRID</b>			<b>741</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>21</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>65</b>	<b>15</b>	<b>792</b>
MALAGA	GB AIRWAYS LTD	S	124	0	0	62	19	13	4	2	0	18	70	16	124
	IBERIA	S	62	0	0	60	27	5	8	0	0	16	55	18	62
<b>TOTAL MALAGA</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>22</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>65</b>	<b>17</b>	<b>186</b>
PALMA DE MALLORCA	BMI BRITISH MIDLAND	S	62	0	0	85	6	5	3	0	0	7	27	32	62
<b>TOTAL PALMA DE MALLORCA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>27</b>	<b>32</b>	<b>62</b>
SANTIAGO DE COMPOSTELA (SPAIN)	IBERIA	S	62	0	0	82	10	3	5	0	0	12	75	17	61
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>17</b>	<b>61</b>
SEVILLE	IBERIA	S	62	0	0	82	16	2	0	0	0	7	82	11	62
<b>TOTAL SEVILLE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>11</b>	<b>62</b>
VALENCIA	IBERIA	S	62	0	0	82	6	2	10	0	0	15	81	7	62
<b>TOTAL VALENCIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>2</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>81</b>	<b>7</b>	<b>62</b>
<b>TOTAL SPAIN</b>			<b>1789</b>	<b>0</b>	<b>3</b>	<b>62</b>	<b>18</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>64</b>	<b>17</b>	<b>1904</b>
<b>SRI LANKA</b>															
COLOMBO	SRILANKAN AIRLINES	S	78	0	0	40	21	29	10	0	0	28	60	46	93
<b>TOTAL COLOMBO</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>21</b>	<b>29</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>60</b>	<b>46</b>	<b>93</b>
<b>TOTAL SRI LANKA</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>21</b>	<b>29</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>60</b>	<b>46</b>	<b>93</b>
<b>SUDAN</b>															
KHARTOUM	BMED	S	27	0	0	30	30	15	22	4	0	46	0	0	0
<b>TOTAL KHARTOUM</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>30</b>	<b>15</b>	<b>22</b>	<b>4</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>51</b>	<b>2</b>
<b>TOTAL SUDAN</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>30</b>	<b>15</b>	<b>22</b>	<b>4</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>51</b>	<b>2</b>
<b>SWEDEN</b>															
GOTEBORG	SAS	S	120	0	0	81	9	8	2	0	0	9	85	7	124
<b>TOTAL GOTEBORG</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>7</b>	<b>124</b>
STOCKHOLM (ARLANDA)	BRITISH AIRWAYS PLC	S	356	0	0	61	17	14	6	1	0	21	71	13	356
	SAS	S	333	0	0	73	14	11	2	0	0	13	75	12	354
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>689</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>16</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>73</b>	<b>12</b>	<b>710</b>

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 SWEDEN			809	0	0	69	15	12	4	0	0	16	75	12	834
SWITZERLAND															
BASLE MULHOUSE	BRITISH AIRWAYS PLC	S	179	0	1	77	11	9	4	0	0	12	0	0	0
TOTAL BASLE MULHOUSE			179	0	1	77	11	9	4	0	0	12	85	7	184
GENEVA	BMI BRITISH MIDLAND	C	8	0	0	50	38	13	0	0	0	14	50	20	8
	BRITISH AIRWAYS PLC	S	494	0	0	53	19	18	10	0	0	24	68	14	354
TOTAL GENEVA			502	4	0	53	19	18	10	0	0	24	70	13	609
SION	SWISS AIRLINES	S	8	0	0	0	0	25	50	25	0	118	0	53	8
TOTAL SION			8	1	0	0	0	25	50	25	0	118	0	53	8
ZURICH	BRITISH AIRWAYS PLC	S	360	0	0	66	17	12	5	0	0	16	69	13	362
	SWISS AIRLINES	S	372	0	0	67	19	12	2	0	0	13	70	13	429
TOTAL ZURICH			732	0	0	67	18	12	4	0	0	15	69	13	791
TOTAL SWITZERLAND			1421	5	1	63	17	14	6	0	0	18	71	13	1592
SYRIA															
DAMASCUS	BMED	S	57	1	0	65	16	12	7	0	0	18	53	19	34
	SYRIANAIR	S	27	0	0	48	22	15	15	0	0	25	59	19	27
TOTAL DAMASCUS			84	1	0	60	18	13	10	0	0	20	56	19	61
TOTAL SYRIA			84	1	0	60	18	13	10	0	0	20	56	19	61
TANZANIA															
DAR-ES-SALAAM	BRITISH AIRWAYS PLC	S	26	0	0	58	15	15	12	0	0	22	69	13	26
TOTAL DAR-ES-SALAAM			26	0	0	58	15	15	12	0	0	22	69	13	26
TOTAL TANZANIA			26	0	0	58	15	15	12	0	0	22	69	13	26
THAILAND															
BANGKOK	THAI AIRWAYS INTERNATIONAL	S	114	0	0	68	20	9	3	0	0	13	79	9	108
TOTAL BANGKOK			114	0	0	68	20	9	3	0	0	13	79	9	108
TOTAL THAILAND			114	0	0	68	20	9	3	0	0	13	79	9	108
TRINIDAD AND TOBAGO															
PORT OF SPAIN	BWIA	S	62	0	0	37	19	26	18	0	0	33	49	28	70
TOTAL PORT OF SPAIN			62	0	0	37	19	26	18	0	0	33	49	28	70
TOTAL TRINIDAD AND TOBAGO			62	0	0	37	19	26	18	0	0	33	49	28	70
TUNISIA															
TUNIS	TUNISAIR	S	34	0	0	50	29	21	0	0	0	18	38	46	34
TOTAL TUNIS			34	0	0	50	29	21	0	0	0	18	38	46	34
TOTAL TUNISIA			34	0	0	50	29	21	0	0	0	18	38	46	34
TURKEY															
ISTANBUL	BRITISH AIRWAYS PLC	S	124	0	0	48	20	23	9	0	0	23	75	14	124
	THY TURK HAVA YOLLARI TURKIS	S	186	0	0	51	22	23	4	0	0	20	66	17	186

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Reporting Airport: HEATHROW (Full Analysis)

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL ISTANBUL			310	0	0	50	21	23	6	0	0	22	70	15	310
IZMIR (ADNAM MENDERES)	KIBRIS TURKISH AIRLINES - KTHY	S	18	0	0	22	33	22	11	11	0	57	17	48	18
TOTAL IZMIR (ADNAM MENDERES)			18	0	0	22	33	22	11	11	0	57	17	48	18
TOTAL TURKEY			328	0	0	48	22	23	6	1	0	24	67	17	328
TURKMENISTAN															
ASHKHABAD	TURKMENISTAN AIRLINES	S	18	0	0	33	17	33	17	0	0	40	17	53	18
TOTAL ASHKHABAD			18	0	0	33	17	33	17	0	0	40	17	53	18
TOTAL TURKMENISTAN			18	0	0	33	17	33	17	0	0	40	17	53	18
TURKS AND CAICOS ISLANDS															
PROVIDENCIALES	BRITISH AIRWAYS PLC	S	15	0	0	73	7	0	7	13	0	41	89	5	9
TOTAL PROVIDENCIALES			15	0	0	73	7	0	7	13	0	41	89	5	9
TOTAL TURKS AND CAICOS ISLANDS			15	0	0	73	7	0	7	13	0	41	89	5	9
UGANDA															
ENTEBBE	BRITISH AIRWAYS PLC	S	27	0	0	44	19	26	11	0	0	30	67	14	27
TOTAL ENTEBBE			27	0	0	44	19	26	11	0	0	30	67	14	27
TOTAL UGANDA			27	0	0	44	19	26	11	0	0	30	67	14	27
UKRAINE															
KIEV (BORISPOL)	BRITISH AIRWAYS PLC	S	62	0	0	84	15	2	0	0	0	7	68	17	44
TOTAL KIEV (BORISPOL)			62	1	0	84	15	2	0	0	0	7	68	17	44
TOTAL UKRAINE			62	1	0	84	15	2	0	0	0	7	68	17	44
UNITED ARAB EMIRATES															
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	70	0	2	80	11	4	1	1	1	18	100	0	2
	GULF AIR	S	77	0	0	61	19	10	9	0	0	23	64	23	66
TOTAL ABU DHABI INTERNATIONAL			147	0	2	70	16	7	5	1	1	21	65	22	68
DUBAI	BRITISH AIRWAYS PLC	S	144	0	0	65	15	12	6	2	0	21	75	12	127
	EMIRATES	S	248	0	0	60	23	15	2	0	0	16	63	33	193
TOTAL DUBAI			392	0	0	62	20	14	4	1	0	18	68	25	320
TOTAL UNITED ARAB EMIRATES			539	0	2	64	19	12	4	1	0	19	67	24	388
UNITED KINGDOM															
ABERDEEN	BMI BRITISH MIDLAND	S	274	0	6	76	12	10	2	0	0	10	70	9	37
	BRITISH AIRWAYS PLC	S	380	0	0	68	13	11	8	0	0	17	79	10	394
TOTAL ABERDEEN			654	0	6	71	13	11	6	0	0	14	78	10	431
BELFAST CITY	BMI BRITISH MIDLAND	S	474	0	2	75	14	8	3	0	0	11	68	16	519
TOTAL BELFAST CITY			474	0	2	75	14	8	3	0	0	11	68	16	519
CARDIFF WALES	BRITISH AIRWAYS PLC	C	2	0	0	50	0	50	0	0	0	16	0	0	0
TOTAL CARDIFF WALES			2	0	0	50	0	50	0	0	0	16	0	0	0
DURHAM TEES VALLEY	BMI BRITISH MIDLAND	S	226	0	6	79	10	8	4	0	0	11	66	19	184

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			Actual (7)	Plan (8)											
<b>TOTAL DURHAM TEES VALLEY</b>			<b>226</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>10</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>66</b>	<b>19</b>	<b>184</b>
<b>EDINBURGH</b>	BMI BRITISH MIDLAND	S	476	0	2	72	14	11	3	0	0	12	67	16	481
	BRITISH AIRWAYS PLC	S	739	1	1	62	16	15	6	0	0	19	69	14	687
<b>TOTAL EDINBURGH</b>			<b>1215</b>	<b>1</b>	<b>3</b>	<b>66</b>	<b>16</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>68</b>	<b>15</b>	<b>1168</b>
<b>GLASGOW</b>	BMI BRITISH MIDLAND	S	469	0	8	80	10	9	1	0	0	9	74	13	482
	BRITISH AIRWAYS PLC	S	666	0	0	68	14	13	5	0	0	15	72	14	676
<b>TOTAL GLASGOW</b>			<b>1135</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>12</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>73</b>	<b>13</b>	<b>1158</b>
<b>INVERNESS</b>	BMI BRITISH MIDLAND	S	62	0	0	76	11	10	3	0	0	10	75	11	8
<b>TOTAL INVERNESS</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>11</b>	<b>8</b>
<b>LEEDS BRADFORD</b>	BMI BRITISH MIDLAND	S	210	0	3	78	11	10	1	0	0	9	68	15	223
<b>TOTAL LEEDS BRADFORD</b>			<b>210</b>	<b>0</b>	<b>3</b>	<b>78</b>	<b>11</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>68</b>	<b>15</b>	<b>223</b>
<b>MANCHESTER</b>	BMI BRITISH MIDLAND	S	413	0	4	73	15	9	3	0	0	12	64	16	467
	BRITISH AIRWAYS PLC	S	654	0	0	66	16	12	7	0	0	17	70	14	616
	QANTAS	S	39	0	0	85	13	3	0	0	0	7	0	0	0
<b>TOTAL MANCHESTER</b>			<b>1106</b>	<b>0</b>	<b>4</b>	<b>69</b>	<b>15</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>67</b>	<b>15</b>	<b>1083</b>
<b>NEWCASTLE</b>	BRITISH AIRWAYS PLC	S	416	0	0	69	16	10	6	0	0	16	73	14	408
<b>TOTAL NEWCASTLE</b>			<b>416</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>73</b>	<b>14</b>	<b>408</b>
<b>TOTAL UNITED KINGDOM</b>			<b>5500</b>	<b>1</b>	<b>32</b>	<b>71</b>	<b>14</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>14</b>	<b>5182</b>
<b>USA</b>															
<b>BALTIMORE</b>	BRITISH AIRWAYS PLC	S	62	0	0	56	32	6	5	0	0	19	71	12	62
<b>TOTAL BALTIMORE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>32</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>71</b>	<b>12</b>	<b>62</b>
<b>BOSTON</b>	AMERICAN AIRLINES	S	114	0	0	70	15	8	5	1	1	24	75	14	116
	BRITISH AIRWAYS PLC	S	182	0	0	71	15	9	4	0	1	30	82	9	177
	VIRGIN ATLANTIC AIRWAYS LTD	S	61	1	1	61	20	11	2	7	0	29	66	16	62
<b>TOTAL BOSTON</b>			<b>357</b>	<b>1</b>	<b>1</b>	<b>69</b>	<b>16</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>28</b>	<b>77</b>	<b>12</b>	<b>355</b>
<b>CHICAGO (O'HARE)</b>	AIR INDIA	S	26	0	0	50	12	31	8	0	0	25	52	15	27
	AMERICAN AIRLINES	S	248	0	0	58	21	17	2	0	0	19	74	11	248
	BRITISH AIRWAYS PLC	S	124	0	0	62	22	9	7	0	0	18	74	13	124
	UNITED AIRLINES	S	185	0	0	61	15	17	7	0	0	20	72	16	186
<b>TOTAL CHICAGO (O'HARE)</b>			<b>583</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>19</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>72</b>	<b>13</b>	<b>585</b>
<b>DENVER INTERNATIONAL</b>	BRITISH AIRWAYS PLC	S	62	0	0	60	18	11	10	2	0	25	79	33	61
<b>TOTAL DENVER INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>18</b>	<b>11</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>79</b>	<b>33</b>	<b>61</b>
<b>DETROIT</b>	BRITISH AIRWAYS PLC	S	60	0	0	57	25	12	7	0	0	24	89	5	62
<b>TOTAL DETROIT</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>25</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>89</b>	<b>5</b>	<b>62</b>
<b>HOUSTON</b>	BRITISH AIRWAYS PLC	S	62	0	0	60	21	13	6	0	0	19	76	15	62
<b>TOTAL HOUSTON</b>			<b>62</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>19</b>	<b>76</b>	<b>15</b>	<b>62</b>
<b>LOS ANGELES INTERNATIONAL</b>	AMERICAN AIRLINES	S	62	0	0	56	27	11	3	2	0	21	60	18	62
	BRITISH AIRWAYS PLC	S	127	0	0	50	23	22	5	0	0	20	65	16	124
	UNITED AIRLINES	S	62	0	0	68	15	11	6	0	0	17	82	10	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	124	0	0	37	26	24	12	1	0	29	39	32	69



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			MATCHED	Actual (7)											Plan (8)
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>375</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>23</b>	<b>19</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>62</b>	<b>18</b>	317
<b>MIAMI INTERNATIONAL</b>	AMERICAN AIRLINES	S	76	0	0	68	18	8	4	1	0	17	70	16	77
	BRITISH AIRWAYS PLC	S	138	0	1	43	21	26	9	1	1	31	63	19	124
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	35	29	24	10	2	0	31	42	26	62
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>276</b>	<b>0</b>	<b>1</b>	<b>48</b>	<b>22</b>	<b>21</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>60</b>	<b>20</b>	263
<b>NEW YORK (JF KENNEDY)</b>	AIR INDIA	S	62	0	0	23	23	32	15	5	3	62	55	35	62
	AMERICAN AIRLINES	S	356	0	0	52	20	17	9	1	0	26	71	17	357
	BRITISH AIRWAYS PLC	S	420	1	2	58	18	14	7	2	1	31	78	13	423
	KUWAIT AIRWAYS	S	27	0	0	48	7	22	19	4	0	42	50	30	26
	UNITED AIRLINES	S	124	0	0	72	10	11	6	1	0	16	87	15	125
	VIRGIN ATLANTIC AIRWAYS LTD	S	182	0	4	42	24	24	10	0	0	29	51	25	188
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>1171</b>	<b>1</b>	<b>6</b>	<b>53</b>	<b>19</b>	<b>18</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>71</b>	<b>18</b>	1181
<b>NEW YORK (NEWARK)</b>	BRITISH AIRWAYS PLC	S	172	0	1	62	24	7	6	1	0	19	77	11	166
	VIRGIN ATLANTIC AIRWAYS LTD	S	115	0	0	37	35	21	8	0	0	27	61	17	114
<b>TOTAL NEW YORK (NEWARK)</b>			<b>287</b>	<b>2</b>	<b>1</b>	<b>52</b>	<b>29</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>70</b>	<b>14</b>	280
<b>PHILADELPHIA INTERNATIONAL</b>	BRITISH AIRWAYS PLC	S	122	1	0	64	23	5	7	1	0	21	85	8	124
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>122</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>23</b>	<b>5</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>85</b>	<b>8</b>	124
<b>PHOENIX</b>	BRITISH AIRWAYS PLC	S	52	0	0	50	33	13	4	0	0	22	66	21	61
<b>TOTAL PHOENIX</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>33</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>66</b>	<b>21</b>	61
<b>SAN FRANCISCO</b>	BRITISH AIRWAYS PLC	S	124	0	0	66	18	7	6	1	2	44	70	17	124
	UNITED AIRLINES	S	124	0	0	73	21	4	2	0	0	9	80	8	124
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	40	24	29	6	0	0	26	42	23	62
<b>TOTAL SAN FRANCISCO</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>20</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>26</b>	<b>68</b>	<b>15</b>	310
<b>SEATTLE (TACOMA)</b>	BRITISH AIRWAYS PLC	S	62	0	0	66	26	6	2	0	0	12	71	22	62
<b>TOTAL SEATTLE (TACOMA)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>26</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>22</b>	62
<b>WASHINGTON (DULLES)</b>	BRITISH AIRWAYS PLC	S	179	0	0	69	17	9	4	1	1	23	84	9	186
	UNITED AIRLINES	S	182	1	0	66	19	9	5	1	1	20	71	14	186
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	39	26	31	5	0	0	27	56	19	62
<b>TOTAL WASHINGTON (DULLES)</b>			<b>423</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>75</b>	<b>13</b>	434
<b>TOTAL USA</b>			<b>4264</b>	<b>6</b>	<b>9</b>	<b>57</b>	<b>21</b>	<b>15</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>71</b>	<b>16</b>	4219
<b>UZBEKISTAN</b>															
<b>TASHKENT</b>	BMED	S	26	0	0	50	19	27	4	0	0	21	46	30	26
	UZBEKISTAN AIRLINES	S	34	0	0	56	26	9	9	0	0	19	53	62	34
<b>TOTAL TASHKENT</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>23</b>	<b>17</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>50</b>	<b>48</b>	60
<b>TOTAL UZBEKISTAN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>23</b>	<b>17</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>50</b>	<b>48</b>	60
<b>ZAMBIA</b>															
<b>LUSAKA</b>	BRITISH AIRWAYS PLC	S	27	0	0	63	15	15	4	4	0	20	74	10	27
<b>TOTAL LUSAKA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>15</b>	<b>15</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>20</b>	<b>74</b>	<b>10</b>	27
<b>TOTAL ZAMBIA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>15</b>	<b>15</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>20</b>	<b>74</b>	<b>10</b>	27

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2005

		Reporting Airport: HEATHROW (Full Analysis)											MAR 2004		
ORIGIN / DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE								% Early to 15 mins	Average Delay (mins)	Number of Flights
		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)				
			Actual (7)	Plan (8)											
ZIMBABWE															
HARARE	BRITISH AIRWAYS PLC	S	27	0	0	52	30	11	7	0	0	18	73	11	26
TOTAL HARARE			27	0	0	52	30	11	7	0	0	18	73	11	26
TOTAL ZIMBABWE			27	0	0	52	30	11	7	0	0	18	73	11	26
TOTAL HEATHROW			39319	63	143	64	17	13	6	1	0	19	69	16	39225

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2005

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	237	0	5	86	9	2	2	0	0	9	88	8	250
<b>TOTAL ANTWERP</b>			<b>237</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>8</b>	<b>250</b>
BRUSSELS	VLM (BELGIUM)	S	216	0	2	78	15	5	2	0	0	11	78	9	297
<b>TOTAL BRUSSELS</b>			<b>216</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>15</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>9</b>	<b>297</b>
<b>TOTAL BELGIUM</b>			<b>453</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>12</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>9</b>	<b>547</b>
<b>FRANCE</b>															
PARIS (CHARLES DE GAULLE)	CITY JET	S	48	0	0	60	15	8	17	0	0	25	72	13	50
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>15</b>	<b>8</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>72</b>	<b>13</b>	<b>50</b>
PARIS (ORLY)	CITY JET	S	208	0	0	66	20	8	6	0	0	16	83	9	234
<b>TOTAL PARIS (ORLY)</b>			<b>208</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>20</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>83</b>	<b>9</b>	<b>234</b>
<b>TOTAL FRANCE</b>			<b>256</b>	<b>3</b>	<b>0</b>	<b>65</b>	<b>19</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>81</b>	<b>10</b>	<b>284</b>
<b>GERMANY</b>															
BREMEN	OLTOSTFRIESISCHE LUFFTRANSP	S	86	0	6	92	2	0	6	0	0	10	94	6	108
<b>TOTAL BREMEN</b>			<b>86</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>94</b>	<b>6</b>	<b>108</b>
DUSSELDORF	EAE EUROPEAN AIR EXPRESS	S	34	0	6	79	9	3	9	0	0	15	0	0	0
<b>TOTAL DUSSELDORF</b>			<b>34</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>9</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
FRANKFURT MAIN	AUGSBURG AIRWAYS GMBH	S	128	0	0	74	13	9	4	0	0	12	73	12	44
	BRITISH AIRWAYS CITIEXPRESS L	S	123	0	0	63	15	12	9	2	0	23	77	15	141
<b>TOTAL FRANKFURT MAIN</b>			<b>251</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>14</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>76</b>	<b>13</b>	<b>277</b>
MUNICH	CIRRUS LUFTFAHRT	S	79	0	5	51	28	15	5	1	0	24	0	0	0
<b>TOTAL MUNICH</b>			<b>79</b>	<b>0</b>	<b>5</b>	<b>51</b>	<b>28</b>	<b>15</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GERMANY</b>			<b>450</b>	<b>0</b>	<b>17</b>	<b>71</b>	<b>14</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>82</b>	<b>10</b>	<b>479</b>
<b>IRISH REPUBLIC</b>															
DUBLIN	CITY JET	S	245	0	0	64	16	14	7	0	0	19	85	8	292
<b>TOTAL DUBLIN</b>			<b>245</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>16</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>85</b>	<b>8</b>	<b>292</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>245</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>16</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>85</b>	<b>8</b>	<b>292</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	LUXAIR	S	191	0	5	75	16	8	1	0	0	10	87	8	152
	VLM (BELGIUM)	S	189	0	3	85	10	2	3	1	0	9	77	11	149
<b>TOTAL LUXEMBOURG</b>			<b>380</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>9</b>	<b>301</b>
<b>TOTAL LUXEMBOURG</b>			<b>380</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>9</b>	<b>301</b>
<b>NETHERLANDS</b>															
AMSTERDAM	KLM CITYHOPPER	S	266	0	0	68	15	9	7	2	0	20	78	11	303
<b>TOTAL AMSTERDAM</b>			<b>266</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>15</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>78</b>	<b>11</b>	<b>303</b>
ROTTERDAM	KLM CITYHOPPER	S	4	0	0	25	25	50	0	0	0	26	0	0	0
	VLM (BELGIUM)	S	429	0	11	89	7	2	1	0	0	7	94	4	344

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2005

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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			433	0	11	89	8	3	1	0	0	7	94	4	344
TOTAL NETHERLANDS			699	0	11	81	10	5	3	1	0	12	86	7	647
SWITZERLAND															
BASLE MULHOUSE	SWISS AIRLINES	S	160	0	0	78	16	5	1	0	0	10	0	0	0
TOTAL BASLE MULHOUSE			160	0	0	78	16	5	1	0	0	10	0	0	0
GENEVA	BRITISH AIRWAYS CITIEXPRESS L	S	143	0	0	52	19	15	13	1	1	33	64	18	152
	SWISS AIRLINES	S	208	0	0	41	19	32	8	0	0	28	0	0	0
TOTAL GENEVA			351	0	0	46	19	25	10	0	0	30	64	18	152
ZURICH	SWISS AIRLINES	S	254	0	7	63	19	12	6	0	0	18	71	12	207
TOTAL ZURICH			254	0	7	63	19	12	6	0	0	18	71	12	207
TOTAL SWITZERLAND			765	0	7	58	18	16	7	0	0	22	68	15	359
UNITED KINGDOM															
DUNDEE	SCOT AIRWAYS	S	190	0	14	72	17	3	8	1	0	16	71	12	219
TOTAL DUNDEE			190	0	14	72	17	3	8	1	0	16	71	12	219
EDINBURGH	BRITISH AIRWAYS CITIEXPRESS L	S	126	1	0	73	10	9	8	0	0	17	71	20	143
	SCOT AIRWAYS	S	379	0	29	75	18	4	3	0	0	12	82	9	437
TOTAL EDINBURGH			505	1	29	75	16	5	4	0	0	13	79	12	580
ISLE OF MAN	DENIM AIR	S	166	0	0	83	8	4	5	0	0	11	0	0	0
TOTAL ISLE OF MAN			166	0	0	83	8	4	5	0	0	11	96	4	52
JERSEY	VLM (BELGIUM)	S	156	0	0	88	8	2	3	0	0	7	0	0	0
TOTAL JERSEY			156	0	0	88	8	2	3	0	0	7	92	7	148
LEEDS BRADFORD	BMI REGIONAL	S	126	0	0	87	6	6	1	0	0	7	0	0	0
TOTAL LEEDS BRADFORD			126	0	0	87	6	6	1	0	0	7	0	0	0
LIVERPOOL	VLM (BELGIUM)	S	235	0	5	91	7	0	0	0	0	6	86	8	244
TOTAL LIVERPOOL			235	0	5	91	7	0	0	0	0	6	86	8	244
MANCHESTER	VLM (BELGIUM)	S	341	0	11	84	11	2	1	1	0	11	88	8	412
TOTAL MANCHESTER			341	0	11	84	11	2	1	1	0	11	88	8	412
TOTAL UNITED KINGDOM			1719	1	59	82	12	3	3	0	0	11	83	10	1808
TOTAL LONDON CITY			4967	6	109	75	13	7	4	0	0	14	82	10	4717

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2005

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	3	0	0	0	33	67	0	0	0	34	33	19	3
<b>TOTAL INNSBRUCK</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>33</b>	<b>19</b>	<b>3</b>
SALZBURG	THOMSONFLY LTD	C	7	0	0	100	0	0	0	0	0	5	100	2	3
<b>TOTAL SALZBURG</b>			<b>7</b>	<b>1</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>100</b>	<b>2</b>	<b>3</b>
<b>TOTAL AUSTRIA</b>			<b>10</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>11</b>	<b>6</b>
<b>CYPRUS</b>															
LARNACA	HELIOS AIRWAYS LTD	S	51	1	0	59	27	12	2	0	0	16	73	13	37
<b>TOTAL LARNACA</b>			<b>51</b>	<b>1</b>	<b>0</b>	<b>59</b>	<b>27</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>73</b>	<b>13</b>	<b>37</b>
PAPHOS	THOMSONFLY LTD	C	14	0	0	79	7	0	0	14	0	33	100	3	14
<b>TOTAL PAPHOS</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>33</b>	<b>91</b>	<b>13</b>	<b>23</b>
<b>TOTAL CYPRUS</b>			<b>65</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>23</b>	<b>9</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>80</b>	<b>13</b>	<b>60</b>
<b>DENMARK</b>															
ESBJERG	RYANAIR	S	60	0	2	63	20	13	3	0	0	17	0	0	0
<b>TOTAL ESBJERG</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>20</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL DENMARK</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>20</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	THOMSONFLY LTD	C	10	0	0	50	30	10	10	0	0	20	0	0	0
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>30</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL EGYPT</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>30</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>FRANCE</b>															
DINARD	RYANAIR	S	62	0	0	76	10	8	6	0	0	15	0	0	0
<b>TOTAL DINARD</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
NICE	EASYJET AIRLINE COMPANY LTD	S	180	2	6	56	21	15	8	1	0	22	73	14	197
<b>TOTAL NICE</b>			<b>180</b>	<b>8</b>	<b>6</b>	<b>56</b>	<b>21</b>	<b>15</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>73</b>	<b>14</b>	<b>197</b>
NIMES	RYANAIR	S	62	0	0	66	13	15	6	0	0	18	0	0	0
<b>TOTAL NIMES</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>13</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	175	0	3	66	17	10	5	2	0	20	81	9	276
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>175</b>	<b>2</b>	<b>3</b>	<b>66</b>	<b>17</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>81</b>	<b>9</b>	<b>276</b>
PARIS (LE BOURGET)	KHOZU AVIA	C	2	0	0	50	50	0	0	0	0	10	0	0	0
<b>TOTAL PARIS (LE BOURGET)</b>			<b>2</b>	<b>4</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL FRANCE</b>			<b>482</b>	<b>21</b>	<b>9</b>	<b>63</b>	<b>17</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>78</b>	<b>11</b>	<b>474</b>
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	170	1	0	68	13	11	7	1	0	19	0	0	0
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>170</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>13</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
DORTMUND	EASYJET AIRLINE COMPANY LTD	S	107	0	1	90	6	1	2	2	0	9	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2004		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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 DORTMUND			107	0	1	90	6	1	2	2	0	9	0	0	0
HANOVER	THOMSONFLY LTD	C	10	0	0	80	10	10	0	0	0	9	86	8	14
TOTAL HANOVER			10	5	0	80	10	10	0	0	0	9	86	8	14
TOTAL GERMANY			287	15	1	76	10	7	5	1	0	15	67	20	18
GIBRALTAR															
GIBRALTAR	MONARCH AIRLINES	S	46	1	0	85	4	2	2	7	0	20	80	8	44
TOTAL GIBRALTAR			46	1	0	85	4	2	2	7	0	20	80	8	44
TOTAL GIBRALTAR			46	1	0	85	4	2	2	7	0	20	80	8	44
GREECE															
ATHENS	CSA	C	2	0	0	0	0	50	50	0	0	51	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	79	6	8	3	3	0	22	94	4	124
TOTAL ATHENS			64	0	0	77	6	9	5	3	0	23	94	4	124
TOTAL GREECE			64	0	0	77	6	9	5	3	0	23	94	4	124
HUNGARY															
BUDAPEST	EASYJET AIRLINE COMPANY LTD	S	122	0	2	61	18	11	7	3	0	24	0	0	0
	WIZZ AIR	S	114	2	0	70	18	4	6	1	0	15	0	0	0
TOTAL BUDAPEST			236	5	2	65	18	8	6	2	0	20	0	0	0
TOTAL HUNGARY			236	5	2	65	18	8	6	2	0	20	0	0	0
ICELAND															
KEFLAVIK	ICELANDAIR	C	4	0	0	25	50	0	25	0	0	35	0	0	0
TOTAL KEFLAVIK			4	0	0	25	50	0	25	0	0	35	0	0	0
TOTAL ICELAND			4	0	0	25	50	0	25	0	0	35	0	0	0
IRISH REPUBLIC															
DUBLIN	RYANAIR	S	231	0	1	64	18	12	3	2	0	20	96	2	301
TOTAL DUBLIN			231	0	1	64	18	12	3	2	0	20	96	2	301
GALWAY	AER ARRAN	S	88	2	0	73	11	10	5	1	0	14	92	5	62
TOTAL GALWAY			88	2	0	73	11	10	5	1	0	14	92	5	62
WATERFORD	AER ARRAN	S	62	0	0	74	11	10	3	2	0	14	95	2	62
TOTAL WATERFORD			62	0	0	74	11	10	3	2	0	14	95	2	62
TOTAL IRISH REPUBLIC			381	4	1	68	15	11	4	2	0	17	95	3	425
ISRAEL															
OVDA	FIRST CHOICE AIRWAYS LTD	C	7	1	0	43	29	29	0	0	0	18	0	0	0
TOTAL OVDA			7	1	0	43	29	29	0	0	0	18	0	0	0
TOTAL ISRAEL			7	2	0	43	29	29	0	0	0	18	0	0	0
ITALY															
BERGAMO	RYANAIR	S	123	3	1	82	8	7	3	0	0	11	94	4	124

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ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2005

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 BERGAMO			123	3	1	82	8	7	3	0	0	11	94	4	124
PERUGIA	CIRRUS LUFTFAHRT	C	2	0	0	50	50	0	0	0	0	10	0	0	0
TOTAL PERUGIA			2	0	0	50	50	0	0	0	0	10	0	0	0
ROME (CIAMPINO)	RYANAIR	S	62	0	0	69	19	8	0	3	0	19	0	0	0
TOTAL ROME (CIAMPINO)			62	6	0	69	19	8	0	3	0	19	0	0	0
TREVISO	RYANAIR	S	62	1	0	60	19	15	5	2	0	21	0	0	0
TOTAL TREVISO			62	1	0	60	19	15	5	2	0	21	0	0	0
TURIN	EASYJET AIRLINE COMPANY LTD	S	60	0	2	55	12	23	10	0	0	24	0	0	0
TOTAL TURIN			60	0	2	55	12	23	10	0	0	24	0	0	0
TOTAL ITALY			309	16	3	70	14	12	4	1	0	17	80	10	158
NETHERLANDS															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	277	1	9	70	12	8	7	3	0	24	75	12	330
	TITAN AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	5	0	0	0
TOTAL AMSTERDAM			279	3	9	70	12	8	7	3	0	23	75	12	330
TOTAL NETHERLANDS			279	8	9	70	12	8	7	3	0	23	75	12	330
POLAND															
GDANSK	WIZZ AIR	S	48	0	0	40	23	23	6	8	0	44	0	0	0
TOTAL GDANSK			48	0	0	40	23	23	6	8	0	44	0	0	0
KATOWICE	WIZZ AIR	S	96	0	0	67	13	6	8	5	1	31	0	0	0
TOTAL KATOWICE			96	0	0	67	13	6	8	5	1	31	0	0	0
KRAKOW	ASTRAEUS LTD	C	4	0	0	25	50	25	0	0	0	23	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	72	0	2	76	14	4	6	0	0	13	0	0	0
	THOMSONFLY LTD	C	2	0	0	100	0	0	0	0	0	6	0	50	2
TOTAL KRAKOW			78	0	2	74	15	5	5	0	0	13	0	50	2
WARSAW	EASYJET AIRLINE COMPANY LTD	S	107	0	1	74	10	8	7	0	0	16	0	0	0
	WIZZ AIR	S	94	0	0	44	14	24	12	4	2	44	0	0	0
TOTAL WARSAW			201	0	1	60	12	16	9	2	1	29	0	0	0
TOTAL POLAND			423	0	3	62	14	13	8	3	1	28	0	50	2
PORTUGAL(EXCLUDING MADEIRA)															
FARO	EASYJET AIRLINE COMPANY LTD	S	46	1	0	70	13	11	7	0	0	15	90	6	70
	MONARCH AIRLINES	S	26	0	0	100	0	0	0	0	0	4	75	7	16
TOTAL FARO			72	1	0	81	8	7	4	0	0	11	86	7	87
TOTAL PORTUGAL(EXCLUDING MADEIRA)			72	2	0	81	8	7	4	0	0	11	86	7	87
PORTUGAL(MADEIRA)															
FUNCHAL	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	2	80	8	10
TOTAL FUNCHAL			8	0	0	100	0	0	0	0	0	2	80	8	10
TOTAL PORTUGAL(MADEIRA)			8	0	0	100	0	0	0	0	0	2	80	8	10

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ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2005

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	EASYJET AIRLINE COMPANY LTD	S	62	0	0	69	15	11	5	0	0	13	0	0	0
<b>TOTAL BRATISLAVA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	73	0	2	55	19	11	11	3	1	36	72	15	119
	MONARCH AIRLINES	S	62	0	0	84	8	3	5	0	0	12	66	16	62
	THOMSONFLY LTD	C	10	1	0	80	10	0	10	0	0	13	100	1	10
<b>TOTAL ALICANTE</b>			<b>145</b>	<b>1</b>	<b>2</b>	<b>69</b>	<b>14</b>	<b>7</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>24</b>	<b>72</b>	<b>15</b>	<b>191</b>
BARCELONA	AIR EUROPA	C	2	0	0	50	0	0	50	0	0	76	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	181	2	5	68	13	10	8	1	0	20	80	13	191
	FUTURA AIRLINES	C	2	0	0	0	0	0	100	0	0	94	0	0	0
	HOLA AIRLINES	C	2	0	0	50	0	0	50	0	0	54	0	0	0
<b>TOTAL BARCELONA</b>			<b>187</b>	<b>4</b>	<b>5</b>	<b>67</b>	<b>13</b>	<b>10</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>80</b>	<b>13</b>	<b>191</b>
GERONA	RYANAIR	S	62	0	0	89	5	2	3	2	0	12	0	0	0
<b>TOTAL GERONA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
MADRID	EASYJET AIRLINE COMPANY LTD	S	124	0	0	70	20	6	3	0	0	15	88	7	124
<b>TOTAL MADRID</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>88</b>	<b>7</b>	<b>124</b>
MAHON	MONARCH AIRLINES	S	18	0	0	100	0	0	0	0	0	5	100	1	20
<b>TOTAL MAHON</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>100</b>	<b>1</b>	<b>20</b>
MALAGA	EASYJET AIRLINE COMPANY LTD	S	148	0	2	60	20	11	8	1	0	23	77	13	131
	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	MONARCH AIRLINES	S	70	0	0	71	23	6	0	0	0	10	73	14	70
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	1	100	0	8
<b>TOTAL MALAGA</b>			<b>229</b>	<b>1</b>	<b>2</b>	<b>66</b>	<b>20</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>77</b>	<b>13</b>	<b>210</b>
MURCIA SAN JAVIER	RYANAIR	S	61	1	1	87	5	3	3	2	0	12	0	0	0
<b>TOTAL MURCIA SAN JAVIER</b>			<b>61</b>	<b>1</b>	<b>1</b>	<b>87</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	52	0	0	67	19	8	6	0	0	14	89	7	70
	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	2	0	0	0
	THOMSONFLY LTD	C	3	0	0	100	0	0	0	0	0	2	67	9	3
<b>TOTAL PALMA DE MALLORCA</b>			<b>57</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>18</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>88</b>	<b>7</b>	<b>73</b>
REUS	RYANAIR	S	62	0	0	89	8	3	0	0	0	4	0	0	0
<b>TOTAL REUS</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>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SPAIN</b>			<b>947</b>	<b>13</b>	<b>10</b>	<b>72</b>	<b>14</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>79</b>	<b>12</b>	<b>811</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	FIRST CHOICE AIRWAYS LTD	C	9	1	0	78	0	22	0	0	0	11	100	1	8
	MONARCH AIRLINES	S	10	0	0	60	10	30	0	0	0	12	0	0	0
	THOMSONFLY LTD	C	10	0	0	100	0	0	0	0	0	1	100	5	9
<b>TOTAL ARRECIFE</b>			<b>29</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>3</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>92</b>	<b>12</b>	<b>25</b>
FUERTEVENTURA	FIRST CHOICE AIRWAYS LTD	C	9	1	0	78	22	0	0	0	0	7	89	5	9
	THOMSONFLY LTD	C	10	0	0	80	20	0	0	0	0	4	100	0	9



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			Actual (7)	Plan (8)											
<b>TOTAL FUERTEVENTURA</b>			<b>19</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>94</b>	<b>3</b>	18
LAS PALMAS	MONARCH AIRLINES	S	8	0	0	75	0	25	0	0	0	12	0	0	0
	THOMSONFLY LTD	C	10	0	0	70	20	10	0	0	0	10	72	24	18
<b>TOTAL LAS PALMAS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>64</b>	<b>27</b>	28
TENERIFE (SURREINA SOFIA)	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	0	0	25	0	0	34	100	1	8
	MONARCH AIRLINES	S	42	0	0	83	7	2	2	5	0	16	82	7	34
	THOMSONFLY LTD	C	18	0	0	72	11	6	11	0	0	19	83	10	18
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>7</b>	<b>3</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>75</b>	<b>12</b>	76
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>134</b>	<b>2</b>	<b>0</b>	<b>78</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>14</b>	147
<b>SWEDEN</b>															
VASTERAS	RYANAIR	S	124	0	0	73	13	6	8	0	0	17	0	0	0
<b>TOTAL VASTERAS</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL SWEDEN</b>			<b>124</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>100</b>	<b>7</b>	2
<b>SWITZERLAND</b>															
BASLE MULHOUSE	EASYJET AIRLINE COMPANY LTD	S	122	0	2	62	14	13	8	2	0	24	0	0	0
<b>TOTAL BASLE MULHOUSE</b>			<b>122</b>	<b>0</b>	<b>2</b>	<b>62</b>	<b>14</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	0
GENEVA	EASYJET AIRLINE COMPANY LTD	S	325	0	7	54	17	14	14	1	0	30	58	17	66
<b>TOTAL GENEVA</b>			<b>325</b>	<b>4</b>	<b>7</b>	<b>54</b>	<b>17</b>	<b>14</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>73</b>	<b>13</b>	312
<b>TOTAL SWITZERLAND</b>			<b>447</b>	<b>5</b>	<b>9</b>	<b>56</b>	<b>16</b>	<b>14</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>72</b>	<b>15</b>	493
<b>TUNISIA</b>															
MONASTIR	THOMSONFLY LTD	C	8	0	0	75	25	0	0	0	0	6	70	13	10
<b>TOTAL MONASTIR</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>70</b>	<b>13</b>	10
<b>TOTAL TUNISIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>70</b>	<b>13</b>	10
<b>UNITED KINGDOM</b>															
ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	108	0	0	66	18	13	4	0	0	14	73	12	108
<b>TOTAL ABERDEEN</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>18</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>12</b>	108
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	286	0	0	74	9	6	9	1	0	21	84	11	324
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>286</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>9</b>	<b>6</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>84</b>	<b>11</b>	324
BLACKPOOL	FLIGHTLINE LTD	C	2	0	0	0	50	0	50	0	0	42	50	17	2
<b>TOTAL BLACKPOOL</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>42</b>	<b>50</b>	<b>17</b>	2
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	326	0	6	71	13	6	8	2	0	21	80	11	371
<b>TOTAL EDINBURGH</b>			<b>326</b>	<b>0</b>	<b>6</b>	<b>71</b>	<b>13</b>	<b>6</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>80</b>	<b>11</b>	371
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	338	0	2	85	4	6	5	0	0	11	88	8	380
<b>TOTAL GLASGOW</b>			<b>338</b>	<b>1</b>	<b>2</b>	<b>85</b>	<b>4</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>8</b>	380
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	60	0	2	70	23	5	2	0	0	14	82	7	77
<b>TOTAL INVERNESS</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>23</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>7</b>	77
ISLE OF MAN	BRITISH AIRWAYS CITIEXPRESS L	S	44	0	0	84	5	2	5	5	0	22	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2005

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2004			
		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 ISLE OF MAN			44	0	0	84	5	2	5	5	0	22	84	12	62
MANCHESTER	EUROPEAN AIR CHARTER	C	2	0	0	0	50	50	0	0	0	41	0	0	0
TOTAL MANCHESTER			3	9	0	33	33	33	0	0	0	30	0	0	0
NOTTINGHAM EAST MIDLANDS INT'L	FLIGHTLINE LTD	C	2	0	0	0	50	0	50	0	0	51	0	0	0
TOTAL NOTTINGHAM EAST MIDLANDS INT'L			2	0	0	0	50	0	50	0	0	51	0	0	0
TOTAL UNITED KINGDOM			1170	27	10	75	10	7	7	1	0	17	83	10	1324
TOTAL LUTON			5635	133	59	69	14	9	6	1	0	19	81	10	4529

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2005

## Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2004		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>AUSTRIA</b>															
INNSBRUCK	AIR MALTA	C	8	0	0	50	38	13	0	0	0	19	0	0	0
	AUSTRIAN AIRLINES	C	16	0	0	56	38	6	0	0	0	12	25	22	8
	BRITISH AIRWAYS CITIEXPRESS L	C	7	0	0	86	14	0	0	0	0	5	100	6	6
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	25	0	0	25	0	77	100	3	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	0	0	25	0	62	100	0	8
<b>TOTAL INNSBRUCK</b>			<b>47</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>26</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>32</b>	<b>68</b>	<b>11</b>	<b>38</b>
<b>SALZBURG</b>															
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	13	0	38	0	0	40	88	10	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	0	0	25	25	0	77	67	14	3
	THOMAS COOK AIRLINES LTD	C	15	0	0	67	20	0	0	0	13	73	100	2	7
	THOMSONFLY LTD	C	7	0	0	71	14	0	14	0	0	16	100	0	7
<b>TOTAL SALZBURG</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>13</b>	<b>0</b>	<b>16</b>	<b>5</b>	<b>5</b>	<b>56</b>	<b>92</b>	<b>6</b>	<b>25</b>
<b>VIENNA</b>															
	BRITISH AIRWAYS CITIEXPRESS L	S	61	1	0	85	10	3	2	0	0	7	35	28	62
<b>TOTAL VIENNA</b>			<b>61</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>35</b>	<b>28</b>	<b>62</b>
<b>TOTAL AUSTRIA</b>			<b>146</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>3</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>28</b>	<b>57</b>	<b>18</b>	<b>125</b>
<b>BARBADOS</b>															
BRIDGETOWN	BMI BRITISH MIDLAND	S	18	0	0	89	6	6	0	0	0	4	0	0	0
	EXCEL AIRWAYS LTD	C	8	0	0	0	0	13	50	25	13	162	0	0	0
	THOMAS COOK AIRLINES LTD	C	16	0	0	50	13	6	19	13	0	73	75	53	16
	THOMSONFLY LTD	C	19	0	0	63	11	11	16	0	0	22	70	8	10
<b>TOTAL BRIDGETOWN</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>8</b>	<b>8</b>	<b>16</b>	<b>7</b>	<b>2</b>	<b>48</b>	<b>72</b>	<b>32</b>	<b>36</b>
<b>TOTAL BARBADOS</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>8</b>	<b>8</b>	<b>16</b>	<b>7</b>	<b>2</b>	<b>48</b>	<b>72</b>	<b>32</b>	<b>36</b>
<b>BELGIUM</b>															
BRUSSELS	BRITISH AIRWAYS CITIEXPRESS L	S	133	0	0	78	7	8	7	1	0	16	94	4	142
	SN BRUSSELS AIRLINES	S	164	0	2	86	7	5	1	0	0	7	93	6	170
<b>TOTAL BRUSSELS</b>			<b>297</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>7</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>93</b>	<b>5</b>	<b>312</b>
<b>TOTAL BELGIUM</b>			<b>297</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>7</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>93</b>	<b>5</b>	<b>312</b>
<b>BULGARIA</b>															
PLOVDIV	ASTRAEUS LTD	C	3	0	0	0	0	33	67	0	0	71	0	0	0
	BH AIR	C	6	2	0	83	17	0	0	0	0	9	83	9	6
<b>TOTAL PLOVDIV</b>			<b>9</b>	<b>2</b>	<b>0</b>	<b>56</b>	<b>11</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>83</b>	<b>9</b>	<b>6</b>
SOFIA	BH AIR	C	6	2	0	100	0	0	0	0	0	1	0	0	0
	THOMAS COOK AIRLINES LTD	C	7	0	0	71	0	0	0	0	29	130	0	0	0
	THOMSONFLY LTD	C	3	0	0	0	33	0	67	0	0	53	0	56	3
<b>TOTAL SOFIA</b>			<b>16</b>	<b>2</b>	<b>0</b>	<b>69</b>	<b>6</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>63</b>	<b>26</b>	<b>8</b>
<b>TOTAL BULGARIA</b>			<b>25</b>	<b>4</b>	<b>0</b>	<b>64</b>	<b>8</b>	<b>4</b>	<b>16</b>	<b>0</b>	<b>8</b>	<b>54</b>	<b>71</b>	<b>18</b>	<b>14</b>
<b>CANADA</b>															
CALGARY	EXCEL AIRWAYS LTD	C	18	0	0	67	6	17	11	0	0	21	0	0	0
<b>TOTAL CALGARY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>6</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>53</b>	<b>23</b>	<b>17</b>
TORONTO	AIR TRANSAT	S	10	0	0	40	0	30	30	0	0	44	88	5	8
	PAKISTAN INTL AIRLINES	S	17	1	1	47	12	29	0	12	0	56	100	8	2

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2005

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 TORONTO			27	3	1	44	7	30	11	7	0	51	90	6	10
TOTAL CANADA			46	4	1	52	7	24	13	4	0	41	67	16	27
<b>CUBA</b>															
CUNAGUA ( CAYO COCO)	THOMAS COOK AIRLINES LTD	C	7	1	0	57	0	14	0	14	14	124	83	9	6
TOTAL CUNAGUA ( CAYO COCO)			7	1	0	57	0	14	0	14	14	124	83	9	6
HOLGUIN (FRANK PAIS)	THOMAS COOK AIRLINES LTD	C	4	0	0	75	0	0	0	25	0	89	100	3	3
TOTAL HOLGUIN (FRANK PAIS)			4	0	0	75	0	0	0	25	0	89	100	3	3
VARADERO	THOMAS COOK AIRLINES LTD	C	5	0	0	20	20	20	20	0	20	111	0	0	0
TOTAL VARADERO			5	0	0	20	20	20	20	0	20	111	0	0	0
TOTAL CUBA			16	1	0	50	6	13	6	13	13	111	89	7	9
<b>CYPRUS</b>															
LARNACA	CYPRUS AIRWAYS	S	23	0	0	74	22	4	0	0	0	8	79	6	24
	EUROCYPRIA AIRLINES LTD	C	4	0	0	100	0	0	0	0	0	4	0	0	0
	FIRST CHOICE AIRWAYS LTD	S	8	0	0	100	0	0	0	0	0	6	100	4	4
	HELIOS AIRWAYS LTD	C	13	0	0	54	8	8	31	0	0	43	0	0	0
	MY TRAVEL AIRWAYS UK	C	3	0	0	67	0	33	0	0	0	20	100	3	1
	THOMAS COOK AIRLINES LTD	C	6	1	0	50	33	17	0	0	0	15	100	1	9
TOTAL LARNACA			57	1	0	72	14	7	7	0	0	17	87	5	38
PAPHOS	AIR MALTA	C	16	0	0	94	6	0	0	0	0	3	0	0	0
	CYPRUS AIRWAYS	S	3	0	0	67	0	33	0	0	0	15	0	0	0
	EUROCYPRIA AIRLINES LTD	C	20	0	0	90	10	0	0	0	0	7	94	4	16
	FIRST CHOICE AIRWAYS LTD	S	14	0	0	93	7	0	0	0	0	3	100	1	10
	THOMAS COOK AIRLINES LTD	C	20	0	0	45	35	15	5	0	0	21	100	0	13
	THOMSONFLY LTD	C	18	0	0	94	6	0	0	0	0	4	100	1	18
TOTAL PAPHOS			91	0	0	81	13	4	1	0	0	8	92	3	83
TOTAL CYPRUS			148	1	0	78	14	5	3	0	0	12	90	4	121
<b>CZECH REPUBLIC</b>															
PRAGUE	BMIBABY LTD	S	108	0	0	57	28	10	2	3	0	20	25	58	40
	CSA	S	122	0	0	82	11	2	2	1	2	17	88	6	92
TOTAL PRAGUE			230	0	0	70	19	6	2	2	1	19	63	29	156
TOTAL CZECH REPUBLIC			230	0	0	70	19	6	2	2	1	19	63	29	156
<b>DENMARK</b>															
BILLUND	SUN AIR OF SCANDINAVIA	S	92	0	8	57	24	13	4	2	0	23	85	8	99
TOTAL BILLUND			92	0	8	57	24	13	4	2	0	23	85	8	99
COPENHAGEN	MAERSK AIR	S	48	0	0	54	25	15	6	0	0	19	0	0	0
	SAS	S	164	0	0	71	18	4	7	0	0	13	83	6	224
TOTAL COPENHAGEN			212	0	0	67	19	6	7	0	0	15	85	6	332
TOTAL DENMARK			304	0	8	64	21	8	6	1	0	17	85	7	431
<b>DOMINICAN REPUBLIC</b>															
LA ROMANA	MY TRAVEL AIRWAYS UK	C	9	0	0	78	0	0	0	22	0	71	63	14	8

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2005

## Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 LA ROMANA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>71</b>	<b>63</b>	<b>14</b>	<b>8</b>
<b>PUERTO PLATA</b>	MY TRAVEL AIRWAYS UK	C	10	0	0	50	10	10	10	20	0	66	100	0	6
	THOMAS COOK AIRLINES LTD	C	10	0	0	40	0	10	20	20	10	243	100	0	8
	THOMSONFLY LTD	C	9	0	0	89	0	11	0	0	0	9	90	4	10
<b>TOTAL PUERTO PLATA</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>3</b>	<b>10</b>	<b>10</b>	<b>14</b>	<b>3</b>	<b>109</b>	<b>96</b>	<b>2</b>	<b>24</b>
<b>PUNTA CANA</b>	THOMSONFLY LTD	C	10	0	0	100	0	0	0	0	0	1	100	1	9
<b>TOTAL PUNTA CANA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>33</b>	<b>18</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>2</b>	<b>6</b>	<b>6</b>	<b>13</b>	<b>2</b>	<b>80</b>	<b>84</b>	<b>15</b>	<b>50</b>
<b>EGYPT</b>															
<b>HURGHADA</b>	EXCEL AIRWAYS LTD	C	20	1	0	45	10	5	40	0	0	46	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	70	10	20	0	0	0	15	0	0	0
	MY TRAVEL AIRWAYS UK	C	18	0	0	72	6	11	11	0	0	15	0	0	0
	THOMAS COOK AIRLINES LTD	C	18	2	0	56	11	17	17	0	0	28	71	58	7
	THOMSONFLY LTD	C	16	0	0	75	6	13	6	0	0	17	38	23	8
<b>TOTAL HURGHADA</b>			<b>82</b>	<b>3</b>	<b>0</b>	<b>62</b>	<b>9</b>	<b>12</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>52</b>	<b>38</b>	<b>23</b>
<b>LUXOR</b>	MONARCH AIRLINES	C	9	0	0	78	11	11	0	0	0	9	0	0	0
	THOMSONFLY LTD	C	10	0	0	100	0	0	0	0	0	1	70	9	10
<b>TOTAL LUXOR</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>70</b>	<b>9</b>	<b>10</b>
<b>TABA</b>	ASTRAEUS LTD	C	8	0	0	88	13	0	0	0	0	5	0	0	0
<b>TOTAL TABA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL EGYPT</b>			<b>110</b>	<b>3</b>	<b>0</b>	<b>68</b>	<b>8</b>	<b>10</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>58</b>	<b>29</b>	<b>33</b>
<b>FINLAND</b>															
<b>HELSINKI</b>	FINNAIR	S	102	0	4	74	18	8	0	1	0	11	86	7	108
<b>TOTAL HELSINKI</b>			<b>102</b>	<b>0</b>	<b>4</b>	<b>74</b>	<b>18</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>7</b>	<b>149</b>
<b>KITTLA</b>	ASTRAEUS LTD	C	7	0	0	71	0	0	29	0	0	48	0	0	0
<b>TOTAL KITTLA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>71</b>	<b>9</b>	<b>7</b>
<b>ROVANIEMI</b>	EXCEL AIRWAYS LTD	C	4	0	0	75	0	0	25	0	0	17	0	0	0
<b>TOTAL ROVANIEMI</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL FINLAND</b>			<b>113</b>	<b>0</b>	<b>4</b>	<b>73</b>	<b>16</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>85</b>	<b>7</b>	<b>156</b>
<b>FRANCE</b>															
<b>BORDEAUX</b>	BMIBABY LTD	S	10	0	0	100	0	0	0	0	0	4	100	2	8
<b>TOTAL BORDEAUX</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>100</b>	<b>2</b>	<b>8</b>
<b>CHAMBERY</b>	ASTRAEUS LTD	C	19	0	0	84	0	0	11	5	0	33	69	18	16
	BRITISH AIRWAYS CITIEXPRESS L	C	8	0	0	13	13	50	25	0	0	48	0	0	0
	EXCEL AIRWAYS LTD	C	16	0	0	50	6	25	6	13	0	45	75	16	16
<b>TOTAL CHAMBERY</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>5</b>	<b>19</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>40</b>	<b>68</b>	<b>17</b>	<b>40</b>
<b>GRENOBLE</b>	FIRST CHOICE AIRWAYS LTD	C	24	0	0	79	8	0	4	8	0	30	75	12	16
	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	2	75	12	8
<b>TOTAL GRENOBLE</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>23</b>	<b>72</b>	<b>11</b>	<b>32</b>
<b>LYON</b>	BRITISH AIRWAYS CITIEXPRESS L	C	16	0	0	88	0	13	0	0	0	9	57	21	14

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
LYON	BRITISH AIRWAYS CITIEXPRESS L	S	60	0	0	68	17	12	2	2	0	15	85	6	62
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	13	13	25	0	0	33	88	17	8
	THOMSONFLY LTD	C	8	0	0	63	13	13	13	0	0	18	63	12	8
<b>TOTAL LYON</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>78</b>	<b>10</b>	93
NICE	BRITISH AIRWAYS CITIEXPRESS L	S	62	0	0	81	8	6	5	0	0	9	98	1	61
	CHANNEL EXPRESS LTD ALSO T/A	S	26	0	0	81	12	4	4	0	0	9	0	0	0
<b>TOTAL NICE</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>98</b>	<b>1</b>	61
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	344	0	0	81	5	6	7	0	0	13	81	10	368
	BRITISH AIRWAYS CITIEXPRESS L	S	265	0	0	76	5	6	8	4	0	25	80	9	236
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>609</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>80</b>	<b>9</b>	612
TARBES-LOURDES INTERNATIONAL	EXCEL AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	7	0	0	0
<b>TOTAL TARBES-LOURDES INTERNATIONAL</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>14</b>	<b>0</b>	<b>0</b>	0
TOULOUSE (BLAGNAC)	BMI REGIONAL	S	62	0	0	82	16	2	0	0	0	5	98	2	54
	BRITISH AIRWAYS CITIEXPRESS L	C	7	0	0	86	14	0	0	0	0	6	83	4	6
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	0	25	0	0	0	12	100	0	1
	MY TRAVEL AIRWAYS UK	C	8	0	0	13	13	0	25	25	25	243	67	13	3
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	0	25	25	0	0	44	86	6	7
	THOMSONFLY LTD	C	8	0	0	63	0	13	25	0	0	36	100	2	6
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>101</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>12</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>30</b>	<b>95</b>	<b>3</b>	79
<b>TOTAL FRANCE</b>			<b>978</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>82</b>	<b>9</b>	925
<b>GAMBIA</b>															
BANJUL	ASTRAEUS LTD	C	19	0	0	63	16	11	11	0	0	22	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	0	13	0	0	13	164	38	23	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	0	13	0	0	19	80	8	10
<b>TOTAL BANJUL</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>9</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>3</b>	<b>53</b>	<b>69</b>	<b>14</b>	26
<b>TOTAL GAMBIA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>9</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>3</b>	<b>53</b>	<b>69</b>	<b>14</b>	26
<b>GERMANY</b>															
BERLIN (TEGEL)	AIR BERLIN	S	62	0	0	89	8	3	0	0	0	5	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	62	0	0	89	5	2	5	0	0	7	79	12	61
<b>TOTAL BERLIN (TEGEL)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>12</b>	61
COLOGNE (BONN)	HAPAG LLOYD EXPRESS	S	66	0	0	45	23	24	8	0	0	23	85	5	62
<b>TOTAL COLOGNE (BONN)</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>23</b>	<b>24</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>85</b>	<b>5</b>	62
DUSSELDORF	AIR BERLIN	S	61	0	1	77	11	5	7	0	0	12	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	188	0	0	90	3	5	2	0	0	6	84	8	206
	LUFTHANSA CITY LINE	S	152	0	0	95	4	1	0	0	0	3	84	8	154
<b>TOTAL DUSSELDORF</b>			<b>401</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>8</b>	360
FRANKFURT MAIN	BRITISH AIRWAYS CITIEXPRESS L	S	262	0	0	79	9	8	4	0	0	11	84	7	284
	LUFTHANSA	S	244	1	0	87	7	4	2	0	0	7	83	9	186
<b>TOTAL FRANKFURT MAIN</b>			<b>506</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>8</b>	470
HAMBURG	AIR BERLIN	S	58	0	0	84	10	5	0	0	0	5	0	0	0
	LUFTHANSA CITY LINE	S	92	0	0	85	7	4	4	0	0	8	86	6	108

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			Actual (7)	Plan (8)											
TOTAL HAMBURG			150	0	0	85	8	5	3	0	0	7	86	6	108
HANOVER	BRITISH AIRWAYS CITIEXPRESS L	S	100	0	0	88	4	4	3	1	0	10	83	10	110
TOTAL HANOVER			100	0	0	88	4	4	3	1	0	10	83	10	110
MUNICH	LUFTHANSA CITY LINE	S	178	0	0	88	8	4	0	0	0	5	80	9	238
TOTAL MUNICH			178	1	0	88	8	4	0	0	0	5	80	9	238
PADERBORN	AIR BERLIN	S	34	0	0	91	9	0	0	0	0	4	0	0	0
TOTAL PADERBORN			34	0	0	91	9	0	0	0	0	4	0	0	0
STUTTGART	BRITISH AIRWAYS CITIEXPRESS L	S	84	0	0	89	10	1	0	0	0	4	89	5	57
	HAPAG LLOYD EXPRESS	S	26	0	0	54	42	4	0	0	0	13	0	0	0
TOTAL STUTTGART			110	0	0	81	17	2	0	0	0	6	89	5	57
TOTAL GERMANY			1669	2	1	85	8	5	2	0	0	8	83	9	1520
GIBRALTAR															
GIBRALTAR	MONARCH AIRLINES	S	34	1	0	88	6	0	3	3	0	12	93	3	28
TOTAL GIBRALTAR			34	1	0	88	6	0	3	3	0	12	93	3	28
TOTAL GIBRALTAR			34	1	0	88	6	0	3	3	0	12	93	3	28
GREECE															
ATHENS	CSA	C	2	0	0	0	50	0	50	0	0	59	0	0	0
	HELLAS JET	S	18	0	0	78	11	0	11	0	0	19	0	0	0
	OLYMPIC AIRLINES	S	16	0	2	19	69	13	0	0	0	22	44	19	16
TOTAL ATHENS			36	0	2	47	39	6	8	0	0	22	35	22	23
TOTAL GREECE			38	0	2	50	37	5	8	0	0	21	40	20	25
HUNGARY															
BUDAPEST	CHANNEL EXPRESS LTD ALSO T/A	S	62	0	0	74	13	11	2	0	0	12	0	0	0
TOTAL BUDAPEST			62	0	0	74	13	11	2	0	0	12	0	0	0
TOTAL HUNGARY			62	0	0	74	13	11	2	0	0	12	0	0	0
INDIA															
GOA	EXCEL AIRWAYS LTD	C	9	0	0	44	22	22	11	0	0	28	0	0	0
	MONARCH AIRLINES	C	17	0	0	71	12	0	18	0	0	20	39	74	18
	MY TRAVEL AIRWAYS UK	C	9	0	0	67	22	11	0	0	0	12	50	37	8
TOTAL GOA			35	0	0	63	17	9	11	0	0	20	42	62	26
TOTAL INDIA			35	0	0	63	17	9	11	0	0	20	42	62	26
IRISH REPUBLIC															
CONNAUGHT	BMIBABY LTD	S	62	0	0	92	2	2	5	0	0	6	88	34	8
TOTAL CONNAUGHT			62	0	0	92	2	2	5	0	0	6	81	20	63
CORK	BMIBABY LTD	S	70	0	2	80	1	4	10	4	0	21	53	34	72
	BRITISH AIRWAYS CITIEXPRESS L	S	60	0	0	72	8	10	7	3	0	21	84	9	152
TOTAL CORK			130	0	2	76	5	7	8	4	0	21	69	19	268
DUBLIN	AER LINGUS	S	287	0	1	72	11	9	7	1	0	18	88	9	297

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			Actual (7)	Plan (8)											
DUBLIN	BRITISH AIRWAYS CITIEXPRESS L	C	2	0	0	100	0	0	0	0	0	10	0	0	0
	LUXAIR	S	62	0	0	84	13	3	0	0	0	6	89	6	62
	RYANAIR	S	240	0	0	86	8	4	3	0	0	7	88	7	240
<b>TOTAL DUBLIN</b>			<b>591</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>88</b>	<b>8</b>	604
GALWAY	AER ARRAN	S	62	0	0	89	5	3	3	0	0	6	92	3	60
<b>TOTAL GALWAY</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>3</b>	60
KERRY COUNTY	AER ARRAN	S	26	0	0	92	0	0	8	0	0	11	0	0	0
<b>TOTAL KERRY COUNTY</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	0
SHANNON	BRITISH AIRWAYS CITIEXPRESS L	S	62	2	0	90	2	5	3	0	0	6	76	17	63
<b>TOTAL SHANNON</b>			<b>62</b>	<b>2</b>	<b>0</b>	<b>90</b>	<b>2</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>17</b>	63
WATERFORD	AER ARRAN	S	27	0	1	96	4	0	0	0	0	2	0	0	0
<b>TOTAL WATERFORD</b>			<b>27</b>	<b>0</b>	<b>1</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL IRISH REPUBLIC</b>			<b>960</b>	<b>2</b>	<b>4</b>	<b>82</b>	<b>7</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>12</b>	1058
ISRAEL															
OVDA	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	10	0	0	0
<b>TOTAL OVDA</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>80</b>	<b>8</b>	10
<b>TOTAL ISRAEL</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>80</b>	<b>8</b>	10
ITALY															
BERGAMO	BRITISH AIRWAYS CITIEXPRESS L	C	7	2	0	71	29	0	0	0	0	8	75	9	4
	EXCEL AIRWAYS LTD	C	2	0	0	50	0	50	0	0	0	23	0	0	0
	FLYJET LTD	C	2	0	0	50	50	0	0	0	0	18	0	0	0
	MONARCH AIRLINES	C	2	0	0	50	0	50	0	0	0	30	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	0	0	0	13	0	30	38	29	8
	THOMSONFLY LTD	C	2	0	0	50	0	50	0	0	0	32	0	0	0
<b>TOTAL BERGAMO</b>			<b>23</b>	<b>2</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>22</b>	<b>50</b>	<b>22</b>	12
MILAN (MALPENSA)	ALITALIA	S	120	0	2	81	13	5	2	0	0	9	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	101	0	0	76	8	6	9	1	0	18	85	8	104
	FIRST CHOICE AIRWAYS LTD	C	4	0	0	25	25	0	50	0	0	57	0	0	0
	MONARCH AIRLINES	C	8	0	0	38	13	0	50	0	0	71	0	0	0
	MY TRAVEL AIRWAYS UK	C	2	0	0	50	0	0	50	0	0	57	0	0	0
<b>TOTAL MILAN (MALPENSA)</b>			<b>235</b>	<b>0</b>	<b>2</b>	<b>76</b>	<b>11</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>85</b>	<b>8</b>	104
NAPLES	THOMSONFLY LTD	C	3	0	0	100	0	0	0	0	0	4	57	23	7
<b>TOTAL NAPLES</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>4</b>	<b>57</b>	<b>23</b>	7
PISA	BRITISH AIRWAYS CITIEXPRESS L	S	62	0	0	97	2	0	2	0	0	4	73	12	45
<b>TOTAL PISA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>73</b>	<b>12</b>	45
ROME (FIUMICINO)	BRITISH AIRWAYS CITIEXPRESS L	S	62	0	0	85	10	3	2	0	0	6	75	14	67
<b>TOTAL ROME (FIUMICINO)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>14</b>	67
TURIN	BRITISH AIRWAYS CITIEXPRESS L	C	7	0	0	100	0	0	0	0	0	4	17	30	6
	EUROPEAN AIR CHARTER	C	2	0	0	0	50	0	50	0	0	76	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	88	0	0	13	0	0	15	80	13	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	0	25	25	0	0	33	100	1	8



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				Actual (7)	Plan (8)										
TURIN	THOMAS COOK AIRLINES LTD	C	8	0	0	50	13	25	13	0	0	20	86	4	7
	THOMSONFLY LTD	C	8	0	0	50	0	0	50	0	0	42	63	35	8
<b>TOTAL TURIN</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>4</b>	<b>8</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>72</b>	<b>16</b>	<b>39</b>
VENICE	BRITISH AIRWAYS CITIEXPRESS L	S	62	0	0	82	6	5	6	0	0	12	79	9	63
	CHANNEL EXPRESS LTD ALSO T/A	S	25	0	1	60	24	16	0	0	0	13	0	0	0
<b>TOTAL VENICE</b>			<b>87</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>11</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>9</b>	<b>63</b>
VERONA VILAFRANCA	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	5	100	0	7
	THOMSONFLY LTD	C	7	0	0	14	43	29	14	0	0	29	43	32	7
<b>TOTAL VERONA VILAFRANCA</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>27</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>71</b>	<b>16</b>	<b>14</b>
<b>TOTAL ITALY</b>			<b>536</b>	<b>2</b>	<b>3</b>	<b>78</b>	<b>10</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>12</b>	<b>379</b>
<b>JAMAICA</b>															
MONTEGO BAY	FIRST CHOICE AIRWAYS LTD	C	10	0	0	60	20	0	20	0	0	18	70	11	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	13	0	25	13	0	62	67	16	15
<b>TOTAL MONTEGO BAY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>17</b>	<b>0</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>38</b>	<b>68</b>	<b>14</b>	<b>25</b>
<b>TOTAL JAMAICA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>17</b>	<b>0</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>38</b>	<b>65</b>	<b>21</b>	<b>43</b>
<b>LATVIA</b>															
RIGA	AIR BALTIC CORPORATION SIA	S	8	0	0	88	0	13	0	0	0	10	0	0	0
<b>TOTAL RIGA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL LATVIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	LUXAIR	S	62	0	0	94	5	0	2	0	0	6	90	5	62
<b>TOTAL LUXEMBOURG</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>5</b>	<b>62</b>
<b>TOTAL LUXEMBOURG</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>5</b>	<b>62</b>
<b>MALAYSIA</b>															
KUALA LUMPUR (SEPANG)	MALAYSIAN AIRLINES SYSTEM-MA	S	36	0	0	75	6	6	11	3	0	22	85	11	34
<b>TOTAL KUALA LUMPUR (SEPANG)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>6</b>	<b>6</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>85</b>	<b>11</b>	<b>34</b>
<b>TOTAL MALAYSIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>6</b>	<b>6</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>85</b>	<b>11</b>	<b>34</b>
<b>MALDIVE ISLANDS</b>															
MALE INTERNATIONAL	THOMSONFLY LTD	C	8	0	0	75	13	0	13	0	0	12	44	18	9
<b>TOTAL MALE INTERNATIONAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>61</b>	<b>91</b>	<b>18</b>
<b>TOTAL MALDIVE ISLANDS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>61</b>	<b>91</b>	<b>18</b>
<b>MALTA</b>															
MALTA	AIR MALTA	S	67	0	0	60	16	16	7	0	0	22	81	9	62
	ASTRAEUS LTD	C	8	0	0	75	0	0	25	0	0	41	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	40	20	30	10	0	0	24	90	3	10
	THOMAS COOK AIRLINES LTD	C	10	0	0	40	20	10	10	20	0	61	90	5	10
	THOMSONFLY LTD	C	10	0	0	70	20	10	0	0	0	10	90	9	10
<b>TOTAL MALTA</b>			<b>105</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>16</b>	<b>15</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>85</b>	<b>7</b>	<b>100</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2005

## Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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			105	0	0	58	16	15	9	2	0	26	85	7	100
MEXICO															
CANCUN	FIRST CHOICE AIRWAYS LTD	C	10	0	0	70	10	0	10	10	0	41	80	12	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	0	10	20	0	0	34	50	29	8
	THOMSONFLY LTD	C	9	0	0	67	11	11	0	11	0	30	43	31	7
TOTAL CANCUN			29	0	0	69	7	7	10	7	0	35	60	22	25
TOTAL MEXICO			29	0	0	69	7	7	10	7	0	35	60	22	25
MOROCCO															
AGADIR	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	2	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	13	13	0	46	78	7	9
TOTAL AGADIR			16	0	0	81	6	0	6	6	0	24	78	7	9
TOTAL MOROCCO			16	0	0	81	6	0	6	6	0	24	78	7	9
NETHERLANDS															
AMSTERDAM	BRITISH AIRWAYS CITIEXPRESS L	S	126	0	0	69	7	13	11	0	0	18	86	7	169
	CHANNEL EXPRESS LTD ALSO T/A	S	158	0	10	90	2	4	3	1	1	11	0	0	0
	KLM	S	174	0	14	76	8	8	6	1	0	15	88	8	128
	KLM CITYHOPPER	S	194	1	0	62	12	12	12	1	1	28	80	11	250
TOTAL AMSTERDAM			652	1	24	74	8	9	8	1	0	18	84	9	547
TOTAL NETHERLANDS			652	1	24	74	8	9	8	1	0	18	84	9	547
NORWAY															
OSLO (GARDERMOEN)	BRITISH AIRWAYS CITIEXPRESS L	S	93	0	0	85	6	5	3	0	0	9	97	1	109
	SAS	S	34	0	0	79	9	9	3	0	0	10	0	0	0
TOTAL OSLO (GARDERMOEN)			127	0	0	83	7	6	3	0	0	9	97	1	109
TOTAL NORWAY			127	0	0	83	7	6	3	0	0	9	91	11	162
PAKISTAN															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	34	0	1	47	15	9	21	3	6	62	19	49	37
TOTAL ISLAMABAD			34	0	1	47	15	9	21	3	6	62	19	49	37
KARACHI	PAKISTAN INTL AIRLINES	S	71	1	1	35	25	25	11	3	0	37	62	55	37
TOTAL KARACHI			71	1	1	35	25	25	11	3	0	37	62	55	37
LAHORE	PAKISTAN INTL AIRLINES	S	10	0	0	50	20	20	10	0	0	25	50	34	10
TOTAL LAHORE			10	0	0	50	20	20	10	0	0	25	50	34	10
TOTAL PAKISTAN			115	1	2	40	22	20	14	3	2	43	42	50	84
POLAND															
WARSAW	LOT-POLISH AIRLINES	S	54	0	0	81	11	6	0	2	0	11	98	1	54
TOTAL WARSAW			54	0	0	81	11	6	0	2	0	11	98	1	54
TOTAL POLAND			54	0	0	81	11	6	0	2	0	11	96	1	56
PORTUGAL(EXCLUDING MADEIRA)															
FARO	CHANNEL EXPRESS LTD ALSO T/A	S	26	0	0	92	8	0	0	0	0	4	0	0	0

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
FARO	FIRST CHOICE AIRWAYS LTD	C	26	0	0	85	12	4	0	0	0	8	79	20	24
	MONARCH AIRLINES	C	8	0	0	88	0	13	0	0	0	6	88	8	8
	MONARCH AIRLINES	S	62	0	0	85	6	2	5	2	0	14	87	7	62
	MY TRAVEL AIRWAYS UK	C	10	0	0	90	10	0	0	0	0	3	75	11	16
	THOMAS COOK AIRLINES LTD	C	20	0	0	95	0	0	5	0	0	7	94	5	17
	THOMSONFLY LTD	C	10	0	0	90	10	0	0	0	0	5	88	9	8
<b>TOTAL FARO</b>			<b>162</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>10</b>	<b>145</b>
LISBON	PORTUGALIA	S	39	0	0	79	10	8	3	0	9	86	6	56	
<b>TOTAL LISBON</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>6</b>	<b>57</b>	
OPORTO (PORTUGAL)	PORTUGALIA	S	23	0	0	78	13	9	0	0	8	0	0	0	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>12</b>	<b>42</b>	<b>17</b>	
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>224</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>12</b>	<b>219</b>	
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	EXCEL AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	100	2	10
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	67	8	9
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	1	100	1	10
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	2	75	8	12
<b>TOTAL FUNCHAL</b>			<b>32</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>85</b>	<b>5</b>	<b>41</b>	
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>32</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>85</b>	<b>5</b>	<b>41</b>	
<b>PUERTO RICO</b>															
SAN JUAN (PUERTO RICO)	VIRGIN ATLANTIC AIRWAYS LTD	C	2	0	0	0	0	100	0	0	0	38	0	0	0
<b>TOTAL SAN JUAN (PUERTO RICO)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL PUERTO RICO</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>QATAR</b>															
DOHA	QATAR AIRWAYS	S	36	0	0	69	25	3	3	0	0	11	78	12	36
<b>TOTAL DOHA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>25</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>12</b>	<b>36</b>
<b>TOTAL QATAR</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>25</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>12</b>	<b>36</b>
<b>RUMANIA</b>															
BUCHAREST (OTOPENI)	ASTRAEUS LTD	C	7	0	0	14	14	14	29	29	0	91	0	0	0
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>29</b>	<b>29</b>	<b>0</b>	<b>91</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL RUMANIA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>29</b>	<b>29</b>	<b>0</b>	<b>91</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SINGAPORE</b>															
SINGAPORE	SINGAPORE AIRLINES	S	62	0	0	69	8	18	5	0	0	14	80	11	59
<b>TOTAL SINGAPORE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>8</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>11</b>	<b>59</b>
<b>TOTAL SINGAPORE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>8</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>11</b>	<b>59</b>
<b>SPAIN</b>															
ALICANTE	AIR MALTA	C	4	0	0	50	50	0	0	0	0	11	0	0	0
	BMIBABY LTD	S	48	0	0	63	21	17	0	0	0	13	28	63	39
	CHANNEL EXPRESS LTD ALSO T/A	S	10	0	0	60	20	20	0	0	0	12	0	0	0

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				Actual (7)	Plan (8)										
ALICANTE	FIRST CHOICE AIRWAYS LTD	C	36	0	0	78	11	3	6	0	3	45	83	6	54
	MONARCH AIRLINES	S	124	1	0	90	6	1	2	2	0	9	90	7	124
	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	0	3	38	78	8
	MY TRAVEL AIRWAYS UK	C	30	1	0	63	23	0	7	7	0	32	86	10	28
	THOMAS COOK AIRLINES LTD	C	30	0	0	77	3	7	7	0	7	36	96	2	26
	THOMSONFLY LTD	C	38	1	0	89	8	3	0	0	0	5	83	17	36
	<b>TOTAL ALICANTE</b>			<b>328</b>	<b>3</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>18</b>	<b>74</b>	<b>19</b>	<b>353</b>
ALMERIA	FIRST CHOICE AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	0	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	80	0	20	0	0	11	100	1	8	
<b>TOTAL ALMERIA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>100</b>	<b>1</b>	<b>8</b>	
BARCELONA	MONARCH AIRLINES	S	62	0	0	84	15	2	0	0	7	83	9	54	
<b>TOTAL BARCELONA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>16</b>	<b>176</b>	
MADRID	BRITISH AIRWAYS CITIEXPRESS L	S	105	0	0	80	9	6	6	0	11	85	8	108	
<b>TOTAL MADRID</b>			<b>105</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>10</b>	<b>170</b>	
MALAGA	AIR MALTA	C	12	0	0	67	33	0	0	0	9	88	10	8	
	BMIBABY LTD	S	46	0	0	52	17	15	9	7	37	35	28	40	
	CHANNEL EXPRESS LTD ALSO T/A	S	62	0	0	74	16	6	3	0	11	0	0	0	
	FIRST CHOICE AIRWAYS LTD	C	20	0	0	90	10	0	0	0	5	81	14	32	
	GB AIRWAYS LTD	S	28	0	0	79	7	14	0	0	9	0	0	0	
	MONARCH AIRLINES	S	122	0	0	88	10	2	1	0	6	81	9	124	
	MY TRAVEL AIRWAYS UK	C	18	0	0	56	6	6	17	17	0	69	86	25	21
	THOMAS COOK AIRLINES LTD	C	3	1	0	100	0	0	0	0	7	82	8	11	
	THOMSONFLY LTD	C	26	0	0	46	12	19	15	8	0	54	92	12	26
<b>TOTAL MALAGA</b>			<b>337</b>	<b>3</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>19</b>	<b>72</b>	<b>16</b>	<b>294</b>	
MURCIA SAN JAVIER	BMIBABY LTD	S	8	0	0	75	25	0	0	0	10	33	21	6	
	CHANNEL EXPRESS LTD ALSO T/A	S	62	0	0	85	6	5	3	0	9	0	0	0	
<b>TOTAL MURCIA SAN JAVIER</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>38</b>	<b>21</b>	<b>8</b>	
PALMA DE MALLORCA	BMIBABY LTD	S	46	0	0	72	9	13	7	0	15	38	31	40	
	FIRST CHOICE AIRWAYS LTD	C	20	2	0	90	0	10	0	0	5	70	15	10	
	MONARCH AIRLINES	S	8	0	0	100	0	0	0	0	0	100	1	12	
	MY TRAVEL AIRWAYS UK	C	19	0	0	84	5	5	5	0	12	77	22	26	
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	0	0	10	0	0	14	67	58	6
	THOMSONFLY LTD	C	19	0	0	100	0	0	0	0	1	61	19	18	
	TITAN AIRWAYS LTD	C	2	0	0	50	50	0	0	0	14	0	0	0	
<b>TOTAL PALMA DE MALLORCA</b>			<b>124</b>	<b>2</b>	<b>0</b>	<b>84</b>	<b>5</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>10</b>	<b>61</b>	<b>23</b>	<b>142</b>	
REUS	FIRST CHOICE AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	0	0	0	
<b>TOTAL REUS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
VALENCIA	CHANNEL EXPRESS LTD ALSO T/A	S	26	0	0	50	27	23	0	0	18	0	0	0	
<b>TOTAL VALENCIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>27</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SPAIN</b>			<b>1070</b>	<b>8</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>15</b>	<b>72</b>	<b>17</b>	<b>1157</b>	
SPAIN(CANARY ISLANDS)															
ARRECIFE	AIR MALTA	C	20	0	0	85	5	0	10	0	11	0	0	0	
	EXCEL AIRWAYS LTD	C	16	1	0	63	13	25	0	0	16	38	42	8	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2005

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2004			
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
ARRECIFE	FIRST CHOICE AIRWAYS LTD	C	45	0	0	80	11	2	7	0	0	11	74	14	43
	MONARCH AIRLINES	C	13	0	0	85	0	8	8	0	13	50	141	8	
	MY TRAVEL AIRWAYS UK	C	19	0	0	89	5	5	0	0	4	78	7	18	
	THOMAS COOK AIRLINES LTD	C	47	0	0	74	11	11	0	2	2	24	83	14	24
	THOMSONFLY LTD	C	27	0	0	81	4	4	11	0	0	13	77	16	26
<b>TOTAL ARRECIFE</b>			<b>187</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>8</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>14</b>	<b>70</b>	<b>25</b>	<b>135</b>	
FUERTEVENTURA	EXCEL AIRWAYS LTD	C	10	0	0	80	10	10	0	0	10	63	9	8	
	FIRST CHOICE AIRWAYS LTD	C	23	0	0	91	4	4	0	0	4	100	1	20	
	MY TRAVEL AIRWAYS UK	C	17	2	0	47	6	0	41	6	0	50	88	5	17
	THOMAS COOK AIRLINES LTD	C	28	1	0	86	11	4	0	0	0	4	77	15	22
	THOMSONFLY LTD	C	18	0	0	100	0	0	0	0	0	1	56	37	18
<b>TOTAL FUERTEVENTURA</b>			<b>96</b>	<b>3</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>3</b>	<b>7</b>	<b>1</b>	<b>12</b>	<b>79</b>	<b>13</b>	<b>87</b>	
LAS PALMAS	AIR MALTA	C	8	0	0	63	13	25	0	0	15	40	24	10	
	EXCEL AIRWAYS LTD	C	7	1	0	43	14	14	29	0	55	38	32	8	
	FIRST CHOICE AIRWAYS LTD	C	15	1	0	87	0	7	7	0	9	100	1	18	
	MONARCH AIRLINES	C	8	0	0	75	25	0	0	0	5	100	3	10	
	MY TRAVEL AIRWAYS UK	C	15	1	0	47	7	13	20	13	0	75	82	8	17
	THOMAS COOK AIRLINES LTD	C	29	0	0	79	7	14	0	0	0	11	89	4	19
	THOMSONFLY LTD	C	25	1	0	84	8	4	4	0	0	8	85	12	26
<b>TOTAL LAS PALMAS</b>			<b>107</b>	<b>4</b>	<b>0</b>	<b>73</b>	<b>8</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>22</b>	<b>80</b>	<b>10</b>	<b>118</b>	
TENERIFE (NORTE LOS RODEOS)	THOMSONFLY LTD	C	8	0	0	50	13	38	0	0	19	25	31	8	
<b>TOTAL TENERIFE (NORTE LOS RODEOS)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>25</b>	<b>31</b>	<b>8</b>	
TENERIFE (SURREINA SOFIA)	AIR MALTA	C	58	0	0	60	14	17	3	2	3	37	50	16	24
	EXCEL AIRWAYS LTD	C	24	0	0	75	17	4	4	0	11	56	39	18	
	FIRST CHOICE AIRWAYS LTD	C	52	0	0	88	6	0	2	2	2	17	76	24	54
	FLYJET LTD	C	22	0	0	9	14	41	36	0	0	54	0	0	0
	MONARCH AIRLINES	C	30	0	0	83	7	3	7	0	0	10	42	27	26
	MONARCH AIRLINES	S	63	0	0	75	11	8	6	0	0	15	77	12	61
	MY TRAVEL AIRWAYS UK	C	40	0	0	73	23	3	3	0	0	10	64	17	44
	THOMAS COOK AIRLINES LTD	C	75	0	0	77	7	8	3	5	0	26	86	22	57
	THOMSONFLY LTD	C	42	0	0	90	5	2	2	0	0	6	84	27	45
	VOLAR AIRLINES	C	16	0	0	56	19	25	0	0	0	16	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>422</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>11</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>20</b>	<b>72</b>	<b>21</b>	<b>354</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>820</b>	<b>9</b>	<b>0</b>	<b>75</b>	<b>9</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>18</b>	<b>73</b>	<b>19</b>	<b>709</b>	
ST LUCIA															
ST LUCIA (HEWANORRA)	BMI BRITISH MIDLAND	S	16	1	1	88	0	13	0	0	5	0	0	0	
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>16</b>	<b>1</b>	<b>1</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ST LUCIA</b>			<b>16</b>	<b>1</b>	<b>1</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	
SWEDEN															
GOTEBORG	CITY AIRLINE	S	92	0	2	70	20	9	2	0	14	92	5	60	
<b>TOTAL GOTEBORG</b>			<b>92</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>20</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>92</b>	<b>5</b>	<b>61</b>	
STOCKHOLM (ARLANDA)	SAS	S	76	0	0	80	11	8	1	0	9	75	17	8	
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>92</b>	<b>6</b>	<b>133</b>	

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2005

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 SWEDEN			168	0	2	74	15	8	2	0	0	12	92	6	194
SWITZERLAND															
BASLE MULHOUSE	SWISS AIRLINES	S	103	1	0	81	11	6	3	0	0	9	85	8	108
TOTAL BASLE MULHOUSE			103	1	0	81	11	6	3	0	0	9	85	8	108
BERNE	FLYBE LTD	C	7	0	0	86	14	0	0	0	0	5	0	0	0
TOTAL BERNE			7	0	0	86	14	0	0	0	0	5	50	26	6
GENEVA	BRITISH AIRWAYS CITIEXPRESS L	S	117	0	0	74	12	8	5	1	0	15	84	9	123
	CHANNEL EXPRESS LTD ALSO T/A	S	62	0	0	82	13	3	2	0	0	7	0	0	0
	EXCEL AIRWAYS LTD	C	8	0	0	38	13	25	25	0	0	37	50	21	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	38	25	25	13	0	0	31	38	28	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	0	13	25	0	0	37	38	58	8
	THOMSONFLY LTD	C	19	0	0	58	11	11	21	0	0	29	75	17	16
TOTAL GENEVA			222	0	0	72	12	8	7	0	0	16	64	21	225
ZURICH	BRITISH AIRWAYS CITIEXPRESS L	S	110	0	0	79	14	5	3	0	0	9	80	8	116
	SWISS AIRLINES	S	184	0	0	66	21	9	3	0	0	14	90	5	124
TOTAL ZURICH			294	0	0	71	18	7	3	0	0	12	85	7	240
TOTAL SWITZERLAND			626	1	0	73	15	7	4	0	0	13	77	13	579
SYRIA															
DAMASCUS	SYRIANAIR	S	18	0	2	44	28	11	17	0	0	23	0	0	0
TOTAL DAMASCUS			18	0	2	44	28	11	17	0	0	23	0	0	0
TOTAL SYRIA			18	0	2	44	28	11	17	0	0	23	0	0	0
TRINIDAD AND TOBAGO															
PORT OF SPAIN	BWIA	S	16	0	0	63	0	6	31	0	0	38	38	60	8
TOTAL PORT OF SPAIN			16	0	0	63	0	6	31	0	0	38	38	60	8
TOTAL TRINIDAD AND TOBAGO			16	0	0	63	0	6	31	0	0	38	38	60	8
TUNISIA															
MONASTIR	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	13	25	0	0	0	15	63	20	8
	MY TRAVEL AIRWAYS UK	C	13	1	0	85	0	8	8	0	0	9	60	44	10
	NOUVELAIR TUNISIE	C	8	0	0	50	25	25	0	0	0	18	71	21	7
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	38	0	13	0	0	26	75	10	8
	THOMSONFLY LTD	C	18	0	0	83	6	0	6	6	0	23	80	8	10
TOTAL MONASTIR			55	1	0	71	13	9	5	2	0	18	70	21	43
TOTAL TUNISIA			55	1	0	71	13	9	5	2	0	18	70	21	43
TURKEY															
ANTALYA	FIRST CHOICE AIRWAYS LTD	C	7	1	0	86	14	0	0	0	0	3	89	6	9
	KIBRIS TURKISH AIRLINES - KTHY	S	8	0	0	38	0	38	25	0	0	39	0	0	0
	THOMAS COOK AIRLINES LTD	C	14	0	0	71	14	14	0	0	0	13	92	7	13
TOTAL ANTALYA			29	1	0	66	10	17	7	0	0	18	91	6	22
BODRUM (MILAS)	MONARCH AIRLINES	C	4	0	0	100	0	0	0	0	0	6	0	0	0
TOTAL BODRUM (MILAS)			4	0	0	100	0	0	0	0	0	6	0	0	0

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2005

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
DALAMAN	KIBRIS TURKISH AIRLINES - KTHY	S	2	0	0	100	0	0	0	0	0	0	30	23	10
	THOMAS COOK AIRLINES LTD	C	8	1	0	100	0	0	0	0	2	0	0	0	0
<b>TOTAL DALAMAN</b>			<b>11</b>	<b>1</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>30</b>	<b>23</b>	<b>10</b>	
ISTANBUL	PEGASUS AIRLINES	C	7	0	0	29	57	14	0	0	17	0	0	0	0
	THY TURK HAVA YOLLARI TURKIS	S	62	0	0	47	29	18	6	0	21	30	27	44	
<b>TOTAL ISTANBUL</b>			<b>69</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>32</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>21</b>	<b>30</b>	<b>27</b>	<b>44</b>	
<b>TOTAL TURKEY</b>			<b>113</b>	<b>2</b>	<b>0</b>	<b>58</b>	<b>22</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>18</b>	<b>47</b>	<b>20</b>	<b>76</b>	
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	124	0	0	52	28	15	5	0	21	61	46	123	
<b>TOTAL DUBAI</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>28</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>21</b>	<b>61</b>	<b>46</b>	<b>123</b>	
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>28</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>21</b>	<b>61</b>	<b>46</b>	<b>123</b>	
<b>UNITED KINGDOM</b>															
ABERDEEN	BMI REGIONAL	S	150	0	0	91	3	5	1	0	5	96	2	154	
	BRITISH AIRWAYS CITIEXPRESS L	S	169	0	0	88	5	4	4	1	9	84	9	172	
<b>TOTAL ABERDEEN</b>			<b>319</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>90</b>	<b>6</b>	<b>326</b>	
BELFAST CITY	BRITISH AIRWAYS CITIEXPRESS L	S	345	1	0	83	9	6	2	0	9	86	7	337	
<b>TOTAL BELFAST CITY</b>			<b>345</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>7</b>	<b>337</b>	
BELFAST INTERNATIONAL	BMIBABY LTD	S	196	0	10	87	5	5	3	1	9	63	24	104	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>196</b>	<b>0</b>	<b>10</b>	<b>87</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>9</b>	<b>66</b>	<b>21</b>	<b>164</b>	
BRISTOL	AIR SOUTHWEST	S	48	0	0	88	8	0	4	0	8	94	3	48	
<b>TOTAL BRISTOL</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>94</b>	<b>3</b>	<b>48</b>	
CITY OF DERRY (EGLINTON)	AER ARRAN	S	54	0	0	89	2	2	6	2	13	0	0	0	
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>2</b>	<b>2</b>	<b>6</b>	<b>2</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	
EDINBURGH	BMI REGIONAL	S	238	0	0	92	6	1	1	1	6	95	3	253	
	BRITISH AIRWAYS CITIEXPRESS L	S	308	2	0	81	10	5	4	0	10	88	7	322	
	CHANNEL EXPRESS LTD ALSO T/A	S	168	0	2	91	5	2	2	1	5	0	0	0	
<b>TOTAL EDINBURGH</b>			<b>714</b>	<b>2</b>	<b>2</b>	<b>87</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>7</b>	<b>91</b>	<b>5</b>	<b>575</b>	
GATWICK	BRITISH AIRWAYS PLC	S	392	0	0	81	8	9	2	1	12	94	4	400	
	CHANNEL EXPRESS LTD ALSO T/A	S	178	0	0	94	3	1	2	0	4	0	0	0	
	EXCEL AIRWAYS LTD	C	2	17	0	100	0	0	0	0	5	0	0	0	
	FIRST CHOICE AIRWAYS LTD	C	3	0	0	33	0	33	33	0	59	0	0	0	
<b>TOTAL GATWICK</b>			<b>577</b>	<b>27</b>	<b>0</b>	<b>84</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>10</b>	<b>94</b>	<b>4</b>	<b>402</b>	
GLASGOW	BMI REGIONAL	S	189	0	0	97	1	2	0	0	2	92	4	244	
	BRITISH AIRWAYS CITIEXPRESS L	S	301	0	0	88	5	5	2	0	7	83	9	294	
<b>TOTAL GLASGOW</b>			<b>490</b>	<b>1</b>	<b>0</b>	<b>91</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>87</b>	<b>7</b>	<b>539</b>	
GUERNSEY	AURIGNY AIR SERVICES	S	117	1	2	81	10	2	4	0	26	75	18	166	
<b>TOTAL GUERNSEY</b>			<b>117</b>	<b>1</b>	<b>2</b>	<b>81</b>	<b>10</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>26</b>	<b>75</b>	<b>18</b>	
HEATHROW	BMI BRITISH MIDLAND	S	413	0	6	78	12	8	2	0	10	67	14	467	
	BRITISH AIRWAYS PLC	S	654	1	0	69	15	11	5	0	15	73	12	615	
	QANTAS	S	38	0	1	79	11	11	0	0	10	0	0	0	
	SYRIANAIR	S	12	0	0	67	25	8	0	0	12	0	0	0	

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			Actual (7)	Plan (8)											
TOTAL HEATHROW			1117	1	7	73	14	9	4	0	0	13	71	13	1082
INVERNESS	EASTERN AIRWAYS	S	134	2	4	88	7	2	2	0	7	95	3	138	
TOTAL INVERNESS			134	2	4	88	7	2	2	0	7	95	3	138	
ISLE OF MAN	BRITISH AIRWAYS CITIEXPRESS L	S	285	0	0	87	4	6	3	0	9	0	0	0	
	DENIM AIR	S	22	0	0	86	14	0	0	0	6	0	0	0	
TOTAL ISLE OF MAN			307	0	0	87	5	6	3	0	9	89	6	204	
JERSEY	BMIBABY LTD	S	48	2	0	67	2	15	17	0	24	38	57	8	
	BRITISH AIRWAYS CITIEXPRESS L	S	62	0	0	76	10	8	6	0	12	84	6	64	
TOTAL JERSEY			110	2	0	72	6	11	11	0	17	79	12	72	
KENT INTERNATIONAL	EUJET	S	48	0	6	83	4	0	13	0	17	0	0	0	
TOTAL KENT INTERNATIONAL			48	0	6	83	4	0	13	0	17	0	0	0	
LONDON CITY	VLM (BELGIUM)	S	344	0	20	88	8	3	2	1	8	90	7	413	
TOTAL LONDON CITY			344	0	20	88	8	3	2	1	8	90	7	413	
LUTON	EUROPEAN AIR CHARTER	C	2	0	0	0	50	50	0	0	41	0	0	0	
TOTAL LUTON			2	1	0	0	50	50	0	0	41	0	0	0	
NORWICH	EASTERN AIRWAYS	S	124	0	4	94	4	1	1	0	3	89	4	138	
TOTAL NORWICH			124	0	4	94	4	1	1	0	3	90	5	183	
PLYMOUTH	AIR SOUTHWEST	S	104	0	0	86	4	4	7	0	11	77	11	96	
TOTAL PLYMOUTH			104	0	0	86	4	4	7	0	11	77	11	96	
SOUTHAMPTON	BRITISH AIRWAYS CITIEXPRESS L	S	268	0	0	86	5	4	5	0	9	84	8	231	
	FLYBE LTD	S	154	0	0	79	12	5	4	1	11	0	0	0	
TOTAL SOUTHAMPTON			422	2	0	83	7	5	5	0	10	84	8	231	
STANSTED	EASTERN AIRWAYS	S	126	0	0	94	1	4	1	0	4	95	6	138	
TOTAL STANSTED			126	0	0	94	1	4	1	0	4	95	6	138	
TOTAL UNITED KINGDOM			5699	41	55	84	8	5	3	0	10	84	8	5116	
USA															
ATLANTA	DELTA AIRLINES	S	62	0	0	66	19	8	6	0	14	73	15	62	
TOTAL ATLANTA			62	0	0	66	19	8	6	0	14	73	15	62	
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	62	0	0	68	13	13	6	0	18	66	18	62	
	BMI BRITISH MIDLAND	S	62	0	0	74	15	8	3	0	13	68	15	60	
	PAKISTAN INTL AIRLINES	S	8	0	0	0	38	38	25	0	38	0	16	1	
TOTAL CHICAGO (O'HARE)			132	0	0	67	15	12	6	0	17	67	16	123	
HOUSTON	PAKISTAN INTL AIRLINES	S	10	0	0	50	20	30	0	0	17	0	0	0	
TOTAL HOUSTON			10	0	0	50	20	30	0	0	17	0	0	0	
LAS VEGAS	BMI BRITISH MIDLAND	S	27	0	0	81	7	7	0	4	14	0	0	0	
	MY TRAVEL AIRWAYS UK	C	2	0	0	50	0	50	0	0	23	100	9	1	
TOTAL LAS VEGAS			29	2	0	79	7	10	0	3	15	100	9	1	
MIAMI INTERNATIONAL	AMERICAN AIRLINES	S	62	0	0	74	10	10	5	2	14	0	0	0	
TOTAL MIAMI INTERNATIONAL			62	0	0	74	10	10	5	2	14	0	0	0	



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2005

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	61	0	1	77	7	8	5	2	2	21	88	6	60
	PAKISTAN INTL AIRLINES	S	34	0	0	21	18	47	15	0	0	40	62	69	34
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>95</b>	<b>0</b>	<b>1</b>	<b>57</b>	<b>11</b>	<b>22</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>28</b>	<b>79</b>	<b>29</b>	<b>94</b>
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	62	0	0	63	6	11	10	10	0	41	81	11	62
<b>TOTAL NEW YORK (NEWARK)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>6</b>	<b>11</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>41</b>	<b>81</b>	<b>11</b>	<b>62</b>
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	50	1	2	74	10	12	4	0	0	16	77	20	43
<b>TOTAL ORLANDO</b>			<b>50</b>	<b>1</b>	<b>2</b>	<b>74</b>	<b>10</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>20</b>	<b>43</b>
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	62	0	0	53	19	18	8	2	0	27	74	17	62
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>19</b>	<b>18</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>74</b>	<b>17</b>	<b>62</b>
SANFORD	AIR ATLANTA EUROPE LTD	C	17	0	0	59	18	12	0	12	0	48	50	25	6
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	11	22	22	22	0	22	147	25	51	8
	MY TRAVEL AIRWAYS UK	C	13	1	0	54	8	8	15	0	15	95	40	22	10
	THOMAS COOK AIRLINES LTD	C	3	0	0	33	33	33	0	0	0	18	100	5	2
	THOMSONFLY LTD	C	8	0	0	63	13	13	13	0	0	22	75	17	8
<b>TOTAL SANFORD</b>			<b>50</b>	<b>1</b>	<b>0</b>	<b>48</b>	<b>16</b>	<b>14</b>	<b>10</b>	<b>4</b>	<b>8</b>	<b>72</b>	<b>50</b>	<b>26</b>	<b>36</b>
WASHINGTON (DULLES)	BMI BRITISH MIDLAND	S	48	0	0	79	8	8	4	0	0	12	77	14	52
<b>TOTAL WASHINGTON (DULLES)</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>8</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>14</b>	<b>52</b>
<b>TOTAL USA</b>			<b>662</b>	<b>4</b>	<b>3</b>	<b>65</b>	<b>13</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>25</b>	<b>72</b>	<b>19</b>	<b>539</b>
VENEZUELA															
PORLAMAR	FIRST CHOICE AIRWAYS LTD	C	6	0	0	67	0	17	17	0	0	32	75	6	4
<b>TOTAL PORLAMAR</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>75</b>	<b>6</b>	<b>4</b>
<b>TOTAL VENEZUELA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>75</b>	<b>6</b>	<b>4</b>
<b>TOTAL MANCHESTER</b>			<b>16885</b>	<b>90</b>	<b>114</b>	<b>78</b>	<b>10</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>12</b>	<b>15528</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2005

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	FLYBE LTD	C	8	0	0	50	38	0	13	0	0	24	0	0	0
TOTAL INNSBRUCK			8	0	0	50	38	0	13	0	0	24	71	15	7
SALZBURG	THOMSONFLY LTD	C	7	0	0	86	0	0	14	0	0	16	100	2	6
TOTAL SALZBURG			7	0	0	86	0	0	14	0	0	16	100	2	6
TOTAL AUSTRIA			15	0	0	67	20	0	13	0	0	20	85	9	13
<b>BELGIUM</b>															
BRUSSELS	SN BRUSSELS AIRLINES	S	142	0	0	86	8	4	2	0	0	7	86	6	154
TOTAL BRUSSELS			142	0	0	86	8	4	2	0	0	7	86	6	154
TOTAL BELGIUM			142	0	0	86	8	4	2	0	0	7	86	6	154
<b>BULGARIA</b>															
PLOVDIV	BH AIR	C	6	2	0	50	0	50	0	0	0	22	75	10	8
TOTAL PLOVDIV			6	2	0	50	0	50	0	0	0	22	75	10	8
TOTAL BULGARIA			6	2	0	50	0	50	0	0	0	22	75	10	8
<b>CYPRUS</b>															
LARNACA	HELIOS AIRWAYS LTD	C	4	0	0	50	25	0	25	0	0	43	0	0	0
TOTAL LARNACA			4	1	0	50	25	0	25	0	0	43	0	0	0
PAPHOS	MY TRAVEL AIRWAYS UK	C	3	0	0	100	0	0	0	0	0	0	100	0	1
	THOMAS COOK AIRLINES LTD	C	3	0	0	100	0	0	0	0	0	1	100	0	1
TOTAL PAPHOS			6	0	0	100	0	0	0	0	0	1	100	0	2
TOTAL CYPRUS			10	1	0	80	10	0	10	0	0	17	100	0	2
<b>CZECH REPUBLIC</b>															
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	62	0	0	82	11	5	2	0	0	10	79	12	62
TOTAL PRAGUE			62	0	0	82	11	5	2	0	0	10	79	12	62
TOTAL CZECH REPUBLIC			62	0	0	82	11	5	2	0	0	10	79	12	62
<b>DENMARK</b>															
COPENHAGEN	SAS	S	62	0	0	84	10	3	3	0	0	9	0	0	0
TOTAL COPENHAGEN			62	1	0	84	10	3	3	0	0	9	85	8	60
TOTAL DENMARK			62	1	0	84	10	3	3	0	0	9	85	8	60
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	THOMSONFLY LTD	C	10	0	0	70	10	10	0	0	10	52	0	0	0
TOTAL SHARM EL SHEIKH (OPHIRA)			10	0	0	70	10	10	0	0	10	52	0	0	0
TOTAL EGYPT			10	0	0	70	10	10	0	0	10	52	0	0	0
<b>FRANCE</b>															
LYON	THOMSONFLY LTD	C	8	0	0	50	38	13	0	0	0	15	0	0	0
TOTAL LYON			8	0	0	50	38	13	0	0	0	15	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2005

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
NICE	EASYJET AIRLINE COMPANY LTD	S	38	0	0	61	16	11	8	5	0	27	0	0	0
<b>TOTAL NICE</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>16</b>	<b>11</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	122	0	0	65	14	11	8	1	1	23	75	11	160
	BRIT AIR	S	29	0	0	79	17	3	0	0	0	8	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	66	21	8	2	3	0	17	84	9	62
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>213</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>16</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>77</b>	<b>11</b>	<b>222</b>
TOULOUSE (BLAGNAC)	SN BRUSSELS AIRLINES	C	8	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL TOULOUSE (BLAGNAC)</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>75</b>	<b>4</b>
<b>TOTAL FRANCE</b>			<b>269</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>73</b>	<b>13</b>	<b>239</b>
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	62	0	0	69	21	5	5	0	0	15	0	0	0
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>21</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
COLOGNE (BONN)	HAPAG LLOYD EXPRESS	S	18	0	0	83	6	0	0	11	0	34	0	0	0
<b>TOTAL COLOGNE (BONN)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	48	0	0	96	4	0	0	0	0	3	87	8	54
<b>TOTAL DUSSELDORF</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>87</b>	<b>8</b>	<b>54</b>
HANOVER	HAPAG LLOYD EXPRESS	S	32	0	0	69	9	16	6	0	0	18	0	0	0
<b>TOTAL HANOVER</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>9</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
MUNICH	HAPAG LLOYD EXPRESS	S	6	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL MUNICH</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 GERMANY</b>			<b>166</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>87</b>	<b>8</b>	<b>54</b>
<b>GREECE</b>															
ATHENS	AEGEAN AIRLINES	C	2	0	0	50	50	0	0	0	0	14	0	0	0
<b>TOTAL ATHENS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GREECE</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>HUNGARY</b>															
BUDAPEST	EASYJET AIRLINE COMPANY LTD	S	60	0	2	87	8	3	2	0	0	8	0	0	0
<b>TOTAL BUDAPEST</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL HUNGARY</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>IRISH REPUBLIC</b>															
DUBLIN	RYANAIR	S	116	0	0	82	8	3	7	0	0	13	85	5	124
<b>TOTAL DUBLIN</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>85</b>	<b>5</b>	<b>124</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>85</b>	<b>5</b>	<b>124</b>
<b>ITALY</b>															
BERGAMO	RYANAIR	S	62	0	0	73	6	5	13	3	0	25	0	0	0
<b>TOTAL BERGAMO</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>6</b>	<b>5</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>
ROME (CIAMPINO)	EASYJET AIRLINE COMPANY LTD	S	62	0	0	79	6	13	0	2	0	13	0	0	0

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2005

## Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL ROME (CIAMPINO)			62	0	0	79	6	13	0	2	0	13	0	0	0
TURIN	FLYBE LTD	C	7	0	0	43	14	14	14	0	14	80	0	32	5
TOTAL TURIN			7	0	0	43	14	14	14	0	14	80	0	32	5
TOTAL ITALY			131	1	0	74	7	9	7	2	1	22	0	32	5
MALTA															
MALTA	AIR MALTA	C	10	0	0	70	10	0	20	0	0	24	70	9	10
TOTAL MALTA			10	0	0	70	10	0	20	0	0	24	70	9	10
TOTAL MALTA			10	0	0	70	10	0	20	0	0	24	70	9	10
NETHERLANDS															
AMSTERDAM	KLM CITYHOPPER	S	283	0	0	70	10	11	8	1	0	20	84	10	293
TOTAL AMSTERDAM			283	1	0	70	10	11	8	1	0	20	84	10	293
TOTAL NETHERLANDS			283	1	0	70	10	11	8	1	0	20	84	10	293
NORWAY															
BERGEN	NORWEGIAN AIR SHUTTLE	C	8	1	0	100	0	0	0	0	0	1	100	3	9
TOTAL BERGEN			8	1	0	100	0	0	0	0	0	1	100	3	9
STAVANGER	WIDEROE FLYVESELSKAP A/S	S	48	0	6	81	13	6	0	0	0	9	81	12	100
TOTAL STAVANGER			48	0	6	81	13	6	0	0	0	9	81	12	100
TOTAL NORWAY			56	1	6	84	11	5	0	0	0	8	77	16	123
PORTUGAL(EXCLUDING MADEIRA)															
FARO	MY TRAVEL AIRWAYS UK	C	8	0	0	50	25	0	0	25	0	95	75	9	8
	THOMAS COOK AIRLINES LTD	C	4	0	0	100	0	0	0	0	0	3	0	0	0
TOTAL FARO			12	0	0	67	17	0	0	17	0	64	75	9	8
TOTAL PORTUGAL(EXCLUDING MADEIRA)			12	0	0	67	17	0	0	17	0	64	75	9	8
PORTUGAL(MADEIRA)															
FUNCHAL	SATA	C	8	0	0	100	0	0	0	0	0	0	100	6	10
TOTAL FUNCHAL			8	0	0	100	0	0	0	0	0	0	100	6	10
TOTAL PORTUGAL(MADEIRA)			8	0	0	100	0	0	0	0	0	0	100	6	10
SPAIN															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	72	0	0	79	14	4	3	0	0	11	69	16	72
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	13	0	13	0	25	246	89	31	18
	THOMSONFLY LTD	C	18	0	0	94	6	0	0	0	0	2	100	2	26
TOTAL ALICANTE			98	0	0	80	12	3	3	0	2	28	79	15	116
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	82	11	2	3	2	0	15	68	26	62
TOTAL BARCELONA			62	0	0	82	11	2	3	2	0	15	68	26	62
MALAGA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	82	6	11	0	0	0	9	58	30	60
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	25	0	0	25	75	12	8
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	0	75	7	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2005

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 MALAGA</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>5</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>62</b>	<b>26</b>	<b>76</b>
<b>PALMA DE MALLORCA</b>	EASYJET AIRLINE COMPANY LTD	S	39	0	0	62	8	26	5	0	0	22	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	13	13	0	0	0	7	63	44	8
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	0	100	4	8
<b>TOTAL PALMA DE MALLORCA</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>7</b>	<b>20</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>66</b>	<b>29</b>	<b>29</b>
<b>TOTAL SPAIN</b>			<b>293</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>18</b>	<b>71</b>	<b>22</b>	<b>283</b>
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	MY TRAVEL AIRWAYS UK	C	10	0	0	100	0	0	0	0	0	2	50	22	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	10	10	0	0	0	8	75	6	8
	THOMSONFLY LTD	C	10	0	0	100	0	0	0	0	0	0	80	7	10
<b>TOTAL ARRECIFE</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>69</b>	<b>11</b>	<b>26</b>
<b>FUERTEVENTURA</b>	MY TRAVEL AIRWAYS UK	C	10	0	0	80	0	20	0	0	0	7	90	4	10
	THOMAS COOK AIRLINES LTD	C	10	0	0	70	20	10	0	0	0	7	0	0	0
<b>TOTAL FUERTEVENTURA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>10</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>90</b>	<b>4</b>	<b>10</b>
<b>LAS PALMAS</b>	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	2	60	9	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	1	80	19	10
	THOMSONFLY LTD	C	8	0	0	88	0	13	0	0	0	6	50	17	10
<b>TOTAL LAS PALMAS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>63</b>	<b>15</b>	<b>30</b>
<b>TENERIFE (SURREINA SOFIA)</b>	FUTURA AIRLINES	C	8	0	0	63	0	0	25	13	0	53	75	14	8
	MY TRAVEL AIRWAYS UK	C	18	0	0	83	6	11	0	0	0	8	82	13	17
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	13	0	0	0	6	100	1	8
	THOMSONFLY LTD	C	17	1	0	100	0	0	0	0	0	1	100	0	17
	VOLAR AIRLINES	C	8	0	0	75	0	25	0	0	0	10	38	41	8
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>59</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>2</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>11</b>	<b>58</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>133</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>3</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>76</b>	<b>12</b>	<b>124</b>
<b>SWITZERLAND</b>															
<b>GENEVA</b>	BRITISH AIRWAYS PLC	C	8	0	0	50	0	50	0	0	0	27	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	59	1	3	37	27	29	7	0	0	25	0	0	0
<b>TOTAL GENEVA</b>			<b>67</b>	<b>1</b>	<b>3</b>	<b>39</b>	<b>24</b>	<b>31</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>63</b>	<b>10</b>	<b>8</b>
<b>TOTAL SWITZERLAND</b>			<b>67</b>	<b>1</b>	<b>3</b>	<b>39</b>	<b>24</b>	<b>31</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>63</b>	<b>10</b>	<b>8</b>
<b>TUNISIA</b>															
<b>MONASTIR</b>	NOUVELAIR TUNISIE	C	8	0	0	13	13	0	75	0	0	81	75	19	8
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL MONASTIR</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>6</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>75</b>	<b>19</b>	<b>8</b>
<b>TOTAL TUNISIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>6</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>75</b>	<b>19</b>	<b>8</b>
<b>TURKEY</b>															
<b>ANTALYA</b>	THOMAS COOK AIRLINES LTD	C	3	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL ANTALYA</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>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TURKEY</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>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2005

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
UNITED KINGDOM															
ABERDEEN	EASTERN AIRWAYS	S	221	0	4	71	3	7	19	0	0	23	91	5	236
TOTAL ABERDEEN			<b>221</b>	<b>0</b>	<b>4</b>	<b>71</b>	<b>3</b>	<b>7</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>91</b>	<b>5</b>	<b>236</b>
BELFAST CITY	FLYBE LTD	S	158	0	2	85	6	6	3	0	0	9	94	5	217
TOTAL BELFAST CITY			<b>158</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>94</b>	<b>5</b>	<b>217</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	170	0	0	85	8	6	0	1	0	10	72	13	123
TOTAL BELFAST INTERNATIONAL			<b>170</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>13</b>	<b>123</b>
BIRMINGHAM	EASTERN AIRWAYS	S	165	1	3	95	0	2	2	0	0	4	83	11	178
TOTAL BIRMINGHAM			<b>165</b>	<b>1</b>	<b>3</b>	<b>95</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>11</b>	<b>178</b>
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	177	0	1	75	15	7	3	1	0	13	77	13	166
TOTAL BRISTOL			<b>177</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>13</b>	<b>166</b>
EXETER	FLYBE LTD	S	62	0	0	68	15	2	16	0	0	19	0	0	0
TOTAL EXETER			<b>63</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>14</b>	<b>2</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
GATWICK	BRITISH AIRWAYS PLC	S	238	0	0	89	5	5	2	0	0	7	92	4	238
TOTAL GATWICK			<b>238</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>92</b>	<b>4</b>	<b>238</b>
HEATHROW	BRITISH AIRWAYS PLC	S	416	0	0	68	16	10	6	0	0	16	73	13	408
TOTAL HEATHROW			<b>416</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>73</b>	<b>13</b>	<b>408</b>
ISLE OF MAN	EASTERN AIRWAYS	S	54	0	3	98	2	0	0	0	0	1	86	13	44
TOTAL ISLE OF MAN			<b>54</b>	<b>0</b>	<b>3</b>	<b>98</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>13</b>	<b>44</b>
KENT INTERNATIONAL	EUJET	S	10	0	0	50	30	0	20	0	0	35	0	0	0
TOTAL KENT INTERNATIONAL			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>30</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>
PLYMOUTH	AIR WALES LTD	S	97	0	3	77	10	7	5	0	0	13	0	0	0
TOTAL PLYMOUTH			<b>97</b>	<b>0</b>	<b>3</b>	<b>77</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
SOUTHAMPTON	EASTERN AIRWAYS	S	138	0	0	86	9	4	1	0	0	8	90	7	146
	FLYBE LTD	S	62	0	0	74	21	2	3	0	0	9	0	0	0
TOTAL SOUTHAMPTON			<b>200</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>13</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>7</b>	<b>146</b>
STANSTED	EASYJET AIRLINE COMPANY LTD	S	232	0	2	80	7	7	4	2	0	14	71	17	238
	THOMAS COOK AIRLINES LTD	C	2	0	0	50	0	50	0	0	0	22	0	0	0
TOTAL STANSTED			<b>235</b>	<b>2</b>	<b>2</b>	<b>80</b>	<b>7</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>17</b>	<b>238</b>
TOTAL UNITED KINGDOM			<b>2205</b>	<b>7</b>	<b>26</b>	<b>79</b>	<b>9</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>10</b>	<b>2094</b>
TOTAL NEWCASTLE			<b>4141</b>	<b>17</b>	<b>37</b>	<b>77</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>11</b>	<b>3682</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2005

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	44	26	26	5	0	0	22	94	5	62
<b>TOTAL GRAZ</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>26</b>	<b>26</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>94</b>	<b>5</b>	<b>62</b>
INNSBRUCK	FIRST CHOICE AIRWAYS LTD	C	8	0	0	38	0	50	13	0	0	35	88	26	8
<b>TOTAL INNSBRUCK</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>88</b>	<b>26</b>	<b>8</b>
KLAGENFURT	RYANAIR	S	60	0	2	72	18	7	3	0	0	13	85	5	62
<b>TOTAL KLAGENFURT</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>72</b>	<b>18</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>85</b>	<b>5</b>	<b>62</b>
LINZ	RYANAIR	S	62	0	0	77	16	0	5	2	0	13	98	1	62
<b>TOTAL LINZ</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>16</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>98</b>	<b>1</b>	<b>62</b>
SALZBURG	RYANAIR	S	167	1	1	81	10	6	3	0	0	11	84	8	124
	THOMSONFLY LTD	C	3	0	0	100	0	0	0	0	0	8	100	0	4
<b>TOTAL SALZBURG</b>			<b>170</b>	<b>1</b>	<b>1</b>	<b>82</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>7</b>	<b>128</b>
VIENNA	NIKI	S	72	0	0	68	22	4	6	0	0	15	0	0	0
<b>TOTAL VIENNA</b>			<b>73</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>22</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL AUSTRIA</b>			<b>435</b>	<b>1</b>	<b>3</b>	<b>71</b>	<b>16</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>89</b>	<b>6</b>	<b>322</b>
<b>CYPRUS</b>															
LARNACA	CYPRUS AIRWAYS	S	18	0	2	72	17	11	0	0	0	13	65	10	26
<b>TOTAL LARNACA</b>			<b>18</b>	<b>0</b>	<b>2</b>	<b>72</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>9</b>	<b>34</b>
PAPHOS	FIRST CHOICE AIRWAYS LTD	S	4	0	0	75	0	25	0	0	0	10	75	12	8
	HELIOS AIRWAYS LTD	C	2	0	0	0	0	0	100	0	0	120	0	0	0
<b>TOTAL PAPHOS</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>47</b>	<b>80</b>	<b>9</b>	<b>10</b>
<b>TOTAL CYPRUS</b>			<b>24</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>13</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>73</b>	<b>9</b>	<b>44</b>
<b>CZECH REPUBLIC</b>															
BRNO (TURANY)	RYANAIR	S	16	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL BRNO (TURANY)</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>0</b>	<b>0</b>	<b>0</b>
PRAGUE	CSA	S	116	0	0	73	13	6	7	1	0	18	83	9	110
	EASYJET AIRLINE COMPANY LTD	S	123	1	1	61	19	14	5	2	0	22	66	15	186
<b>TOTAL PRAGUE</b>			<b>239</b>	<b>1</b>	<b>1</b>	<b>67</b>	<b>16</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>72</b>	<b>13</b>	<b>297</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>255</b>	<b>1</b>	<b>1</b>	<b>69</b>	<b>15</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>72</b>	<b>13</b>	<b>297</b>
<b>DENMARK</b>															
AARHUS (TIRSTRUP)	RYANAIR	S	108	0	0	70	16	9	5	0	0	16	86	6	107
<b>TOTAL AARHUS (TIRSTRUP)</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>16</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>86</b>	<b>6</b>	<b>107</b>
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	174	0	2	60	19	11	9	1	0	24	66	16	186
<b>TOTAL COPENHAGEN</b>			<b>174</b>	<b>0</b>	<b>2</b>	<b>60</b>	<b>19</b>	<b>11</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>66</b>	<b>16</b>	<b>186</b>
<b>TOTAL DENMARK</b>			<b>282</b>	<b>0</b>	<b>2</b>	<b>64</b>	<b>18</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>76</b>	<b>11</b>	<b>355</b>
<b>ESTONIA</b>															
TALLIN	EASYJET AIRLINE COMPANY LTD	S	62	0	0	61	24	10	5	0	0	19	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2005

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2004		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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 TALLIN			62	0	0	61	24	10	5	0	0	19	0	0	0
TOTAL ESTONIA			62	0	0	61	24	10	5	0	0	19	0	0	0
FINLAND															
TAMPERE	RYANAIR	S	61	1	1	92	5	2	2	0	0	5	98	1	57
TOTAL TAMPERE			61	1	1	92	5	2	2	0	0	5	98	1	57
TOTAL FINLAND			61	1	1	92	5	2	2	0	0	5	98	1	59
FRANCE															
BERGERAC	RYANAIR	S	62	0	0	94	2	0	2	3	0	12	100	1	48
TOTAL BERGERAC			62	0	0	94	2	0	2	3	0	12	100	1	48
BIARRITZ	RYANAIR	S	62	0	0	89	6	0	3	2	0	11	92	3	62
TOTAL BIARRITZ			62	0	0	89	6	0	3	2	0	11	92	3	62
CARCASSONNE	RYANAIR	S	78	0	0	83	9	8	0	0	0	7	87	5	62
TOTAL CARCASSONNE			78	0	0	83	9	8	0	0	0	7	87	5	62
CHAMBERY	TITAN AIRWAYS LTD	C	15	0	0	33	7	33	20	7	0	62	69	22	16
TOTAL CHAMBERY			15	0	0	33	7	33	20	7	0	62	69	22	16
DINARD	RYANAIR	S	28	0	0	32	25	39	0	4	0	35	94	4	62
TOTAL DINARD			28	0	0	32	25	39	0	4	0	35	94	4	62
GRENOBLE	CHANNEL EXPRESS LTD ALSO T/A EASYJET AIRLINE COMPANY LTD	C S	8 60	0 0	0 2	100 68	0 15	0 12	0 2	0 3	0 0	4 19	0 0	0 0	0 0
TOTAL GRENOBLE			68	0	2	72	13	10	1	3	0	17	0	0	0
LIMOGES	RYANAIR	S	48	1	2	92	6	2	0	0	0	5	98	2	62
TOTAL LIMOGES			48	1	2	92	6	2	0	0	0	5	98	2	62
LYON	CHANNEL EXPRESS LTD ALSO T/A EASYJET AIRLINE COMPANY LTD EUROPEAN AIR CHARTER	C S C	8 140 8	0 2 0	0 5 0	88 56 0	13 14 13	0 15 25	0 12 38	0 2 25	0 0 0	5 32 122	75 63 25	7 16 25	12 186 4
TOTAL LYON			156	2	5	55	14	15	13	3	0	35	63	16	202
MONTPELLIER	RYANAIR	S	61	0	1	89	8	2	2	0	0	5	97	3	62
TOTAL MONTPELLIER			61	0	1	89	8	2	2	0	0	5	97	3	62
NICE	EASYJET AIRLINE COMPANY LTD	S	62	0	0	65	15	6	13	2	0	25	84	9	62
TOTAL NICE			63	3	0	63	16	6	13	2	0	25	84	9	62
NIMES	RYANAIR	S	35	1	0	86	11	3	0	0	0	5	73	17	62
TOTAL NIMES			35	1	0	86	11	3	0	0	0	5	73	17	62
PAU	RYANAIR	S	60	0	2	80	15	3	2	0	0	8	89	4	62
TOTAL PAU			60	0	2	80	15	3	2	0	0	8	89	4	62
PERPIGNAN	RYANAIR	S	63	0	0	81	10	2	6	2	0	15	81	16	62
TOTAL PERPIGNAN			63	0	0	81	10	2	6	2	0	15	81	16	62
POITIERS	RYANAIR	S	46	0	0	80	13	2	4	0	0	11	92	3	62
TOTAL POITIERS			46	0	0	80	13	2	4	0	0	11	92	3	62



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2005

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
ROCHEFORT/SAINT-AGNANT	RYANAIR	S	44	0	0	73	9	18	0	0	0	11	0	0	0
<b>TOTAL ROCHEFORT/SAINT-AGNANT</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>9</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
RODEZ	RYANAIR	S	40	0	0	78	15	8	0	0	0	8	97	10	62
<b>TOTAL RODEZ</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>97</b>	<b>10</b>	<b>62</b>
ST ETIENNE	RYANAIR	S	60	0	2	38	32	25	5	0	0	23	98	3	62
<b>TOTAL ST ETIENNE</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>38</b>	<b>32</b>	<b>25</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>98</b>	<b>3</b>	<b>62</b>
STRASBOURG	FLIGHTLINE LTD	C	2	0	0	50	50	0	0	0	0	9	0	0	0
<b>TOTAL STRASBOURG</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>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
TARBES-LOURDES INTERNATIONAL	AIR MEDITERRANEE	C	4	0	0	75	0	25	0	0	0	14	0	0	0
	EXCEL AIRWAYS LTD	C	3	0	0	0	0	67	33	0	0	83	0	0	0
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOULOUSE (BLAGNAC)	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	25	13	13	0	0	32	80	4	5
	SN BRUSSELS AIRLINES	C	8	0	0	50	13	13	25	0	0	31	0	0	0
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>19</b>	<b>13</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>44</b>	<b>35</b>	<b>9</b>
TOURS	RYANAIR	S	32	0	2	63	22	6	9	0	0	19	97	3	62
<b>TOTAL TOURS</b>			<b>32</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>22</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>97</b>	<b>3</b>	<b>62</b>
<b>TOTAL FRANCE</b>			<b>1047</b>	<b>16</b>	<b>16</b>	<b>72</b>	<b>13</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>86</b>	<b>8</b>	<b>1205</b>
<b>GERMANY</b>															
ALTENBURG - WALLBURG	RYANAIR	S	62	0	0	84	6	6	3	0	0	11	94	3	62
<b>TOTAL ALTENBURG - WALLBURG</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>94</b>	<b>3</b>	<b>62</b>
BERLIN (SCHONEFELD)	RYANAIR	S	124	0	0	74	16	5	5	0	0	13	94	4	170
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>16</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>94</b>	<b>4</b>	<b>170</b>
BERLIN (TEGEL)	AIR BERLIN	S	122	0	1	66	21	11	2	0	0	14	83	10	123
<b>TOTAL BERLIN (TEGEL)</b>			<b>122</b>	<b>0</b>	<b>1</b>	<b>66</b>	<b>21</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>83</b>	<b>10</b>	<b>123</b>
COLOGNE (BONN)	EUROWINGS LUFTVERKEHRS	S	122	0	0	75	14	9	1	1	0	11	69	11	124
<b>TOTAL COLOGNE (BONN)</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>11</b>	<b>124</b>
DUSSELDORF	AIR BERLIN	S	150	4	2	74	15	7	3	0	1	14	84	8	160
<b>TOTAL DUSSELDORF</b>			<b>150</b>	<b>4</b>	<b>2</b>	<b>74</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>14</b>	<b>84</b>	<b>8</b>	<b>160</b>
FRANKFURT MAIN	AEROFLIGHT	C	2	0	0	50	50	0	0	0	0	13	0	0	0
<b>TOTAL FRANKFURT MAIN</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
FRIEDRICHSHAFEN	RYANAIR	S	114	0	2	80	11	6	3	0	0	12	97	2	62
<b>TOTAL FRIEDRICHSHAFEN</b>			<b>114</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>97</b>	<b>2</b>	<b>62</b>
HAHN	RYANAIR	S	238	2	2	74	11	11	5	0	0	13	82	12	293
<b>TOTAL HAHN</b>			<b>238</b>	<b>2</b>	<b>2</b>	<b>74</b>	<b>11</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>82</b>	<b>12</b>	<b>293</b>
HANOVER	AIR BERLIN	S	82	0	0	63	17	15	4	1	0	19	61	38	79
<b>TOTAL HANOVER</b>			<b>82</b>	<b>2</b>	<b>0</b>	<b>63</b>	<b>17</b>	<b>15</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>61</b>	<b>38</b>	<b>79</b>
KARLSRUHE/BADEN BADEN	RYANAIR	S	107	0	1	66	19	13	2	0	0	14	63	15	108
<b>TOTAL KARLSRUHE/BADEN BADEN</b>			<b>107</b>	<b>0</b>	<b>1</b>	<b>66</b>	<b>19</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>63</b>	<b>15</b>	<b>108</b>

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			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
LEIPZIG	AIR BERLIN	S	24	0	0	75	13	4	4	4	0	19	0	0	0
<b>TOTAL LEIPZIG</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
LUBECK	RYANAIR	S	176	1	2	87	9	3	1	0	0	7	89	5	170
<b>TOTAL LUBECK</b>			<b>176</b>	<b>1</b>	<b>2</b>	<b>87</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>5</b>	<b>170</b>
MUNICH	EASYJET AIRLINE COMPANY LTD	S	122	0	2	58	16	14	11	2	0	24	71	12	177
	HAPAG LLOYD FLUG	C	2	0	0	0	50	50	0	0	0	37	0	0	0
	LUFTHANSA	C	2	0	0	50	0	0	50	0	0	36	0	0	0
<b>TOTAL MUNICH</b>			<b>126</b>	<b>1</b>	<b>2</b>	<b>57</b>	<b>16</b>	<b>14</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>71</b>	<b>12</b>	<b>177</b>
MUNSTER-OSNABRUCK	AIR BERLIN	S	62	0	0	90	6	0	2	2	0	11	95	6	62
<b>TOTAL MUNSTER-OSNABRUCK</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>95</b>	<b>6</b>	<b>62</b>
NIEDERRHEIN	RYANAIR	S	107	1	1	66	15	14	5	0	0	15	82	7	169
<b>TOTAL NIEDERRHEIN</b>			<b>107</b>	<b>1</b>	<b>1</b>	<b>66</b>	<b>15</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>82</b>	<b>7</b>	<b>169</b>
NUREMBERG	AIR BERLIN	S	70	0	0	50	30	16	4	0	0	20	84	6	62
<b>TOTAL NUREMBERG</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>30</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>84</b>	<b>6</b>	<b>62</b>
PADERBORN	AIR BERLIN	S	85	2	0	81	9	5	5	0	0	10	90	9	86
<b>TOTAL PADERBORN</b>			<b>85</b>	<b>2</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>90</b>	<b>9</b>	<b>86</b>
STUTTGART	EUROWINGS LUFTVERKEHRS	S	118	0	0	69	18	11	2	0	0	12	0	0	0
<b>TOTAL STUTTGART</b>			<b>118</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>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GERMANY</b>			<b>1892</b>	<b>15</b>	<b>13</b>	<b>73</b>	<b>14</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>10</b>	<b>1983</b>
HUNGARY															
BUDAPEST	MALEV (HUNGARIAN AIRLINES)	S	54	0	0	70	15	7	7	0	0	17	88	5	100
	SKYEUROPE AIRLINES HUNGARY	S	78	0	0	37	22	24	14	3	0	36	0	0	0
<b>TOTAL BUDAPEST</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>19</b>	<b>17</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>88</b>	<b>5</b>	<b>100</b>
<b>TOTAL HUNGARY</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>19</b>	<b>17</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>88</b>	<b>5</b>	<b>100</b>
ICELAND															
KEFLAVIK	ASTRAEUS LTD	S	62	0	0	63	10	13	11	3	0	29	84	10	61
<b>TOTAL KEFLAVIK</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>10</b>	<b>13</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>84</b>	<b>10</b>	<b>61</b>
<b>TOTAL ICELAND</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>10</b>	<b>13</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>84</b>	<b>10</b>	<b>61</b>
IRISH REPUBLIC															
CONNAUGHT	RYANAIR	S	62	0	0	79	18	3	0	0	0	7	89	6	62
<b>TOTAL CONNAUGHT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>6</b>	<b>62</b>
CORK	RYANAIR	S	246	1	1	69	16	11	4	0	0	15	84	8	186
<b>TOTAL CORK</b>			<b>246</b>	<b>1</b>	<b>1</b>	<b>69</b>	<b>16</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>84</b>	<b>8</b>	<b>186</b>
DUBLIN	RYANAIR	S	707	1	13	73	13	10	3	1	0	13	84	8	806
<b>TOTAL DUBLIN</b>			<b>707</b>	<b>2</b>	<b>13</b>	<b>73</b>	<b>13</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>84</b>	<b>8</b>	<b>807</b>
KERRY COUNTY	RYANAIR	S	70	0	0	89	7	4	0	0	0	5	100	1	62
<b>TOTAL KERRY COUNTY</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>100</b>	<b>1</b>	<b>62</b>
SHANNON	RYANAIR	S	185	1	2	71	17	6	4	2	0	20	91	12	124

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2005

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL SHANNON			185	1	2	71	17	6	4	2	0	20	91	12	124
TOTAL IRISH REPUBLIC			1270	4	16	73	14	9	3	1	0	14	86	8	1241
ISRAEL															
TEL AVIV	EL AL	S	9	0	0	78	22	0	0	0	0	9	50	19	12
	ISRAIR LTD	C	16	0	0	31	19	38	13	0	0	32	0	0	0
TOTAL TEL AVIV			25	0	0	48	20	24	8	0	0	24	50	19	12
TOTAL ISRAEL			25	0	0	48	20	24	8	0	0	24	50	19	12
ITALY															
ALGHERO/SASSARI	RYANAIR	S	78	0	0	73	6	9	12	0	0	18	91	5	44
TOTAL ALGHERO/SASSARI			78	0	0	73	6	9	12	0	0	18	91	5	44
ANCONA	RYANAIR	S	59	1	2	75	15	3	7	0	0	13	65	12	62
TOTAL ANCONA			59	1	2	75	15	3	7	0	0	13	65	12	62
BARI (PALESE)	RYANAIR	S	62	0	0	53	26	21	0	0	0	16	76	10	62
TOTAL BARI (PALESE)			62	0	0	53	26	21	0	0	0	16	76	10	62
BERGAMO	RYANAIR	S	166	2	2	64	19	8	8	0	1	21	82	8	232
TOTAL BERGAMO			166	2	2	64	19	8	8	0	1	21	82	8	232
BOLOGNA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	63	18	15	5	0	0	17	80	8	61
TOTAL BOLOGNA			62	0	0	63	18	15	5	0	0	17	80	8	61
BRESCIA/MONTICHIARI	RYANAIR	S	112	0	0	74	18	4	4	0	0	12	69	12	106
TOTAL BRESCIA/MONTICHIARI			112	0	0	74	18	4	4	0	0	12	69	12	106
BRINDISI	RYANAIR	S	62	0	0	58	27	10	5	0	0	17	0	0	0
TOTAL BRINDISI			62	0	0	58	27	10	5	0	0	17	0	0	0
FORLI	RYANAIR	S	116	0	0	66	20	8	7	0	0	17	79	9	123
TOTAL FORLI			116	0	0	66	20	8	7	0	0	17	79	9	123
GENOA	RYANAIR	S	62	0	0	61	15	16	8	0	0	18	78	10	115
TOTAL GENOA			62	0	0	61	15	16	8	0	0	18	78	10	115
NAPLES	CHANNEL EXPRESS LTD ALSO T/A EASYJET AIRLINE COMPANY LTD	C	2	0	0	100	0	0	0	0	0	4	0	0	0
		S	62	0	0	81	10	8	2	0	0	10	87	24	61
TOTAL NAPLES			64	0	0	81	9	8	2	0	0	10	87	24	61
PALERMO	RYANAIR	S	77	1	1	78	10	8	4	0	0	13	81	11	62
TOTAL PALERMO			78	1	1	78	10	8	4	0	0	13	81	11	62
PESCARA	RYANAIR	S	62	0	0	82	13	5	0	0	0	7	89	4	62
TOTAL PESCARA			62	0	0	82	13	5	0	0	0	7	89	4	62
PISA	RYANAIR	S	185	0	3	78	13	5	3	1	0	13	74	13	124
TOTAL PISA			185	0	3	78	13	5	3	1	0	13	74	13	124
ROME (CIAMPINO)	RYANAIR	S	310	1	0	82	10	5	2	1	0	12	80	10	372
TOTAL ROME (CIAMPINO)			310	1	0	82	10	5	2	1	0	12	80	10	496
TREVISO	RYANAIR	S	183	0	2	80	16	1	3	0	0	9	84	7	186

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2005

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 TREVISO			183	0	2	80	16	1	3	0	0	9	84	7	186
TRIESTE (RONCHI DEI LEGIONARI)	RYANAIR	S	61	0	2	82	10	3	3	2	0	14	58	15	62
TOTAL TRIESTE (RONCHI DEI LEGIONARI)			61	0	2	82	10	3	3	2	0	14	58	15	62
TURIN	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	13	0	25	0	0	37	100	3	9
	RYANAIR	S	124	0	0	65	20	13	2	0	0	15	53	18	124
	THOMSONFLY LTD	C	8	0	0	25	13	63	0	0	0	30	60	12	5
TOTAL TURIN			141	0	0	62	19	15	4	0	0	18	57	17	138
TOTAL ITALY			1863	5	12	73	15	7	4	0	0	14	77	11	2200
LATVIA															
RIGA	RYANAIR	S	62	0	0	81	11	6	2	0	0	10	0	0	0
TOTAL RIGA			62	0	0	81	11	6	2	0	0	10	0	0	0
TOTAL LATVIA			62	0	0	81	11	6	2	0	0	10	0	0	0
MALTA															
MALTA	AIR MALTA	S	27	0	0	89	11	0	0	0	0	5	63	13	19
TOTAL MALTA			27	0	0	89	11	0	0	0	0	5	63	13	19
TOTAL MALTA			27	0	0	89	11	0	0	0	0	5	63	13	19
MOROCCO															
MARRAKESH	CHANNEL EXPRESS LTD ALSO T/A	C	2	0	0	50	0	0	0	50	0	141	0	0	0
TOTAL MARRAKESH			2	0	0	50	0	0	0	50	0	141	0	0	0
TOTAL MOROCCO			2	0	0	50	0	0	0	50	0	141	0	0	0
NETHERLANDS															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	180	0	6	67	15	8	8	2	1	28	68	13	186
TOTAL AMSTERDAM			180	5	6	67	15	8	8	2	1	28	74	12	294
EINDHOVEN	RYANAIR	S	106	0	2	86	11	3	0	0	0	6	92	6	106
TOTAL EINDHOVEN			106	0	2	86	11	3	0	0	0	6	92	6	106
ROTTERDAM	TRANSAVIA	S	122	0	2	77	6	10	7	1	0	14	94	3	16
TOTAL ROTTERDAM			122	3	2	77	6	10	7	1	0	14	94	3	16
TOTAL NETHERLANDS			408	8	10	75	11	7	5	1	0	18	82	9	478
NORWAY															
BERGEN	NORWEGIAN AIR SHUTTLE	S	42	0	4	76	7	7	10	0	0	15	0	0	0
TOTAL BERGEN			42	0	4	76	7	7	10	0	0	15	0	0	0
FAGERNES/LEIRIN	TITAN AIRWAYS LTD	C	8	0	0	75	0	13	13	0	0	21	100	0	6
TOTAL FAGERNES/LEIRIN			8	0	0	75	0	13	13	0	0	21	100	0	6
HAUGESUND	RYANAIR	S	62	0	0	71	21	8	0	0	0	11	81	7	62
TOTAL HAUGESUND			62	0	0	71	21	8	0	0	0	11	81	7	62
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	99	0	0	71	19	7	0	3	0	17	93	4	46
TOTAL OSLO (GARDERMOEN)			99	1	0	71	19	7	0	3	0	17	93	4	46

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2005

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				Actual (7)	Plan (8)										
SANDEFJORD(TORP)	RYANAIR	S	169	1	1	82	11	5	2	0	0	8	84	9	169
<b>TOTAL SANDEFJORD(TORP)</b>			<b>169</b>	<b>1</b>	<b>1</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>9</b>	<b>169</b>
TRONDHEIM (VAERNES)	NORWEGIAN AIR SHUTTLE	S	35	0	0	77	14	6	3	0	11	0	0	0	
<b>TOTAL TRONDHEIM (VAERNES)</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL NORWAY</b>			<b>415</b>	<b>2</b>	<b>5</b>	<b>76</b>	<b>14</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>85</b>	<b>7</b>	<b>285</b>
<b>POLAND</b>															
KRAKOW	SKY EUROPE	S	53	0	1	64	11	2	15	4	4	47	0	0	0
<b>TOTAL KRAKOW</b>			<b>53</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>11</b>	<b>2</b>	<b>15</b>	<b>4</b>	<b>4</b>	<b>47</b>	<b>0</b>	<b>0</b>	<b>0</b>
WARSAW	SKY EUROPE	S	60	0	2	73	12	7	3	5	0	22	0	0	0
<b>TOTAL WARSAW</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>22</b>	<b>87</b>	<b>11</b>	<b>55</b>
WROCLAW	RYANAIR	S	16	0	0	63	25	13	0	0	0	12	0	0	0
<b>TOTAL WROCLAW</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL POLAND</b>			<b>129</b>	<b>0</b>	<b>3</b>	<b>68</b>	<b>13</b>	<b>5</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>31</b>	<b>90</b>	<b>10</b>	<b>105</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	EASYJET AIRLINE COMPANY LTD	S	70	0	0	53	26	13	9	0	0	21	83	8	70
<b>TOTAL FARO</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>26</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>83</b>	<b>8</b>	<b>78</b>
OPORTO (PORTUGAL)	RYANAIR	S	122	0	2	60	27	7	6	0	0	17	0	0	0
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>122</b>	<b>0</b>	<b>2</b>	<b>60</b>	<b>27</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>192</b>	<b>0</b>	<b>2</b>	<b>57</b>	<b>27</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>83</b>	<b>8</b>	<b>78</b>
<b>SLOVAK REPUBLIC</b>															
BRATISLAVA	SKY EUROPE	S	71	0	3	58	20	10	10	3	0	29	65	21	46
<b>TOTAL BRATISLAVA</b>			<b>71</b>	<b>0</b>	<b>3</b>	<b>58</b>	<b>20</b>	<b>10</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>65</b>	<b>21</b>	<b>46</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>71</b>	<b>0</b>	<b>3</b>	<b>58</b>	<b>20</b>	<b>10</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>65</b>	<b>21</b>	<b>46</b>
<b>SLOVENIA</b>															
LJUBLJANA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	65	13	18	5	0	0	19	0	0	0
<b>TOTAL LJUBLJANA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>13</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SLOVENIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>13</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	126	0	0	67	16	9	7	1	0	20	80	11	132
	THOMSONFLY LTD	C	8	0	0	50	0	13	13	25	0	88	75	13	8
<b>TOTAL ALICANTE</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>15</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>79</b>	<b>14</b>	<b>148</b>
ALMERIA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	76	16	5	3	0	0	12	0	0	0
	RYANAIR	S	64	0	0	84	11	2	3	0	0	9	0	0	0
<b>TOTAL ALMERIA</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
ASTURIAS	EASYJET AIRLINE COMPANY LTD	S	16	0	0	56	31	13	0	0	0	16	0	0	0
<b>TOTAL ASTURIAS</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>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	124	0	0	47	23	19	10	2	0	29	75	18	124

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			Actual (7)	Plan (8)											
TOTAL BARCELONA			125	2	0	47	22	18	10	2	0	29	75	18	124
BILBAO	EASYJET AIRLINE COMPANY LTD	S	124	0	0	59	19	12	9	2	0	25	69	16	124
TOTAL BILBAO			124	0	0	59	19	12	9	2	0	25	69	16	124
GERONA	RYANAIR	S	246	1	0	81	10	5	2	2	0	13	85	9	248
TOTAL GERONA			246	1	0	81	10	5	2	2	0	13	85	9	248
GRANADA	RYANAIR	S	62	0	0	69	19	11	0	0	0	12	0	0	0
TOTAL GRANADA			62	0	0	69	19	11	0	0	0	12	0	0	0
JEREZ	RYANAIR	S	124	0	0	90	6	2	3	0	0	8	88	6	78
TOTAL JEREZ			124	0	0	90	6	2	3	0	0	8	88	7	84
MALAGA	EASYJET AIRLINE COMPANY LTD	S	140	0	3	56	22	10	9	3	0	27	75	18	140
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	2	75	13	8
TOTAL MALAGA			148	2	3	58	21	9	9	3	0	25	75	18	156
MURCIA SAN JAVIER	RYANAIR	S	123	0	1	72	16	5	7	0	0	14	77	10	124
TOTAL MURCIA SAN JAVIER			123	0	1	72	16	5	7	0	0	14	77	10	124
PALMA DE MALLORCA	AIR BERLIN	S	42	0	0	67	21	10	2	0	0	13	76	9	17
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	60	18	11	5	6	0	35	56	19	62
	FIRST CHOICE AIRWAYS LTD	C	3	0	0	33	33	33	0	0	0	27	0	0	0
	THOMSONFLY LTD	C	3	0	0	100	0	0	0	0	0	2	25	64	8
	TITAN AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	7	0	0	0
TOTAL PALMA DE MALLORCA			114	0	0	64	18	11	4	4	0	25	57	21	87
REUS	RYANAIR	S	93	3	2	89	6	4	0	0	0	5	90	5	124
TOTAL REUS			93	3	2	89	6	4	0	0	0	5	90	5	124
SANTANDER	RYANAIR	S	62	0	0	60	27	13	0	0	0	13	0	0	0
TOTAL SANTANDER			62	0	0	60	27	13	0	0	0	13	0	0	0
SANTIAGO DE COMPOSTELA (SPAIN)	FIRST CHOICE AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL SANTIAGO DE COMPOSTELA (SPAIN)			2	0	0	100	0	0	0	0	0	0	0	0	0
SEVILLE	RYANAIR	S	64	0	0	84	8	8	0	0	0	7	0	0	0
TOTAL SEVILLE			64	0	0	84	8	8	0	0	0	7	0	1317	1
VALENCIA	EASYJET AIRLINE COMPANY LTD	S	60	0	2	70	17	7	7	0	0	19	0	0	0
	RYANAIR	S	122	2	0	66	17	13	2	1	0	16	0	0	0
	THOMSONFLY LTD	C	3	0	0	33	0	0	67	0	0	88	0	0	0
TOTAL VALENCIA			185	2	2	67	17	11	5	1	0	18	0	0	0
VALLADOLID	RYANAIR	S	63	0	0	84	11	3	2	0	0	8	92	4	62
TOTAL VALLADOLID			63	0	0	84	11	3	2	0	0	8	92	4	62
ZARAGOZA	RYANAIR	S	62	0	0	76	15	6	3	0	0	12	0	0	0
TOTAL ZARAGOZA			62	0	0	76	15	6	3	0	0	12	0	0	0
TOTAL SPAIN			1874	12	8	71	15	8	5	1	0	16	79	13	1290
SPAIN(CANARY ISLANDS)															
ARRECIFE	FIRST CHOICE AIRWAYS LTD	C	10	0	0	80	0	10	10	0	0	14	88	7	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	20	0	0	0	0	8	63	12	8

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Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL ARRECIFE			20	0	0	80	10	5	5	0	0	11	81	21	36
FUERTEVENTURA	THOMSONFLY LTD	C	10	0	0	70	0	30	0	0	0	12	80	6	10
TOTAL FUERTEVENTURA			10	0	0	70	0	30	0	0	0	12	85	5	20
LAS PALMAS	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	90	4	10
	THOMSONFLY LTD	C	16	0	0	75	6	0	13	6	0	27	80	7	10
TOTAL LAS PALMAS			24	0	0	83	4	0	8	4	0	18	82	16	28
TENERIFE (SURREINA SOFIA)	FIRST CHOICE AIRWAYS LTD	C	18	0	0	78	22	0	0	0	0	7	94	4	18
	THOMAS COOK AIRLINES LTD	C	8	1	0	75	0	0	25	0	0	30	100	0	8
	THOMSONFLY LTD	C	18	0	0	78	11	11	0	0	0	8	63	34	16
TOTAL TENERIFE (SURREINA SOFIA)			44	1	0	77	14	5	5	0	0	11	78	15	60
TOTAL SPAIN(CANARY ISLANDS)			98	1	0	79	9	6	5	1	0	13	81	15	144
SWEDEN															
GOTEBORG (SAVE)	RYANAIR	S	176	0	0	74	16	9	1	0	0	11	81	8	124
TOTAL GOTEBORG (SAVE)			176	0	0	74	16	9	1	0	0	11	81	8	124
MALMO	RYANAIR	S	108	1	0	56	25	14	5	0	0	18	76	10	108
TOTAL MALMO			108	1	0	56	25	14	5	0	0	18	76	10	108
STOCKHOLM (SKAVSTA)	RYANAIR	S	178	0	0	81	8	5	6	0	0	12	91	7	178
TOTAL STOCKHOLM (SKAVSTA)			178	0	0	81	8	5	6	0	0	12	91	7	178
TOTAL SWEDEN			462	1	0	73	15	8	3	0	0	13	81	9	535
SWITZERLAND															
BASLE MULHOUSE	EASYJET AIRLINE COMPANY LTD	S	62	0	0	60	24	5	8	3	0	28	50	14	8
TOTAL BASLE MULHOUSE			62	1	1	60	24	5	8	3	0	28	50	14	8
GENEVA	EUROPEAN AIR CHARTER	C	8	0	0	88	13	0	0	0	0	8	38	30	8
	MONARCH AIRLINES	C	8	0	0	38	25	13	25	0	0	33	25	30	8
TOTAL GENEVA			16	2	1	63	19	6	13	0	0	21	50	22	24
TOTAL SWITZERLAND			78	4	3	60	23	5	9	3	0	26	50	20	32
TUNISIA															
MONASTIR	NOUVELAIR TUNISIE	C	8	0	0	50	0	0	50	0	0	46	0	0	0
TOTAL MONASTIR			8	0	0	50	0	0	50	0	0	46	100	1	8
TOTAL TUNISIA			8	0	0	50	0	0	50	0	0	46	100	1	8
TURKEY															
ANTALYA	KIBRIS TURKISH AIRLINES - KTHY	S	38	0	0	58	13	24	5	0	0	20	68	15	28
TOTAL ANTALYA			38	0	0	58	13	24	5	0	0	20	68	15	28
DALAMAN	KIBRIS TURKISH AIRLINES - KTHY	S	2	0	0	0	50	50	0	0	0	31	50	9	2
TOTAL DALAMAN			2	0	0	0	50	50	0	0	0	31	50	9	2
ISTANBUL	ONUR AIR	C	14	0	0	14	36	29	7	14	0	61	19	36	16
	PEGASUS AIRLINES	C	8	0	0	50	13	13	25	0	0	30	0	0	0
TOTAL ISTANBUL			22	0	0	27	27	23	14	9	0	50	19	36	16

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2005

## Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
IZMIR (ADNAM MENDERES)	KIBRIS TURKISH AIRLINES - KTHY	S	8	0	0	88	13	0	0	0	0	7	100	8	8
<b>TOTAL IZMIR (ADNAM MENDERES)</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>100</b>	<b>8</b>	<b>8</b>
<b>TOTAL TURKEY</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>19</b>	<b>21</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>28</b>	<b>57</b>	<b>20</b>	<b>54</b>
<b>UNITED KINGDOM</b>															
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	284	0	4	69	9	14	6	1	1	23	76	14	278
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>284</b>	<b>0</b>	<b>4</b>	<b>69</b>	<b>9</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>23</b>	<b>76</b>	<b>14</b>	<b>278</b>
BLACKPOOL	RYANAIR	S	107	1	1	86	7	5	3	0	0	8	88	6	108
<b>TOTAL BLACKPOOL</b>			<b>107</b>	<b>1</b>	<b>1</b>	<b>86</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>6</b>	<b>108</b>
CITY OF DERRY (EGLINTON)	RYANAIR	S	61	0	1	93	7	0	0	0	0	3	82	9	116
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>82</b>	<b>9</b>	<b>116</b>
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	332	0	8	63	14	11	8	3	0	25	81	12	344
<b>TOTAL EDINBURGH</b>			<b>332</b>	<b>0</b>	<b>8</b>	<b>63</b>	<b>14</b>	<b>11</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>81</b>	<b>12</b>	<b>344</b>
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	286	0	0	85	6	5	4	0	0	10	89	6	286
<b>TOTAL GLASGOW</b>			<b>286</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>89</b>	<b>6</b>	<b>286</b>
GUERNSEY	AURIGNY AIR SERVICES	S	62	0	0	79	10	5	6	0	0	17	55	23	161
<b>TOTAL GUERNSEY</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>17</b>	<b>55</b>	<b>23</b>	<b>161</b>
ISLE OF MAN	DENIM AIR	S	48	5	0	65	8	13	15	0	0	29	0	0	0
<b>TOTAL ISLE OF MAN</b>			<b>48</b>	<b>5</b>	<b>0</b>	<b>65</b>	<b>8</b>	<b>13</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>
MANCHESTER	EASTERN AIRWAYS	S	126	0	0	93	2	3	2	0	0	6	94	6	136
<b>TOTAL MANCHESTER</b>			<b>126</b>	<b>1</b>	<b>0</b>	<b>93</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>94</b>	<b>6</b>	<b>136</b>
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	232	0	2	80	6	8	4	2	0	15	66	18	238
	THOMAS COOK AIRLINES LTD	C	2	0	0	50	50	0	0	0	0	15	0	0	0
<b>TOTAL NEWCASTLE</b>			<b>234</b>	<b>3</b>	<b>2</b>	<b>80</b>	<b>7</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>66</b>	<b>18</b>	<b>238</b>
NEWQUAY	RYANAIR	S	108	0	2	79	13	7	1	0	0	9	91	7	107
<b>TOTAL NEWQUAY</b>			<b>108</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>91</b>	<b>7</b>	<b>107</b>
PRESTWICK	RYANAIR	S	306	1	3	85	7	3	5	1	0	12	91	6	456
<b>TOTAL PRESTWICK</b>			<b>306</b>	<b>1</b>	<b>3</b>	<b>85</b>	<b>7</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>91</b>	<b>6</b>	<b>456</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1954</b>	<b>17</b>	<b>21</b>	<b>78</b>	<b>8</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>82</b>	<b>11</b>	<b>2230</b>
<b>TOTAL STANSTED</b>			<b>13325</b>	<b>100</b>	<b>121</b>	<b>72</b>	<b>14</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>81</b>	<b>10</b>	<b>13357</b>



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
AARHUS (TIRSTRUP)																		
	STANSTED	RYANAIR		S A	54	0	0	80	7	9	4	0	0	11	100	1	53	
	STANSTED	RYANAIR		S D	54	0	0	61	24	9	6	0	0	20	72	11	54	
<b>TOTAL AARHUS (TIRSTRUP)</b>					<b>108</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>16</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>86</b>	<b>6</b>	<b>6</b>	
ABERDEEN																		
	HEATHROW	BMI BRITISH MIDLAND		S A	137	0	3	69	15	12	4	0	0	13	56	14	18	
	HEATHROW	BMI BRITISH MIDLAND		S D	137	0	3	83	8	8	1	0	0	8	84	4	19	
	MANCHESTER	BMI REGIONAL		S A	75	0	0	91	4	5	0	0	0	6	92	4	77	
	MANCHESTER	BMI REGIONAL		S D	75	0	0	91	3	5	1	0	0	4	100	1	77	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S A	76	0	0	88	5	3	3	1	0	9	95	5	80	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S D	76	0	0	92	4	1	3	0	0	5	90	7	80	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	84	0	0	87	6	4	4	0	0	8	87	7	86	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S D	85	0	0	88	4	4	4	1	0	10	80	11	86	
	GATWICK	BRITISH AIRWAYS PLC		S A	113	0	0	75	13	8	4	0	0	13	85	6	117	
	GATWICK	BRITISH AIRWAYS PLC		S D	113	0	0	79	10	7	4	0	0	10	89	6	117	
	HEATHROW	BRITISH AIRWAYS PLC		S A	190	0	0	69	15	9	7	0	0	15	76	11	197	
	HEATHROW	BRITISH AIRWAYS PLC		S D	190	0	0	66	12	13	9	0	0	18	82	8	197	
	NEWCASTLE	EASTERN AIRWAYS		S A	110	0	1	74	3	6	17	0	0	21	91	5	118	
	NEWCASTLE	EASTERN AIRWAYS		S D	111	0	3	69	4	7	20	0	0	24	92	5	118	
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	54	0	0	74	9	13	4	0	0	12	81	10	54	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	54	0	0	57	26	13	4	0	0	17	65	15	54	
<b>TOTAL ABERDEEN</b>					<b>1680</b>	<b>1</b>	<b>10</b>	<b>77</b>	<b>9</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>85</b>	<b>7</b>	<b>7</b>	
ABU DHABI INTERNATIONAL																		
	GATWICK	ETIHAD AIRWAYS		S A	31	0	0	71	26	3	0	0	0	9	0	0	0	
	GATWICK	ETIHAD AIRWAYS		S D	31	0	0	84	10	6	0	0	0	7	0	0	0	
	HEATHROW	ETIHAD AIRWAYS		S A	35	0	1	91	6	0	0	0	3	14	100	0	1	
	HEATHROW	ETIHAD AIRWAYS		S D	35	0	1	69	17	9	3	3	0	22	100	0	1	
	HEATHROW	GULF AIR		S A	35	0	0	51	23	11	14	0	0	32	66	22	32	
	HEATHROW	GULF AIR		S D	42	0	0	69	17	10	5	0	0	16	62	24	34	
<b>TOTAL ABU DHABI INTERNATIONAL</b>					<b>209</b>	<b>0</b>	<b>2</b>	<b>72</b>	<b>16</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>65</b>	<b>22</b>	<b>22</b>	
ABUJA																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 2004				
					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)											
ABUJA	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	50	14	23	5	5	5	89	83	13	23
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	77	14	5	5	0	0	12	77	9	22
<b>TOTAL ABUJA</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>14</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>51</b>	<b>80</b>	<b>11</b>	<b>11</b>
ACCRA	GATWICK	ASTRAEUS LTD	S	A	2	0	0	0	0	0	100	0	0	152	0	0	0
	GATWICK	ASTRAEUS LTD	S	D	2	0	0	0	0	0	100	0	0	158	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	84	10	3	3	0	0	7	100	1	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	19	39	32	10	0	0	30	55	19	31
	GATWICK	FLYJET LTD	C	A	3	0	0	33	0	67	0	0	0	30	0	0	0
	GATWICK	FLYJET LTD	C	D	3	0	0	0	33	0	67	0	0	52	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	0	0	40	60	0	0	83	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	40	40	0	20	0	0	29	0	0	0
	GATWICK	THOMSONFLY LTD	C	A	7	0	0	14	14	29	29	14	0	72	0	85	2
	GATWICK	THOMSONFLY LTD	C	D	5	1	0	40	20	40	0	0	0	25	67	24	3
<b>TOTAL ACCRA</b>					<b>94</b>	<b>1</b>	<b>0</b>	<b>40</b>	<b>21</b>	<b>20</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>34</b>	<b>60</b>	<b>30</b>	<b>30</b>
ADDIS ABABA	HEATHROW	BMED	S	A	17	0	0	65	18	18	0	0	0	11	75	29	16
	HEATHROW	BMED	S	D	16	0	0	38	31	25	6	0	0	25	39	28	18
	HEATHROW	ETHIOPIAN AIRLINES	S	A	17	0	0	53	18	12	18	0	0	24	24	43	17
	HEATHROW	ETHIOPIAN AIRLINES	S	D	17	0	0	59	12	18	12	0	0	22	47	26	17
<b>TOTAL ADDIS ABABA</b>					<b>67</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>19</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>46</b>	<b>31</b>	<b>31</b>
AGADIR	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	5	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	GB AIRWAYS LTD	S	D	9	0	0	56	33	11	0	0	0	14	60	18	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	0	25	0	51	60	12	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	41	100	1	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	50	13	38	0	0	0	19	50	37	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	0	13	0	0	0	9	50	41	4
<b>TOTAL AGADIR</b>					<b>41</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>12</b>	<b>12</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>67</b>	<b>30</b>	<b>30</b>
ALEXANDRIA (BORG EL ARA)	HEATHROW	BMED	S	A	2	0	0	0	50	50	0	0	0	40	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
ALEXANDRIA (BORG EL ARA	HEATHROW	BMED		S D	2	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL ALEXANDRIA (BORG EL ARAB)</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
ALGHERO/SASSARI	STANSTED	RYANAIR		S A	39	0	0	72	3	8	18	0	0	21	86	6	22
	STANSTED	RYANAIR		S D	39	0	0	74	10	10	5	0	0	15	95	3	22
<b>TOTAL ALGHERO/SASSARI</b>					<b>78</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>6</b>	<b>9</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>91</b>	<b>5</b>	<b>5</b>
ALGIERS	HEATHROW	AIR ALGERIE		S A	17	0	0	12	59	24	6	0	0	29	0	78	17
	HEATHROW	AIR ALGERIE		S D	17	0	0	65	18	6	12	0	0	16	6	73	17
	GATWICK	BRITISH AIRWAYS PLC		S A	18	0	0	67	22	11	0	0	0	12	80	15	15
	GATWICK	BRITISH AIRWAYS PLC		S D	18	0	0	67	33	0	0	0	0	12	73	14	15
<b>TOTAL ALGIERS</b>					<b>70</b>	<b>2</b>	<b>0</b>	<b>53</b>	<b>33</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>38</b>	<b>47</b>	<b>47</b>
ALICANTE	MANCHESTER	AIR MALTA		C A	2	0	0	0	100	0	0	0	0	21	0	0	0
	MANCHESTER	AIR MALTA		C D	2	0	0	100	0	0	0	0	0	2	0	0	0
	HEATHROW	BMI BRITISH MIDLAND		S A	31	0	0	68	13	13	6	0	0	17	58	25	31
	HEATHROW	BMI BRITISH MIDLAND		S D	31	0	0	61	23	16	0	0	0	16	42	26	31
	BIRMINGHAM	BMIBABY LTD		S A	30	0	0	53	20	10	17	0	0	27	0	0	0
	BIRMINGHAM	BMIBABY LTD		S D	30	0	0	33	30	23	13	0	0	36	0	0	0
	MANCHESTER	BMIBABY LTD		S A	24	0	0	50	25	25	0	0	0	17	21	70	19
	MANCHESTER	BMIBABY LTD		S D	24	0	0	75	17	8	0	0	0	10	35	57	20
	EDINBURGH	CHANNEL EXPRESS LTD ALSO T/A JET2.COM		S A	9	0	0	11	33	33	22	0	0	49	0	0	0
	EDINBURGH	CHANNEL EXPRESS LTD ALSO T/A JET2.COM		S D	5	4	0	40	20	20	20	0	0	41	0	0	0
	MANCHESTER	CHANNEL EXPRESS LTD ALSO T/A JET2.COM		S A	5	0	0	20	40	40	0	0	0	22	0	0	0
	MANCHESTER	CHANNEL EXPRESS LTD ALSO T/A JET2.COM		S D	5	0	0	100	0	0	0	0	0	2	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	62	0	0	81	8	5	3	3	0	20	93	5	61
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	62	0	0	76	13	5	3	2	2	22	90	7	62
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	36	0	1	61	14	11	8	3	3	39	82	10	57
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	37	0	1	49	24	11	14	3	0	33	63	20	62
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S A	36	0	0	81	17	0	3	0	0	10	69	15	36

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 2004				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
ALICANTE	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	36	0	0	78	11	8	3	0	0	12	69	17	36
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	63	0	0	67	17	6	8	2	0	20	82	9	66
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	63	0	0	68	14	11	6	0	0	19	77	12	66
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	1	75	9	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	60	10	5
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	78	11	0	11	0	0	18	78	8	9
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	5	89	4	9
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	67	98	3
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	15	67	108	3
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	18	0	0	72	11	6	6	0	6	82	78	8	27
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	18	0	0	83	11	0	6	0	0	9	89	5	27
	BIRMINGHAM	FLYBE LTD	S	A	3	0	0	100	0	0	0	0	0	5	0	0	0
	BIRMINGHAM	FLYBE LTD	S	D	3	0	0	100	0	0	0	0	0	4	0	0	0
	GLASGOW	FLYGLOBESPAN	S	A	23	0	0	48	35	17	0	0	0	16	0	0	0
	GLASGOW	FLYGLOBESPAN	S	D	23	0	0	83	9	9	0	0	0	9	0	0	0
	GATWICK	GB AIRWAYS LTD	S	A	36	0	0	67	22	8	3	0	0	14	82	13	39
	GATWICK	GB AIRWAYS LTD	S	D	36	0	0	47	39	8	6	0	0	19	85	13	39
	EDINBURGH	GREECE AIRWAYS	S	A	9	1	0	78	0	0	22	0	0	34	63	21	8
	EDINBURGH	GREECE AIRWAYS	S	D	9	0	0	67	11	0	0	22	0	48	71	20	14
	GLASGOW	GREECE AIRWAYS	S	A	8	0	1	88	0	0	13	0	0	17	67	14	12
	GLASGOW	GREECE AIRWAYS	S	D	9	0	0	78	0	0	22	0	0	39	85	9	13
	GATWICK	MONARCH AIRLINES	S	A	62	0	0	84	10	3	3	0	0	8	84	18	31
	GATWICK	MONARCH AIRLINES	S	D	62	0	0	85	10	0	5	0	0	7	80	16	30
	LUTON	MONARCH AIRLINES	S	A	31	0	0	84	6	3	6	0	0	14	65	16	31
	LUTON	MONARCH AIRLINES	S	D	31	0	0	84	10	3	3	0	0	10	68	16	31
	MANCHESTER	MONARCH AIRLINES	S	A	62	1	0	85	10	2	2	2	0	11	85	8	62
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	7	0	87	4
	MANCHESTER	MONARCH AIRLINES	S	D	62	0	0	94	3	0	2	2	0	7	94	6	62
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	0	75	70	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	31	0	0	97	3	0	0	0	0	4	81	24	31
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	31	0	0	100	0	0	0	0	0	2	78	26	32
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	7	75	13	8
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	2	63	19	8

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2004			
					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)											
ALICANTE	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	14	1	0	43	43	0	7	7	0	39	86	10	14
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	16	0	0	81	6	0	6	6	0	25	86	10	14
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	0	25	0	25	288	89	30	9
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	0	0	25	204	89	32	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	2	100	1	2
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	0	100	3	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	1	75	8	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	15	0	0	73	7	7	7	0	7	37	100	2	13
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	15	0	0	80	0	7	7	0	7	34	92	2	13
	BIRMINGHAM	THOMSONFLY LTD	C	A	10	0	0	80	20	0	0	0	0	6	77	20	13
	BIRMINGHAM	THOMSONFLY LTD	C	D	11	0	0	91	0	9	0	0	0	5	69	28	13
	EDINBURGH	THOMSONFLY LTD	C	A	5	0	0	80	20	0	0	0	0	4	100	1	4
	EDINBURGH	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	0	100	3	4
	GATWICK	THOMSONFLY LTD	C	A	9	0	0	89	0	0	11	0	0	15	100	2	9
	GATWICK	THOMSONFLY LTD	C	D	9	0	0	100	0	0	0	0	0	1	100	2	9
	GLASGOW	THOMSONFLY LTD	C	A	9	0	0	100	0	0	0	0	0	1	89	4	9
	GLASGOW	THOMSONFLY LTD	C	D	9	0	0	100	0	0	0	0	0	2	100	3	9
	LUTON	THOMSONFLY LTD	C	A	5	1	0	80	20	0	0	0	0	7	100	0	5
	LUTON	THOMSONFLY LTD	C	D	5	0	0	80	0	0	20	0	0	18	100	2	5
	MANCHESTER	THOMSONFLY LTD	C	A	19	1	0	89	5	5	0	0	0	4	83	26	18
	MANCHESTER	THOMSONFLY LTD	C	D	19	0	0	89	11	0	0	0	0	5	83	9	18
	NEWCASTLE	THOMSONFLY LTD	C	A	9	0	0	89	11	0	0	0	0	3	100	1	13
	NEWCASTLE	THOMSONFLY LTD	C	D	9	0	0	100	0	0	0	0	0	0	100	2	13
	STANSTED	THOMSONFLY LTD	C	A	4	0	0	50	0	25	0	25	0	79	75	19	4
	STANSTED	THOMSONFLY LTD	C	D	4	0	0	50	0	0	25	25	0	97	75	8	4
<b>TOTAL ALICANTE</b>					<b>1426</b>	<b>12</b>	<b>3</b>	<b>75</b>	<b>13</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>78</b>	<b>16</b>	<b>16</b>
ALMA ATA	HEATHROW	AIR ASTANA	S	A	9	0	0	89	0	11	0	0	0	7	0	0	0
	HEATHROW	AIR ASTANA	S	D	8	1	0	88	0	13	0	0	0	6	0	0	0
	HEATHROW	BMED	S	A	13	0	0	46	15	15	15	8	0	39	85	11	13
	HEATHROW	BMED	S	D	13	0	0	69	8	8	8	8	0	33	27	30	11
<b>TOTAL ALMA ATA</b>					<b>43</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>7</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>25</b>	<b>58</b>	<b>20</b>	<b>20</b>
ALMERIA																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 2004					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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
ALMERIA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	94	0	3	3	0	0	8	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	90	3	3	3	0	0	9	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	81	13	3	3	0	0	10	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	71	19	6	3	0	0	15	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	1	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	A	14	0	0	86	7	7	0	0	0	9	82	11	17	
	GATWICK	GB AIRWAYS LTD	S	D	14	0	0	86	7	7	0	0	0	9	82	15	17	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	14	0	0	93	0	0	7	0	0	12	63	15	19	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	14	0	0	79	14	0	7	0	0	19	64	14	22	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	1	75	23	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	1	75	7	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	20	0	0	0	12	100	2	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	20	0	0	0	9	100	0	4	
	STANSTED	RYANAIR	S	A	32	0	0	91	3	3	3	0	0	7	0	0	0	
	STANSTED	RYANAIR	S	D	32	0	0	78	19	0	3	0	0	11	0	0	0	
<b>TOTAL ALMERIA</b>					<b>273</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>14</b>	<b>14</b>	
ALTENBURG - WALLBURG																		
	STANSTED	RYANAIR	S	A	31	0	0	90	3	3	3	0	0	7	97	1	31	
	STANSTED	RYANAIR	S	D	31	0	0	77	10	10	3	0	0	14	90	5	31	
<b>TOTAL ALTENBURG - WALLBURG</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>94</b>	<b>3</b>	<b>3</b>	
AMMAN																		
	HEATHROW	BMED	S	A	15	0	0	80	7	7	7	0	0	18	89	4	19	
	HEATHROW	BMED	S	D	15	0	0	33	47	7	13	0	0	29	21	45	19	
	HEATHROW	ROYAL JORDANIAN	S	A	31	0	0	84	6	10	0	0	0	10	65	17	31	
	HEATHROW	ROYAL JORDANIAN	S	D	31	0	0	61	29	10	0	0	0	16	29	33	31	
<b>TOTAL AMMAN</b>					<b>92</b>	<b>4</b>	<b>0</b>	<b>67</b>	<b>21</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>50</b>	<b>25</b>	<b>25</b>	
AMRITSAR																		
	BIRMINGHAM	FLYJET LTD	C	A	3	1	0	0	0	0	100	0	0	113	0	0	0	
	BIRMINGHAM	FLYJET LTD	C	D	4	1	0	75	0	25	0	0	0	16	0	0	0	
	GATWICK	FLYJET LTD	C	A	5	0	0	0	0	40	40	0	20	211	0	0	0	
	GATWICK	FLYJET LTD	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAR 2004					
					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)												
AMRITSAR																		
<b>TOTAL AMRITSAR</b>					<b>16</b>	<b>2</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>19</b>	<b>31</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>44</b>	<b>82</b>	<b>82</b>	
AMSTERDAM																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	226	0	4	68	14	11	7	1	0	18	65	17	234	
	HEATHROW	BMI BRITISH MIDLAND	S	D	227	0	5	75	12	9	4	0	0	14	64	17	234	
	BIRMINGHAM	BMIBABY LTD	S	A	56	0	1	46	30	14	7	2	0	27	0	0	0	
	BIRMINGHAM	BMIBABY LTD	S	D	56	0	1	48	23	20	7	2	0	27	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	63	0	0	63	6	16	14	0	0	24	86	8	84	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	63	0	0	75	8	10	8	0	0	12	87	7	85	
	GATWICK	BRITISH AIRWAYS PLC	S	A	156	0	0	77	12	6	4	1	1	16	88	7	187	
	GATWICK	BRITISH AIRWAYS PLC	S	D	156	0	0	78	10	8	4	0	0	11	87	7	187	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	199	0	0	72	12	10	6	1	0	16	75	13	238	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	200	0	0	67	15	14	6	0	0	16	86	8	238	
	MANCHESTER	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	A	79	0	5	90	0	5	3	1	1	14	0	0	0	
	MANCHESTER	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	D	79	0	5	90	4	3	4	0	0	8	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	30	0	1	63	13	10	3	7	3	44	63	22	62	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	30	0	1	57	23	7	7	3	3	37	82	16	61	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	113	1	3	68	12	13	4	2	2	27	83	9	120	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	114	0	2	61	17	16	6	1	0	20	84	9	120	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	30	0	1	77	10	7	3	3	0	17	94	10	31	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	30	0	1	73	17	7	3	0	0	11	100	4	30	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	138	1	5	71	11	7	7	3	1	25	75	12	165	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	139	0	4	69	14	8	7	2	0	22	75	12	165	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	90	0	3	74	11	4	7	2	1	28	71	11	93	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	90	0	3	59	19	11	9	2	0	28	66	15	93	
	HEATHROW	KLM	S	A	264	1	6	71	8	10	9	1	0	21	82	10	277	
	HEATHROW	KLM	S	D	265	0	6	66	12	7	12	3	0	27	65	16	272	
	MANCHESTER	KLM	S	A	87	0	8	76	9	8	6	1	0	14	91	6	64	
	MANCHESTER	KLM	S	D	87	0	6	77	7	8	7	1	0	15	84	10	64	
	BIRMINGHAM	KLM CITYHOPPER	S	A	188	0	0	77	6	8	8	1	1	18	81	11	174	
	BIRMINGHAM	KLM CITYHOPPER	S	D	183	3	0	74	11	8	6	1	1	19	76	14	171	
	EDINBURGH	KLM CITYHOPPER	S	A	137	0	0	74	10	4	10	1	0	18	67	19	147	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
AMSTERDAM	EDINBURGH	KLM CITYHOPPER	S	D	134	0	0	65	18	5	10	1	1	27	79	14	145
	EDINBURGH	KLM CITYHOPPER	C	D	2	0	0	50	50	0	0	0	0	16	0	0	0
	GLASGOW	KLM CITYHOPPER	S	A	110	1	0	79	6	3	11	1	0	16	88	5	121
	GLASGOW	KLM CITYHOPPER	S	D	108	1	0	71	15	5	6	3	0	21	79	11	118
	LONDON CITY	KLM CITYHOPPER	S	A	133	0	0	77	11	7	6	0	0	12	84	8	153
	LONDON CITY	KLM CITYHOPPER	S	D	133	0	0	59	20	11	8	3	0	27	72	14	150
	MANCHESTER	KLM CITYHOPPER	S	A	96	1	0	61	15	11	11	0	1	26	78	12	125
	MANCHESTER	KLM CITYHOPPER	S	D	98	0	0	62	10	12	12	2	1	29	81	10	125
	NEWCASTLE	KLM CITYHOPPER	S	A	142	0	0	71	8	11	8	1	0	18	84	10	147
	NEWCASTLE	KLM CITYHOPPER	S	D	141	0	0	68	11	10	9	2	0	21	84	10	146
<b>TOTAL AMSTERDAM</b>					<b>4674</b>	<b>23</b>	<b>71</b>	<b>70</b>	<b>12</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>78</b>	<b>12</b>	<b>12</b>
ANCONA	STANSTED	RYANAIR	S	A	30	0	1	80	7	3	10	0	0	13	65	10	31
	STANSTED	RYANAIR	S	D	29	1	1	69	24	3	3	0	0	13	65	14	31
<b>TOTAL ANCONA</b>					<b>59</b>	<b>1</b>	<b>2</b>	<b>75</b>	<b>15</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>65</b>	<b>12</b>	<b>12</b>
ANTALYA	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	75	4	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	3	1	0	100	0	0	0	0	0	0	100	3	5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	5	75	10	4
	MANCHESTER	KIBRIS TURKISH AIRLINES - KTHY	S	A	4	0	0	50	0	25	25	0	0	33	0	0	0
	MANCHESTER	KIBRIS TURKISH AIRLINES - KTHY	S	D	4	0	0	25	0	50	25	0	0	46	0	0	0
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	19	0	0	68	21	11	0	0	0	13	93	8	14
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	19	0	0	47	5	37	11	0	0	26	43	22	14
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	63	25	0	0	13	0	39	80	9	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	1	0	78	11	0	0	11	0	34	83	10	6
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	0	0	50	0	0	33	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	7	0	0	57	29	14	0	0	0	16	83	14	6
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	7	0	0	86	0	14	0	0	0	9	100	0	7
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL ANTALYA</b>					<b>98</b>	<b>5</b>	<b>0</b>	<b>65</b>	<b>13</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>80</b>	<b>10</b>	<b>10</b>
ANTIGUA	GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	0	50	25	25	0	0	0	20	100	4	13
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	100	0	0	0	0	0	5	92	6	13



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 2004						
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	
ANTIGUA																			
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	25	25	50	0	0	0	24	25	28	4		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	13	0	0	92	0	0	8	0	0	7	89	161	9		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	13	0	0	62	8	23	8	0	0	18	46	24	13		
<b>TOTAL ANTIGUA</b>					<b>39</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>8</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>77</b>	<b>38</b>	<b>38</b>		
ANTWERP																			
	LONDON CITY	VLM (BELGIUM)	S	A	118	0	3	89	8	1	2	0	0	6	90	7	124		
	LONDON CITY	VLM (BELGIUM)	S	D	119	0	2	84	10	3	3	1	0	11	87	9	126		
<b>TOTAL ANTWERP</b>					<b>237</b>	<b>1</b>	<b>5</b>	<b>86</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>8</b>	<b>8</b>		
AQABA																			
	GATWICK	ASTRAEUS LTD	C	A	5	0	0	80	0	20	0	0	0	13	0	0	0		
	GATWICK	ASTRAEUS LTD	C	D	5	0	0	80	20	0	0	0	0	10	0	0	0		
	GATWICK	ROYAL JORDANIAN	C	A	2	0	0	50	0	50	0	0	0	28	0	0	0		
	GATWICK	ROYAL JORDANIAN	C	D	2	0	0	0	100	0	0	0	0	22	0	0	0		
<b>TOTAL AQABA</b>					<b>14</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>21</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>		
ARRECIFE																			
	MANCHESTER	AIR MALTA	C	A	10	0	0	80	10	0	10	0	0	11	0	0	0		
	MANCHESTER	AIR MALTA	C	D	10	0	0	90	0	0	10	0	0	11	0	0	0		
	GATWICK	ASTRAEUS LTD	C	D	2	0	0	50	0	0	50	0	0	36	75	11	4		
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	7	0	0	0		
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	D	2	0	0	50	50	0	0	0	0	9	0	0	0		
	GATWICK	EXCEL AIRWAYS LTD	C	A	12	0	0	83	0	8	8	0	0	15	75	14	8		
	GATWICK	EXCEL AIRWAYS LTD	C	D	13	0	0	85	0	8	8	0	0	11	88	7	8		
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	7	0	0	43	29	29	0	0	0	20	25	55	4		
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	9	1	0	78	0	22	0	0	0	13	50	28	4		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	1	0	75	25	0	0	0	0	4	75	10	4		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	4	50	15	4		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	18	0	0	89	6	6	0	0	0	5	78	7	23		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	20	0	0	70	15	15	0	0	0	11	91	6	22		
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	2	100	0	4		
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	4	100	3	4		
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	9	100	0	4		
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	4	1	0	75	0	25	0	0	0	15	100	1	4		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	22	0	0	82	14	0	5	0	0	8	71	15	21		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 2004					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
ARRECIFE																		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	23	0	0	78	9	4	9	0	0	14	77	12	22	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	12	75	10	4	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	0	0	20	0	0	17	100	5	4	
	GATWICK	GB AIRWAYS LTD	S	A	27	0	1	52	30	11	7	0	0	19	65	21	17	
	GATWICK	GB AIRWAYS LTD	S	D	27	0	0	44	26	30	0	0	0	24	71	16	17	
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	80	0	0	20	0	0	26	75	6	4	
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	80	0	0	20	0	0	28	100	4	4	
	GATWICK	MONARCH AIRLINES	C	A	15	0	0	80	7	7	7	0	0	10	46	28	13	
	GATWICK	MONARCH AIRLINES	C	D	16	0	0	81	6	6	6	0	0	14	62	23	13	
	LUTON	MONARCH AIRLINES	S	A	5	0	0	80	0	20	0	0	0	7	0	0	0	
	LUTON	MONARCH AIRLINES	S	D	5	0	0	40	20	40	0	0	0	17	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	A	6	0	0	83	0	0	17	0	0	15	25	213	4	
	MANCHESTER	MONARCH AIRLINES	C	D	7	0	0	86	0	14	0	0	0	11	75	69	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	23	80	6	5	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	23	20	20	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	89	11	0	0	0	0	5	67	17	9	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	89	11	0	0	0	0	3	78	14	9	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	20	20	20	0	0	26	50	20	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	0	20	0	0	24	75	4	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	10	0	0	80	10	10	0	0	0	7	67	10	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	100	0	0	0	0	0	1	89	4	9	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	3	50	12	4	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	0	50	33	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	5	100	2	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	14	0	0	93	0	0	0	0	7	33	46	35	13	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	14	0	0	71	21	0	0	0	7	34	67	41	12	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	10	0	0	80	20	0	0	0	0	6	63	24	8	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	10	0	0	90	10	0	0	0	0	5	75	17	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	23	0	0	70	17	9	0	4	0	24	83	18	12	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	24	0	0	79	4	13	0	0	4	23	83	10	12	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	6	50	12	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	20	0	0	0	9	100	1	4	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: A

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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	
ARRECIFE																			
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	5	50	11	4		
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	40	0	0	0	0	11	75	13	4		
	BIRMINGHAM	THOMSONFLY LTD	C	A	9	0	0	67	22	11	0	0	0	10	100	4	8		
	BIRMINGHAM	THOMSONFLY LTD	C	D	9	0	0	89	0	0	11	0	0	8	88	9	8		
	GATWICK	THOMSONFLY LTD	C	A	14	0	0	86	7	7	0	0	0	5	92	6	13		
	GATWICK	THOMSONFLY LTD	C	D	14	0	0	86	0	14	0	0	0	13	85	6	13		
	GLASGOW	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	3	4		
	GLASGOW	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	0	100	1	4		
	LUTON	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	5	5		
	LUTON	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	1	100	4	4		
	MANCHESTER	THOMSONFLY LTD	C	A	13	0	0	77	8	8	8	0	0	13	69	19	13		
	MANCHESTER	THOMSONFLY LTD	C	D	14	0	0	86	0	0	14	0	0	13	85	13	13		
	NEWCASTLE	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	0	80	5	5		
	NEWCASTLE	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	0	80	8	5		
<b>TOTAL ARRECIFE</b>					<b>601</b>	<b>4</b>	<b>1</b>	<b>79</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>17</b>	<b>17</b>		
ARVIDSJOUR																			
ASHKHABAD																			
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	A	17	0	7	82	18	0	0	0	0	8	46	43	26		
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	D	17	0	7	53	35	12	0	0	0	16	38	40	26		
	HEATHROW	TURKMENISTAN AIRLINES	S	A	9	0	0	22	22	33	22	0	0	48	11	71	9		
	HEATHROW	TURKMENISTAN AIRLINES	S	D	9	0	0	44	11	33	11	0	0	33	22	34	9		
<b>TOTAL ASHKHABAD</b>					<b>52</b>	<b>0</b>	<b>14</b>	<b>56</b>	<b>23</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>36</b>	<b>45</b>	<b>45</b>		
ASTURIAS																			
	GATWICK	AIR NOSTRUM	S	A	14	0	0	64	21	14	0	0	0	14	77	11	13		
	GATWICK	AIR NOSTRUM	S	D	14	0	0	57	29	14	0	0	0	13	77	9	13		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	63	25	13	0	0	0	10	0	0	0		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	50	38	13	0	0	0	21	0	0	0		
<b>TOTAL ASTURIAS</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>26</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>10</b>	<b>10</b>		
ASWAN																			
	GATWICK	ASTRAEUS LTD	C	A	4	0	0	100	0	0	0	0	0	3	60	15	5		
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	100	0	0	0	0	0	4	80	7	5		
<b>TOTAL ASWAN</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>70</b>	<b>11</b>	<b>11</b>		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 2004				
					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
ATHENS	HEATHROW	BRITISH AIRWAYS PLC	S	A	92	0	0	73	11	12	3	1	0	15	82	9	89
	HEATHROW	BRITISH AIRWAYS PLC	S	D	92	0	0	51	15	18	14	1	0	27	74	14	90
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	90	6	0	0	3	0	13	87	7	31
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	84	13	0	0	3	0	15	84	7	31
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	81	6	6	3	3	0	21	97	3	62
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	77	6	10	3	3	0	23	92	5	62
	GLASGOW	GREECE AIRWAYS	S	A	7	0	0	14	71	0	14	0	0	39	0	0	0
	GLASGOW	GREECE AIRWAYS	S	D	7	0	0	57	14	14	14	0	0	40	0	0	0
	HEATHROW	HELLAS JET	S	A	27	0	0	89	0	11	0	0	0	7	77	12	31
	HEATHROW	HELLAS JET	S	D	27	0	0	78	7	15	0	0	0	10	84	7	31
	MANCHESTER	HELLAS JET	S	A	9	0	0	78	11	0	11	0	0	18	0	0	0
	MANCHESTER	HELLAS JET	S	D	9	0	0	78	11	0	11	0	0	20	0	0	0
	GATWICK	OLYMPIC AIRLINES	S	A	9	0	1	67	22	11	0	0	0	13	0	0	0
	GATWICK	OLYMPIC AIRLINES	S	D	9	0	1	56	11	33	0	0	0	18	0	0	0
	HEATHROW	OLYMPIC AIRLINES	S	A	76	0	0	66	18	13	3	0	0	16	58	18	72
	HEATHROW	OLYMPIC AIRLINES	S	D	76	0	0	57	22	17	3	1	0	20	64	15	72
	MANCHESTER	OLYMPIC AIRLINES	S	A	8	0	1	13	88	0	0	0	0	20	50	17	8
	MANCHESTER	OLYMPIC AIRLINES	S	D	8	0	1	25	50	25	0	0	0	23	38	21	8
<b>TOTAL ATHENS</b>					<b>590</b>	<b>0</b>	<b>4</b>	<b>66</b>	<b>16</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>75</b>	<b>13</b>	<b>13</b>
ATLANTA	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	29	42	26	0	3	0	30	81	9	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	74	16	6	0	3	0	19	87	9	31
	GATWICK	DELTA AIRLINES	S	A	83	0	1	46	27	19	7	1	0	24	44	23	61
	GATWICK	DELTA AIRLINES	S	D	82	1	2	83	9	6	2	0	0	10	74	12	61
	MANCHESTER	DELTA AIRLINES	S	A	31	0	0	39	32	16	13	0	0	26	61	20	31
	MANCHESTER	DELTA AIRLINES	S	D	31	0	0	94	6	0	0	0	0	2	84	10	31
<b>TOTAL ATLANTA</b>					<b>289</b>	<b>1</b>	<b>3</b>	<b>62</b>	<b>20</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>69</b>	<b>15</b>	<b>15</b>
AUCKLAND INTERNATIONAL	HEATHROW	AIR NEW ZEALAND LTD	S	A	31	0	0	29	26	32	10	3	0	37	68	13	31
	HEATHROW	AIR NEW ZEALAND LTD	S	D	31	0	0	84	10	3	3	0	0	11	77	14	31
<b>TOTAL AUCKLAND INTERNATIONAL</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>18</b>	<b>18</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>73</b>	<b>13</b>	<b>13</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	63	21	13	2	2	0	17	71	24	34	
	HEATHROW	GULF AIR		S D	54	0	0	56	31	9	4	0	0	17	63	50	32	
<b>TOTAL BAHRAIN</b>					<b>116</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>26</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>67</b>	<b>36</b>	<b>36</b>	
BAKU ( HEYDER ALIYEV INT'L )																		
	GATWICK	AZERBAIJAN AIRLINES ( AZAL )		S A	13	0	0	62	23	8	8	0	0	17	67	13	9	
	GATWICK	AZERBAIJAN AIRLINES ( AZAL )		S D	13	0	0	69	0	23	0	0	8	41	100	1	9	
	HEATHROW	BMED		S A	18	0	0	44	44	6	0	0	6	33	100	2	4	
	HEATHROW	BMED		S D	18	0	0	39	17	22	22	0	0	34	33	45	6	
<b>TOTAL BAKU ( HEYDER ALIYEV INT'L )</b>					<b>63</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>22</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>31</b>	<b>75</b>	<b>15</b>	<b>15</b>	
BALTIMORE																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	31	0	0	58	35	0	6	0	0	21	84	7	31	
	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	0	55	29	13	3	0	0	16	58	18	31	
<b>TOTAL BALTIMORE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>32</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>71</b>	<b>12</b>	<b>12</b>	
BANDAR SERI BEGAWAN																		
	HEATHROW	ROYAL BRUNEI AIRLINES		S A	31	0	0	42	39	6	13	0	0	27	27	85	30	
	HEATHROW	ROYAL BRUNEI AIRLINES		S D	31	0	0	61	23	13	3	0	0	16	53	52	30	
<b>TOTAL BANDAR SERI BEGAWAN</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>31</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>40</b>	<b>69</b>	<b>69</b>	
BANGKOK																		
	GATWICK	PHUKET AIRLINES		S A	14	1	8	86	0	7	0	7	0	27	0	0	0	
	GATWICK	PHUKET AIRLINES		S D	15	0	7	80	13	7	0	0	0	12	0	0	0	
	HEATHROW	THAI AIRWAYS INTERNATIONAL		S A	57	0	0	67	19	9	5	0	0	15	78	9	54	
	HEATHROW	THAI AIRWAYS INTERNATIONAL		S D	57	0	0	70	21	9	0	0	0	11	80	8	54	
<b>TOTAL BANGKOK</b>					<b>143</b>	<b>1</b>	<b>15</b>	<b>71</b>	<b>17</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>79</b>	<b>9</b>	<b>9</b>	
BANGOR																		
BANJUL																		
	MANCHESTER	ASTRAEUS LTD		C A	9	0	0	44	22	22	11	0	0	28	0	0	0	
	MANCHESTER	ASTRAEUS LTD		C D	10	0	0	80	10	0	10	0	0	15	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	5	0	0	40	20	0	40	0	0	52	25	27	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	5	0	0	0	60	40	0	0	0	32	100	8	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	50	0	25	0	0	25	326	0	33	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	2	75	12	4	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAR 2004					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BANJUL																		
	GATWICK	GAMBIA INTERNATIONAL AIRWAYS	S	A	4	0	0	0	0	0	100	0	0	91	75	11	4	
	GATWICK	GAMBIA INTERNATIONAL AIRWAYS	S	D	5	0	0	40	0	40	20	0	0	34	25	35	4	
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	33	11	56	0	0	0	31	22	56	9	
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	56	22	22	0	0	0	17	33	29	9	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	10	50	13	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	4	50	16	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	35	80	11	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	2	80	5	5	
<b>TOTAL BANJUL</b>					<b>81</b>	<b>1</b>	<b>0</b>	<b>54</b>	<b>15</b>	<b>17</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>41</b>	<b>58</b>	<b>21</b>	<b>21</b>	
BARCELONA																		
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	20	0	0	75	10	5	10	0	0	14	78	18	27	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	20	0	0	85	5	5	5	0	0	10	70	21	27	
	GATWICK	BRITISH AIRWAYS PLC	S	A	92	0	0	68	20	7	5	0	0	15	78	11	92	
	GATWICK	BRITISH AIRWAYS PLC	S	D	92	0	0	79	9	8	3	1	0	13	85	7	92	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	123	0	0	59	20	15	7	0	0	22	59	20	124	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	123	0	0	56	21	16	7	0	0	20	65	16	124	
	EDINBURGH	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	A	2	0	0	100	0	0	0	0	0	6	0	0	0	
	EDINBURGH	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	D	2	0	0	50	0	50	0	0	0	24	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	93	0	1	61	13	13	12	1	0	25	69	13	96	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	93	1	0	55	19	10	16	0	0	24	78	12	96	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	90	2	3	72	12	6	8	2	0	21	82	13	95	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	91	0	2	64	14	14	8	0	0	20	77	12	96	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	87	3	3	3	3	0	17	68	27	31	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	77	19	0	3	0	0	12	68	24	31	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	56	18	11	13	2	0	27	76	15	62	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	37	27	26	8	2	0	31	74	21	62	
	GLASGOW	FLYGLOBESPAN	S	A	5	0	0	60	40	0	0	0	0	10	0	0	0	
	GLASGOW	FLYGLOBESPAN	S	D	5	0	0	80	0	20	0	0	0	8	0	0	0	
	HEATHROW	IBERIA	S	A	121	0	2	62	18	14	4	2	0	21	59	22	124	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: B

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BARCELONA																		
	HEATHROW	IBERIA		S D	123	0	1	72	8	12	7	0	0	17	71	20	123	
	GATWICK	MONARCH AIRLINES		C A	3	0	0	0	33	67	0	0	0	33	0	0	0	
	GATWICK	MONARCH AIRLINES		C D	3	0	0	0	33	33	33	0	0	57	0	0	0	
	MANCHESTER	MONARCH AIRLINES		S A	31	0	0	74	23	3	0	0	0	11	74	12	27	
	MANCHESTER	MONARCH AIRLINES		S D	31	0	0	94	6	0	0	0	0	3	93	5	27	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		S A	21	0	0	43	29	14	14	0	0	34	72	20	25	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		S D	21	0	0	76	10	0	14	0	0	23	77	18	26	
	GATWICK	THOMSONFLY LTD		C A	4	0	0	0	50	0	0	50	0	120	0	0	0	
	GATWICK	THOMSONFLY LTD		C D	4	0	0	50	0	0	25	25	0	93	0	0	0	
<b>TOTAL BARCELONA</b>					<b>1409</b>	<b>7</b>	<b>9</b>	<b>64</b>	<b>16</b>	<b>11</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>71</b>	<b>17</b>	<b>17</b>	
BARI (PALESE)																		
	STANSTED	RYANAIR		S A	31	0	0	61	19	19	0	0	0	12	74	8	31	
	STANSTED	RYANAIR		S D	31	0	0	45	32	23	0	0	0	19	77	12	31	
<b>TOTAL BARI (PALESE)</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>28</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>10</b>	<b>10</b>	
BARRA																		
	GLASGOW	LOGANAIR		S A	26	2	0	92	4	0	4	0	0	5	69	9	26	
	GLASGOW	LOGANAIR		S D	26	3	0	92	4	4	0	0	0	8	76	14	17	
<b>TOTAL BARRA</b>					<b>52</b>	<b>5</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>72</b>	<b>11</b>	<b>11</b>	
BASLE MULHOUSE																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	89	0	1	81	13	6	0	0	0	8	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC		S D	90	0	0	72	8	12	8	0	0	16	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	61	0	1	72	5	11	8	3	0	22	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	61	0	1	52	23	15	8	2	0	26	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	31	0	0	58	26	3	10	3	0	29	50	14	4	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	31	0	0	61	23	6	6	3	0	26	50	13	4	
	BIRMINGHAM	SWISS AIRLINES		S A	38	0	0	92	8	0	0	0	0	5	98	3	50	
	BIRMINGHAM	SWISS AIRLINES		S D	38	0	0	97	0	0	3	0	0	5	90	6	50	
	LONDON CITY	SWISS AIRLINES		S A	80	0	0	90	8	3	0	0	0	4	0	0	0	
	LONDON CITY	SWISS AIRLINES		S D	80	0	0	66	24	8	3	0	0	15	0	0	0	
	MANCHESTER	SWISS AIRLINES		S A	51	1	0	84	12	4	0	0	0	6	85	9	54	
	MANCHESTER	SWISS AIRLINES		S D	52	0	0	77	10	8	6	0	0	12	85	8	54	
<b>TOTAL BASLE MULHOUSE</b>					<b>702</b>	<b>2</b>	<b>4</b>	<b>75</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>87</b>	<b>7</b>	<b>7</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 2004				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
BEIJING	HEATHROW	AIR CHINA	S	A	22	0	0	45	27	23	5	0	0	21	67	18	18
	HEATHROW	AIR CHINA	S	D	22	0	0	68	23	9	0	0	0	11	67	19	18
	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	47	24	24	6	0	0	27	85	12	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	16	0	0	56	6	25	13	0	0	33	71	17	14
<b>TOTAL BEIJING</b>					<b>77</b>	<b>1</b>	<b>0</b>	<b>55</b>	<b>21</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>71</b>	<b>17</b>	<b>17</b>
BEIRUT	HEATHROW	MEA	S	A	23	0	0	65	17	17	0	0	0	14	68	19	22
	HEATHROW	MEA	S	D	23	0	0	70	13	17	0	0	0	15	45	25	22
<b>TOTAL BEIRUT</b>					<b>47</b>	<b>2</b>	<b>0</b>	<b>68</b>	<b>15</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>52</b>	<b>30</b>	<b>30</b>
BELFAST CITY	HEATHROW	BMI BRITISH MIDLAND	S	A	237	0	1	78	11	8	3	0	0	10	73	14	259
	HEATHROW	BMI BRITISH MIDLAND	S	D	237	0	1	72	18	7	3	0	0	13	64	18	260
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	173	0	0	78	11	9	2	0	0	11	84	8	168
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	172	1	0	88	6	3	2	0	0	6	88	6	169
	BIRMINGHAM	FLYBE LTD	S	A	183	0	6	83	7	6	5	0	0	10	83	11	166
	BIRMINGHAM	FLYBE LTD	S	D	185	0	3	74	11	6	9	0	0	17	78	15	165
	EDINBURGH	FLYBE LTD	S	A	99	0	4	74	12	7	7	0	0	12	84	7	61
	EDINBURGH	FLYBE LTD	S	D	99	0	4	67	14	15	3	1	0	17	77	12	61
	GATWICK	FLYBE LTD	S	A	112	0	0	78	13	7	3	0	0	10	84	10	109
	GATWICK	FLYBE LTD	S	D	112	0	0	76	15	6	3	0	0	10	85	11	109
	GLASGOW	FLYBE LTD	S	A	108	0	2	86	8	2	4	0	0	8	100	1	15
	GLASGOW	FLYBE LTD	S	D	108	0	2	83	9	4	4	0	0	9	93	4	15
	NEWCASTLE	FLYBE LTD	S	A	79	0	1	86	6	5	3	0	0	8	94	5	109
	NEWCASTLE	FLYBE LTD	S	D	79	0	1	84	5	8	4	0	0	11	93	5	108
<b>TOTAL BELFAST CITY</b>					<b>1984</b>	<b>2</b>	<b>25</b>	<b>78</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>10</b>	<b>10</b>
BELFAST INTERNATIONAL	BIRMINGHAM	BMIBABY LTD	S	A	61	0	0	62	20	16	2	0	0	15	0	0	0
	BIRMINGHAM	BMIBABY LTD	S	D	61	0	0	79	7	13	2	0	0	13	0	0	0
	MANCHESTER	BMIBABY LTD	S	A	98	0	5	84	7	5	3	1	0	13	60	28	53
	MANCHESTER	BMIBABY LTD	S	D	98	0	5	90	3	4	3	0	0	6	65	21	51
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	118	0	2	66	16	7	7	4	0	26	81	12	118



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

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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
BELFAST INTERNATIONAL																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	118	0	2	65	15	9	7	3	0	25	77	13	119	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	120	0	0	67	13	14	6	1	0	18	83	10	88	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	120	0	0	61	18	13	8	1	0	20	75	13	89	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	120	0	0	89	3	2	5	1	0	10	93	5	118	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	120	0	0	88	3	3	5	1	0	11	92	6	119	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	143	0	0	78	8	2	9	1	1	20	87	9	162	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	143	0	0	69	10	10	10	1	0	22	81	13	162	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	85	0	0	86	7	6	0	1	0	9	75	11	61	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	85	0	0	84	9	6	0	1	0	10	68	16	62	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	141	0	3	79	9	7	4	1	1	17	83	10	139	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	143	0	1	60	10	20	8	1	1	29	70	18	139	
<b>TOTAL BELFAST INTERNATIONAL</b>					<b>1774</b>	<b>2</b>	<b>18</b>	<b>75</b>	<b>10</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>80</b>	<b>12</b>	<b>12</b>	
BELGRADE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	88	0	12	0	0	0	7	83	7	18	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	65	24	6	6	0	0	15	94	5	18	
	HEATHROW	JATAIRWAYS	S	A	29	1	1	48	21	17	10	3	0	36	59	18	27	
	HEATHROW	JATAIRWAYS	S	D	30	0	1	57	17	13	7	3	3	37	52	35	27	
<b>TOTAL BELGRADE</b>					<b>93</b>	<b>1</b>	<b>2</b>	<b>61</b>	<b>16</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>27</b>	<b>69</b>	<b>18</b>	<b>18</b>	
BENBECULA																		
	GLASGOW	LOGANAIR	S	A	37	1	0	65	19	14	0	3	0	19	0	0	0	
	GLASGOW	LOGANAIR	S	D	37	1	0	57	19	16	8	0	0	20	0	0	0	
<b>TOTAL BENBECULA</b>					<b>74</b>	<b>2</b>	<b>0</b>	<b>61</b>	<b>19</b>	<b>15</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>70</b>	<b>17</b>	<b>17</b>	
BERGAMO																		
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	4	0	0	75	0	25	0	0	0	11	75	11	4	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	0	3	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	4	2	0	50	50	0	0	0	0	12	50	16	2	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	3	0	0	100	0	0	0	0	0	2	100	2	2	
	GATWICK	BRITISH AIRWAYS PLC	C	A	8	0	0	63	38	0	0	0	0	12	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	C	D	8	0	0	75	25	0	0	0	0	13	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	0	25	0	60	0	50	4	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BERGAMO																		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	75	9	4	
	LUTON	RYANAIR	S	A	62	1	0	82	6	8	3	0	0	11	95	2	62	
	LUTON	RYANAIR	S	D	61	2	1	82	10	5	3	0	0	12	92	5	62	
	NEWCASTLE	RYANAIR	S	A	31	0	0	77	3	3	13	3	0	22	0	0	0	
	NEWCASTLE	RYANAIR	S	D	31	0	0	68	10	6	13	3	0	29	0	0	0	
	STANSTED	RYANAIR	S	A	84	1	2	67	17	7	8	0	1	22	87	6	116	
	STANSTED	RYANAIR	S	D	82	1	0	62	21	10	7	0	0	21	78	11	116	
<b>TOTAL BERGAMO</b>					<b>404</b>	<b>8</b>	<b>3</b>	<b>73</b>	<b>13</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>85</b>	<b>7</b>	<b>7</b>	
BERGEN																		
	GATWICK	BRAATHENS ASA	S	A	30	0	0	77	7	3	7	7	0	29	94	8	31	
	GATWICK	BRAATHENS ASA	S	D	30	0	0	67	13	3	10	3	3	40	94	6	31	
	NEWCASTLE	NORWEGIAN AIR SHUTTLE	C	A	4	1	0	100	0	0	0	0	0	100	4	5		
	NEWCASTLE	NORWEGIAN AIR SHUTTLE	C	D	4	0	0	100	0	0	0	0	1	100	2	4		
	STANSTED	NORWEGIAN AIR SHUTTLE	S	A	21	0	2	76	10	5	10	0	0	13	0	0	0	
	STANSTED	NORWEGIAN AIR SHUTTLE	S	D	21	0	2	76	5	10	10	0	0	16	0	0	0	
<b>TOTAL BERGEN</b>					<b>110</b>	<b>1</b>	<b>4</b>	<b>75</b>	<b>8</b>	<b>5</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>24</b>	<b>87</b>	<b>18</b>	<b>18</b>	
BERGERAC																		
	BIRMINGHAM	FLYBE LTD	S	A	2	0	0	50	0	0	50	0	0	80	0	0	0	
	BIRMINGHAM	FLYBE LTD	S	D	2	0	0	50	0	0	50	0	0	89	0	0	0	
	STANSTED	RYANAIR	S	A	31	0	0	94	0	0	0	6	0	19	100	1	24	
	STANSTED	RYANAIR	S	D	31	0	0	94	3	0	3	0	0	6	100	1	24	
<b>TOTAL BERGERAC</b>					<b>66</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>100</b>	<b>1</b>	<b>1</b>	
BERLIN (SCHONEFELD)																		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	85	0	0	72	8	12	7	1	0	17	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	85	1	0	64	18	11	7	1	0	21	0	0	0	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	71	16	6	6	0	0	19	0	0	0	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	68	26	3	3	0	0	12	0	0	0	
	STANSTED	RYANAIR	S	A	62	0	0	73	18	5	5	0	0	12	98	2	85	
	STANSTED	RYANAIR	S	D	62	0	0	76	15	5	5	0	0	14	89	7	85	
<b>TOTAL BERLIN (SCHONEFELD)</b>					<b>356</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>94</b>	<b>4</b>	<b>4</b>	
BERLIN (TEGEL)																		
	MANCHESTER	AIR BERLIN	S	A	31	0	0	84	16	0	0	0	0	7	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

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					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)												
BERLIN (TEGEL)																		
	MANCHESTER	AIR BERLIN		S D	31	0	0	94	0	6	0	0	0	4	0	0	0	
	STANSTED	AIR BERLIN		S A	61	0	1	77	15	7	2	0	0	9	90	6	61	
	STANSTED	AIR BERLIN		S D	61	0	0	54	28	15	3	0	0	19	76	14	62	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	31	0	0	87	6	0	6	0	0	8	77	13	30	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S D	31	0	0	90	3	3	3	0	0	5	81	11	31	
	HEATHROW	BRITISH AIRWAYS PLC		S A	151	0	0	56	15	19	10	0	0	23	66	16	155	
	HEATHROW	BRITISH AIRWAYS PLC		S D	151	0	0	59	15	21	5	0	0	20	79	10	155	
<b>TOTAL BERLIN (TEGEL)</b>					<b>548</b>	<b>0</b>	<b>1</b>	<b>66</b>	<b>14</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>78</b>	<b>11</b>	<b>11</b>	
BERMUDA																		
	GATWICK	BRITISH AIRWAYS PLC		S A	18	0	0	83	11	0	6	0	0	8	93	5	14	
	GATWICK	BRITISH AIRWAYS PLC		S D	19	0	0	74	11	11	5	0	0	16	93	7	14	
<b>TOTAL BERMUDA</b>					<b>37</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>93</b>	<b>6</b>	<b>6</b>	
BERNE																		
	GATWICK	FLYBE LTD		C A	4	0	0	25	0	0	75	0	0	101	0	100	3	
	GATWICK	FLYBE LTD		C D	3	0	0	67	0	0	0	33	0	66	33	51	3	
	MANCHESTER	FLYBE LTD		C A	4	0	0	75	25	0	0	0	0	5	0	0	0	
	MANCHESTER	FLYBE LTD		C D	3	0	0	100	0	0	0	0	0	4	0	0	0	
<b>TOTAL BERNE</b>					<b>14</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>7</b>	<b>0</b>	<b>21</b>	<b>7</b>	<b>0</b>	<b>46</b>	<b>33</b>	<b>51</b>	<b>51</b>	
BIARRITZ																		
	STANSTED	RYANAIR		S A	31	0	0	87	6	0	3	3	0	13	90	3	31	
	STANSTED	RYANAIR		S D	31	0	0	90	6	0	3	0	0	10	94	4	31	
<b>TOTAL BIARRITZ</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>92</b>	<b>3</b>	<b>3</b>	
BILBAO																		
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	62	0	0	73	11	6	8	2	0	20	77	10	62	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	62	0	0	45	26	18	10	2	0	31	60	23	62	
	HEATHROW	IBERIA		S A	31	0	0	71	16	10	3	0	0	14	65	19	31	
	HEATHROW	IBERIA		S D	31	0	0	87	0	6	3	3	0	12	81	17	31	
	GATWICK	MONARCH AIRLINES		C A	4	0	0	75	0	0	25	0	0	28	0	0	0	
	GATWICK	MONARCH AIRLINES		C D	4	0	0	50	25	25	0	0	0	23	0	0	0	
<b>TOTAL BILBAO</b>					<b>196</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>11</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>73</b>	<b>15</b>	<b>15</b>	
BILLUND																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: B

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BILLUND																		
	GATWICK	MAERSK AIR		S A	81	0	0	79	14	5	1	1	0	13	81	8	85	
	GATWICK	MAERSK AIR		S D	81	0	0	81	10	5	4	0	0	11	89	5	85	
	MANCHESTER	SUN AIR OF SCANDINAVIA		S A	46	0	4	43	33	17	4	2	0	26	78	10	50	
	MANCHESTER	SUN AIR OF SCANDINAVIA		S D	46	0	4	70	15	9	4	2	0	19	92	5	49	
<b>TOTAL BILLUND</b>					<b>254</b>	<b>0</b>	<b>8</b>	<b>72</b>	<b>16</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>85</b>	<b>7</b>	<b>7</b>	
BIRMINGHAM																		
	EDINBURGH	BMIBABY LTD		S A	57	0	5	67	14	14	5	0	0	17	0	0	0	
	EDINBURGH	BMIBABY LTD		S D	57	0	5	67	16	12	5	0	0	17	0	0	0	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD		S A	108	0	0	85	4	3	8	0	0	10	87	8	104	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD		S D	112	0	0	79	7	6	7	1	0	16	84	9	122	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD		S A	112	1	0	87	4	4	4	0	0	9	85	8	114	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD		S D	109	0	0	86	5	5	5	0	0	8	85	10	60	
	NEWCASTLE	EASTERN AIRWAYS		S A	82	1	2	95	0	2	2	0	0	4	72	18	88	
	NEWCASTLE	EASTERN AIRWAYS		S D	83	0	1	95	0	2	2	0	0	3	93	4	90	
	EDINBURGH	FLYBE LTD		S A	155	0	5	75	12	9	3	0	0	11	79	10	144	
	EDINBURGH	FLYBE LTD		S D	154	0	5	72	10	13	5	0	0	15	72	16	145	
	GLASGOW	FLYBE LTD		S A	153	1	4	83	8	5	3	1	0	11	70	14	159	
	GLASGOW	FLYBE LTD		S D	154	0	4	85	7	5	2	1	0	9	78	13	157	
<b>TOTAL BIRMINGHAM</b>					<b>1336</b>	<b>5</b>	<b>31</b>	<b>82</b>	<b>7</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>11</b>	<b>11</b>	
BISHKEK (FRUNZE)																		
	HEATHROW	BMED		S A	13	0	0	54	23	15	8	0	0	21	83	5	12	
	HEATHROW	BMED		S D	13	0	0	23	15	38	15	8	0	48	38	34	13	
<b>TOTAL BISHKEK (FRUNZE)</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>19</b>	<b>27</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>34</b>	<b>60</b>	<b>20</b>	<b>20</b>	
BLACKPOOL																		
	STANSTED	RYANAIR		S A	53	1	1	87	6	6	2	0	0	7	93	3	54	
	STANSTED	RYANAIR		S D	54	0	0	85	7	4	4	0	0	9	83	9	54	
<b>TOTAL BLACKPOOL</b>					<b>109</b>	<b>2</b>	<b>1</b>	<b>84</b>	<b>7</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>87</b>	<b>6</b>	<b>6</b>	
BODRUM (MILAS)																		
	GATWICK	MONARCH AIRLINES		C A	2	0	0	100	0	0	0	0	0	8	0	0	0	
	GATWICK	MONARCH AIRLINES		C D	2	0	0	100	0	0	0	0	0	1	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

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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)												
BODRUM (MILAS)																		
	MANCHESTER	MONARCH AIRLINES	C	A	2	0	0	100	0	0	0	0	0	6	0	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	7	0	0	0	0
<b>TOTAL BODRUM (MILAS)</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
BOGOTA																		
BOLOGNA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	81	0	0	79	10	6	5	0	0	12	84	13	88	
	GATWICK	BRITISH AIRWAYS PLC	S	D	81	0	0	67	12	17	4	0	0	16	88	7	89	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	74	10	10	6	0	0	14	87	5	30	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	52	26	19	3	0	0	20	74	11	31	
<b>TOTAL BOLOGNA</b>					<b>224</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>83</b>	<b>10</b>	<b>10</b>	
BOLZANO																		
	BIRMINGHAM	AUSTRIAN AIRLINES	C	A	4	0	0	50	50	0	0	0	0	12	0	0	0	
	BIRMINGHAM	AUSTRIAN AIRLINES	C	D	3	0	0	67	0	33	0	0	0	14	0	0	0	
	GATWICK	AUSTRIAN AIRLINES	C	A	4	0	0	25	25	25	25	0	0	42	0	0	0	
	GATWICK	AUSTRIAN AIRLINES	C	D	3	0	0	0	0	33	67	0	0	70	0	0	0	
<b>TOTAL BOLZANO</b>					<b>14</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>21</b>	<b>21</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	
BORDEAUX																		
	MANCHESTER	BMIBABY LTD	S	A	5	0	0	100	0	0	0	0	0	6	100	3	4	
	MANCHESTER	BMIBABY LTD	S	D	5	0	0	100	0	0	0	0	0	1	100	1	4	
	GATWICK	BRITISH AIRWAYS PLC	S	A	56	0	0	84	7	9	0	0	0	8	90	5	58	
	GATWICK	BRITISH AIRWAYS PLC	S	D	56	0	0	84	9	7	0	0	0	8	88	6	58	
<b>TOTAL BORDEAUX</b>					<b>122</b>	<b>2</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>91</b>	<b>5</b>	<b>5</b>	
BOSTON																		
	HEATHROW	AMERICAN AIRLINES	S	A	57	0	0	47	30	11	9	2	2	42	60	20	58	
	HEATHROW	AMERICAN AIRLINES	S	D	57	0	0	93	0	5	2	0	0	6	90	8	58	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	91	0	0	80	12	2	3	0	2	42	89	6	88	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	91	0	0	63	18	15	4	0	0	18	75	12	89	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	1	1	63	13	10	3	10	0	36	71	17	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	58	26	13	0	3	0	23	61	15	31	
<b>TOTAL BOSTON</b>					<b>357</b>	<b>3</b>	<b>1</b>	<b>69</b>	<b>16</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>28</b>	<b>77</b>	<b>12</b>	<b>12</b>	
BRATISLAVA																		
	BIRMINGHAM	AIR SLOVAKIA BWJ	S	A	15	2	4	13	7	13	33	13	20	219	38	45	13	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAR 2004					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BRATISLAVA																		
	BIRMINGHAM	AIR SLOVAKIA BWJ	S	D	13	3	5	0	8	54	23	0	15	111	63	22	8	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	84	3	10	3	0	0	8	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	55	26	13	6	0	0	19	0	0	0	
	STANSTED	SKY EUROPE	S	A	36	0	1	75	6	8	8	3	0	23	74	17	23	
	STANSTED	SKY EUROPE	S	D	35	0	2	40	34	11	11	3	0	36	57	24	23	
<b>TOTAL BRATISLAVA</b>					<b>161</b>	<b>6</b>	<b>12</b>	<b>53</b>	<b>16</b>	<b>14</b>	<b>11</b>	<b>2</b>	<b>3</b>	<b>47</b>	<b>56</b>	<b>31</b>	<b>31</b>	
BREMEN																		
	LONDON CITY	OLTOSTFRIESISCHE LUFFTRANSPORT	S	A	43	0	3	95	0	0	5	0	0	7	98	5	54	
	LONDON CITY	OLTOSTFRIESISCHE LUFFTRANSPORT	S	D	43	0	3	88	5	0	7	0	0	13	91	8	54	
<b>TOTAL BREMEN</b>					<b>86</b>	<b>2</b>	<b>6</b>	<b>92</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>94</b>	<b>6</b>	<b>6</b>	
BRESCIA/MONTICHIARI																		
	STANSTED	RYANAIR	S	A	55	0	0	73	22	2	4	0	0	10	66	11	53	
	STANSTED	RYANAIR	S	D	57	0	0	75	14	5	5	0	0	14	72	12	53	
<b>TOTAL BRESCIA/MONTICHIARI</b>					<b>112</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>18</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>69</b>	<b>12</b>	<b>12</b>	
BREST																		
	BIRMINGHAM	FLYBE LTD	S	A	4	0	0	50	50	0	0	0	0	12	0	0	0	
	BIRMINGHAM	FLYBE LTD	S	D	4	0	0	75	0	25	0	0	0	19	0	0	0	
<b>TOTAL BREST</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>89</b>	<b>6</b>	<b>6</b>	
BRIDGETOWN																		
	MANCHESTER	BMI BRITISH MIDLAND	S	A	9	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	BMI BRITISH MIDLAND	S	D	9	0	0	78	11	11	0	0	0	8	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	39	0	0	82	8	10	0	0	0	9	89	7	44	
	GATWICK	BRITISH AIRWAYS PLC	S	D	38	0	0	84	5	8	3	0	0	10	86	7	44	
	GATWICK	EXCEL AIRWAYS LTD	C	A	3	0	0	0	0	0	100	0	0	138	50	20	6	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	1	0	25	0	0	25	50	0	125	50	23	6	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	0	0	0	50	25	25	209	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	0	0	25	50	25	0	115	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	3	0	0	33	0	0	0	67	0	136	67	11	3	
	GATWICK	MONARCH AIRLINES	C	D	3	0	0	33	33	33	0	0	0	29	33	17	3	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	25	0	25	13	13	25	325	88	5	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	63	0	0	25	13	0	63	63	17	8	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2004				
					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)												
BRIDGETOWN																		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	63	0	0	25	13	0	79	63	97	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	38	25	13	13	13	0	68	88	10	8	
	BIRMINGHAM	THOMSONFLY LTD	C	A	6	0	0	83	17	0	0	0	0	5	0	80	1	
	BIRMINGHAM	THOMSONFLY LTD	C	D	6	0	0	83	17	0	0	0	0	6	100	8	1	
	GATWICK	THOMSONFLY LTD	C	A	2	2	0	0	50	50	0	0	0	39	89	5	9	
	GATWICK	THOMSONFLY LTD	C	D	6	0	0	50	33	0	17	0	0	25	64	32	11	
	MANCHESTER	THOMSONFLY LTD	C	A	9	0	0	33	22	22	22	0	0	38	60	9	5	
	MANCHESTER	THOMSONFLY LTD	C	D	10	0	0	90	0	0	10	0	0	8	80	6	5	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	90	0	6	3	0	0	6	93	3	29	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	74	16	6	3	0	0	12	48	19	29	
<b>TOTAL BRIDGETOWN</b>					<b>250</b>	<b>3</b>	<b>0</b>	<b>70</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>36</b>	<b>76</b>	<b>14</b>	<b>14</b>	
BRINDISI																		
	STANSTED	RYANAIR	S	A	31	0	0	52	32	6	10	0	0	20	0	0	0	
	STANSTED	RYANAIR	S	D	31	0	0	65	23	13	0	0	0	14	0	0	0	
<b>TOTAL BRINDISI</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>27</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	
BRISTOL																		
	MANCHESTER	AIR SOUTHWEST	S	A	24	0	0	88	8	0	4	0	0	9	91	4	22	
	MANCHESTER	AIR SOUTHWEST	S	D	24	0	0	88	8	0	4	0	0	6	96	2	26	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	102	0	0	64	19	7	10	1	0	19	80	13	111	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	112	0	0	75	10	7	6	2	0	19	76	14	114	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	85	0	0	73	9	8	8	1	0	17	84	9	75	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	105	0	0	77	11	7	4	1	0	12	84	9	109	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	86	0	0	79	13	3	5	0	0	10	80	10	81	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	86	0	0	66	16	12	5	1	0	18	67	18	81	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	84	0	1	83	8	6	1	1	0	8	79	16	82	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	84	0	1	80	8	10	1	1	0	12	70	22	81	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	88	0	1	81	11	5	3	0	0	11	80	12	83	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	89	0	0	70	18	9	2	1	0	14	73	14	83	
<b>TOTAL BRISTOL</b>					<b>969</b>	<b>5</b>	<b>3</b>	<b>75</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>13</b>	<b>13</b>	
BRNO (TURANY)																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BRNO (TURANY)																		
	STANSTED	RYANAIR		S A	8	0	0	100	0	0	0	0	0	0	0	0	0	0
	STANSTED	RYANAIR		S D	8	0	0	100	0	0	0	0	0	5	0	0	0	0
<b>TOTAL BRNO (TURANY)</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>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
BRUSSELS																		
	HEATHROW	BMI BRITISH MIDLAND		S A	184	0	1	72	13	11	4	1	0	14	68	16	189	
	HEATHROW	BMI BRITISH MIDLAND		S D	184	0	0	74	14	8	4	0	0	12	62	18	189	
	EDINBURGH	BMI REGIONAL		S A	75	0	0	92	1	5	0	1	0	7	95	4	76	
	EDINBURGH	BMI REGIONAL		S D	74	0	0	89	3	5	3	0	0	8	90	5	77	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	66	0	0	74	12	9	5	0	0	15	94	4	71	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S D	67	0	0	82	1	6	9	1	0	17	93	4	71	
	HEATHROW	BRITISH AIRWAYS PLC		S A	227	0	0	69	11	12	7	0	0	16	77	12	231	
	HEATHROW	BRITISH AIRWAYS PLC		S D	227	0	0	62	15	14	9	0	0	19	76	12	231	
	BIRMINGHAM	SN BRUSSELS AIRLINES		S A	116	0	4	87	4	4	4	0	0	9	90	6	126	
	BIRMINGHAM	SN BRUSSELS AIRLINES		S D	117	0	3	85	7	4	4	0	0	9	93	3	129	
	GATWICK	SN BRUSSELS AIRLINES		S A	46	0	26	87	4	4	4	0	0	9	84	8	50	
	GATWICK	SN BRUSSELS AIRLINES		S D	46	0	29	78	11	9	2	0	0	10	86	6	50	
	HEATHROW	SN BRUSSELS AIRLINES		S A	4	0	0	100	0	0	0	0	0	6	75	26	4	
	HEATHROW	SN BRUSSELS AIRLINES		S D	4	0	0	50	50	0	0	0	0	9	50	18	4	
	MANCHESTER	SN BRUSSELS AIRLINES		S A	82	0	1	84	9	6	1	0	0	9	92	5	85	
	MANCHESTER	SN BRUSSELS AIRLINES		S D	82	0	1	88	6	5	1	0	0	5	94	6	85	
	NEWCASTLE	SN BRUSSELS AIRLINES		S A	71	0	0	80	14	6	0	0	0	7	84	6	77	
	NEWCASTLE	SN BRUSSELS AIRLINES		S D	71	0	0	92	3	1	4	0	0	6	88	6	77	
	LONDON CITY	VLM (BELGIUM)		S A	108	0	1	78	16	6	1	0	0	10	75	10	150	
	LONDON CITY	VLM (BELGIUM)		S D	108	0	1	79	14	5	3	0	0	11	82	9	147	
<b>TOTAL BRUSSELS</b>					<b>1961</b>	<b>1</b>	<b>67</b>	<b>78</b>	<b>10</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>9</b>	<b>9</b>	
BUCHAREST (BANEASA)																		
<b>TOTAL BUCHAREST (BANEASA)</b>					<b>2</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	
BUCHAREST (OTOPENI)																		
	MANCHESTER	ASTRAEUS LTD		C A	4	0	0	0	25	25	25	25	0	82	0	0	0	
	MANCHESTER	ASTRAEUS LTD		C D	3	0	0	33	0	0	33	33	0	103	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC		S A	31	0	0	52	23	19	6	0	0	21	84	5	31	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 2004					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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 D	31	0	0	61	13	16	10	0	0	20	77	11	31	
	HEATHROW	TAROM		S A	31	0	0	90	6	3	0	0	0	5	71	12	31	
	HEATHROW	TAROM		S D	31	0	0	84	10	6	0	0	0	7	71	11	31	
<b>TOTAL BUCHAREST (OTOPENI)</b>					<b>132</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>75</b>	<b>10</b>	<b>10</b>	
BUDAPEST																		
	GATWICK	BRITISH AIRWAYS PLC		S A	5	0	0	80	20	0	0	0	0	8	67	12	3	
	GATWICK	BRITISH AIRWAYS PLC		S D	5	0	0	40	20	20	20	0	0	34	67	9	3	
	HEATHROW	BRITISH AIRWAYS PLC		S A	93	0	0	60	18	13	9	0	0	20	65	14	62	
	HEATHROW	BRITISH AIRWAYS PLC		S D	93	0	0	52	20	17	11	0	0	25	69	11	62	
	MANCHESTER	CHANNEL EXPRESS LTD ALSO T/A JET2.COM		S A	31	0	0	77	13	10	0	0	0	9	0	0	0	
	MANCHESTER	CHANNEL EXPRESS LTD ALSO T/A JET2.COM		S D	31	0	0	71	13	13	3	0	0	16	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	31	0	0	13	39	45	3	0	0	30	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	31	0	0	77	16	6	0	0	0	10	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	61	0	1	61	15	15	7	3	0	25	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	61	0	1	61	21	8	7	3	0	24	0	0	0	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S A	30	0	1	87	7	3	3	0	0	7	0	0	0	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S D	30	0	1	87	10	3	0	0	0	9	0	0	0	
	HEATHROW	MALEV (HUNGARIAN AIRLINES)		S A	62	0	0	73	13	13	2	0	0	12	63	18	62	
	HEATHROW	MALEV (HUNGARIAN AIRLINES)		S D	62	0	0	89	6	3	2	0	0	7	81	10	62	
	STANSTED	MALEV (HUNGARIAN AIRLINES)		S A	27	0	0	93	4	0	4	0	0	5	96	3	50	
	STANSTED	MALEV (HUNGARIAN AIRLINES)		S D	27	0	0	48	26	15	11	0	0	28	80	7	50	
	STANSTED	SKYEUROPE AIRLINES HUNGARY		S A	39	0	0	46	23	18	10	3	0	30	0	0	0	
	STANSTED	SKYEUROPE AIRLINES HUNGARY		S D	39	0	0	28	21	31	18	3	0	42	0	0	0	
	LUTON	WIZZ AIR		S A	57	1	0	81	14	2	4	0	0	8	0	0	0	
	LUTON	WIZZ AIR		S D	57	1	0	60	23	7	9	2	0	22	0	0	0	
<b>TOTAL BUDAPEST</b>					<b>873</b>	<b>5</b>	<b>4</b>	<b>64</b>	<b>17</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>75</b>	<b>11</b>	<b>11</b>	
BUENOS AIRES																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	17	0	0	76	6	12	0	0	6	53	56	31	18	
	HEATHROW	BRITISH AIRWAYS PLC		S D	18	0	0	56	33	6	0	0	6	65	89	13	18	
<b>TOTAL BUENOS AIRES</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>20</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>59</b>	<b>72</b>	<b>22</b>	<b>22</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
CAGLIARI (ELMAS)																		
	GATWICK	MERIDIANA AIR	S	A	24	0	0	63	21	17	0	0	0	16	0	0	0	
	GATWICK	MERIDIANA AIR	S	D	21	0	0	81	5	5	10	0	0	13	0	0	0	
<b>TOTAL CAGLIARI (ELMAS)</b>					<b>45</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>15</b>	<b>42</b>	<b>42</b>	
CAIRO																		
	GATWICK	ASTRAEUS LTD	C	D	2	0	0	100	0	0	0	0	0	5	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	90	10	0	0	0	5	84	5	31		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	58	26	13	3	0	17	52	30	31		
	HEATHROW	EGYPT AIR	S	A	32	0	0	28	19	47	3	3	0	35	16	33	31	
	HEATHROW	EGYPT AIR	S	D	35	0	0	11	31	49	6	3	0	39	13	39	31	
<b>TOTAL CAIRO</b>					<b>135</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>21</b>	<b>27</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>41</b>	<b>27</b>	<b>27</b>	
CALCUTTA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	54	15	15	8	0	8	117	69	18	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	14	0	0	50	29	0	21	0	0	26	77	12	13	
<b>TOTAL CALCUTTA</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>22</b>	<b>7</b>	<b>15</b>	<b>0</b>	<b>4</b>	<b>70</b>	<b>73</b>	<b>15</b>	<b>15</b>	
CALGARY																		
	HEATHROW	AIR CANADA	S	A	31	0	0	65	16	16	3	0	0	15	61	21	36	
	HEATHROW	AIR CANADA	S	D	31	0	0	71	26	3	0	0	0	12	44	19	36	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	9	0	0	56	11	22	11	0	0	17	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	9	0	0	78	0	11	11	0	0	26	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	33	33	22	0	11	0	52	100	3	8	
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	67	0	11	22	0	0	36	78	13	9	
<b>TOTAL CALGARY</b>					<b>98</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>17</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>58</b>	<b>19</b>	<b>19</b>	
CAMPBELTOWN																		
	GLASGOW	LOGANAIR	S	A	43	1	0	86	7	2	5	0	0	8	91	6	44	
	GLASGOW	LOGANAIR	S	D	44	1	0	82	9	7	2	0	0	11	91	8	45	
<b>TOTAL CAMPBELTOWN</b>					<b>87</b>	<b>2</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>91</b>	<b>7</b>	<b>7</b>	
CANCUN																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	40	20	0	20	0	20	99	29	78	7	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	60	0	20	0	20	0	78	60	50	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	20	0	0	20	0	53	60	20	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	0	0	20	0	0	29	100	4	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	20	40	0	0	0	19	25	42	4	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 2004					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
CANCUN																		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	20	0	0	0	15	80	11	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	20	0	0	35	50	31	2	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	0	20	20	0	0	33	50	28	6	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	0	50	0	0	0	23	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	3	0	0	67	33	0	0	0	0	16	0	0	0	
	GATWICK	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	7	80	12	5	
	GATWICK	THOMSONFLY LTD	C	D	5	0	0	80	20	0	0	0	0	10	100	5	5	
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	50	0	25	0	25	0	62	33	36	3	
	MANCHESTER	THOMSONFLY LTD	C	D	5	0	0	80	20	0	0	0	0	5	50	27	4	
<b>TOTAL CANCUN</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>11</b>	<b>11</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>35</b>	<b>60</b>	<b>30</b>	<b>30</b>	
CANNES																		
CAPE TOWN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	51	0	0	82	2	10	2	0	4	41	88	11	43	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	51	0	0	35	31	24	6	2	2	57	60	20	43	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	39	0	0	90	5	5	0	0	0	4	79	14	38	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	39	0	0	69	18	8	5	0	0	15	68	13	38	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	7	0	0	57	29	14	0	0	0	15	62	96	13	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	7	0	0	57	14	29	0	0	0	18	46	17	13	
<b>TOTAL CAPE TOWN</b>					<b>194</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>31</b>	<b>69</b>	<b>22</b>	<b>22</b>	
CARCASSONNE																		
	STANSTED	RYANAIR	S	A	39	0	0	87	10	3	0	0	0	5	97	1	31	
	STANSTED	RYANAIR	S	D	39	0	0	79	8	13	0	0	0	9	77	9	31	
<b>TOTAL CARCASSONNE</b>					<b>78</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>5</b>	<b>5</b>	
CARDIFF WALES																		
	EDINBURGH	BMIBABY LTD	S	A	71	0	1	75	15	3	7	0	0	15	63	23	38	
	EDINBURGH	BMIBABY LTD	S	D	71	0	1	72	14	7	6	1	0	18	55	28	38	
	EDINBURGH	FIRST CHOICE AIRWAYS LTD	C	A	6	0	0	83	17	0	0	0	0	7	0	0	0	
	EDINBURGH	FIRST CHOICE AIRWAYS LTD	C	D	6	0	0	100	0	0	0	0	0	1	0	0	0	
	EDINBURGH	FLYBE LTD	C	A	3	0	0	33	0	67	0	0	0	33	0	0	0	
	EDINBURGH	MONARCH AIRLINES	C	A	5	0	0	80	20	0	0	0	0	4	0	0	0	
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	8	0	0	0	
	EDINBURGH	THOMSONFLY LTD	C	A	2	0	0	100	0	0	0	0	0	1	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
CARDIFF WALES	EDINBURGH	THOMSONFLY LTD		C D	3	0	0	67	33	0	0	0	0	8	0	0	0
<b>TOTAL CARDIFF WALES</b>					<b>175</b>	<b>2</b>	<b>10</b>	<b>74</b>	<b>14</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>71</b>	<b>18</b>	<b>18</b>
CASABLANCA MOHAMED V	HEATHROW	ROYAL AIR MAROC		S A	31	0	0	58	19	16	6	0	0	20	61	26	31
	HEATHROW	ROYAL AIR MAROC		S D	5	0	0	60	0	20	20	0	0	28	61	23	31
<b>TOTAL CASABLANCA MOHAMED V</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>17</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>61</b>	<b>25</b>	<b>25</b>
CATANIA (FONTANAROSSA)					<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CATANIA (FONTANAROSSA)</b>																	
CHAMBERY	GATWICK	ASTRAEUS LTD		C A	24	0	0	54	4	4	33	4	0	54	58	31	12
	GATWICK	ASTRAEUS LTD		C D	24	0	0	46	13	13	29	0	0	50	83	11	12
	MANCHESTER	ASTRAEUS LTD		C A	9	0	0	78	0	0	11	11	0	47	63	21	8
	MANCHESTER	ASTRAEUS LTD		C D	10	0	0	90	0	0	10	0	0	20	75	14	8
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		C A	7	1	0	0	14	29	57	0	0	71	50	14	8
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		C D	7	1	0	29	0	43	29	0	0	44	50	24	8
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		C A	4	0	0	25	0	50	25	0	0	46	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		C D	4	0	0	0	25	50	25	0	0	49	0	0	0
	BIRMINGHAM	EXCEL AIRWAYS LTD		C A	4	0	0	25	25	25	0	25	0	71	100	1	4
	BIRMINGHAM	EXCEL AIRWAYS LTD		C D	4	0	0	50	25	0	0	25	0	65	75	45	4
	GATWICK	EXCEL AIRWAYS LTD		C A	16	0	0	56	0	6	19	13	6	96	50	31	12
	GATWICK	EXCEL AIRWAYS LTD		C D	16	0	0	69	0	13	19	0	0	27	75	14	12
	MANCHESTER	EXCEL AIRWAYS LTD		C A	8	0	0	63	0	13	0	25	0	59	75	22	8
	MANCHESTER	EXCEL AIRWAYS LTD		C D	8	0	0	38	13	38	13	0	0	31	75	10	8
	BIRMINGHAM	FLYBE LTD		S A	4	0	0	0	25	0	50	25	0	134	0	0	0
	BIRMINGHAM	FLYBE LTD		C A	4	0	0	25	0	25	50	0	0	61	0	0	0
	BIRMINGHAM	FLYBE LTD		S D	4	1	0	25	0	0	50	25	0	122	0	0	0
	BIRMINGHAM	FLYBE LTD		C D	4	1	0	25	0	50	25	0	0	47	0	0	0
	EDINBURGH	FLYBE LTD		C A	4	0	0	75	0	25	0	0	0	11	100	5	4
	EDINBURGH	FLYBE LTD		C D	4	0	0	50	0	0	50	0	0	63	50	23	4
	GATWICK	TITAN AIRWAYS LTD		C A	4	0	0	50	0	50	0	0	0	21	100	3	4

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					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
CHAMBERY																		
	GATWICK	TITAN AIRWAYS LTD		C D	4	0	0	50	50	0	0	0	0	15	67	12	3	
	STANSTED	TITAN AIRWAYS LTD		C A	6	0	0	33	17	17	17	17	0	75	63	31	8	
	STANSTED	TITAN AIRWAYS LTD		C D	9	0	0	33	0	44	22	0	0	53	75	13	8	
<b>TOTAL CHAMBERY</b>					<b>192</b>	<b>7</b>	<b>0</b>	<b>47</b>	<b>7</b>	<b>17</b>	<b>23</b>	<b>6</b>	<b>1</b>	<b>54</b>	<b>68</b>	<b>20</b>	<b>20</b>	
CHANIA																		
CHARLEROI																		
CHARLOTTE																		
	GATWICK	US AIRWAYS		S A	31	0	0	52	45	0	0	3	0	25	73	18	30	
	GATWICK	US AIRWAYS		S D	31	0	0	58	23	13	6	0	0	20	63	18	30	
<b>TOTAL CHARLOTTE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>34</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>68</b>	<b>18</b>	<b>18</b>	
CHICAGO (O'HARE)																		
	HEATHROW	AIR INDIA		S A	13	0	0	54	8	31	8	0	0	24	64	15	14	
	HEATHROW	AIR INDIA		S D	13	0	0	46	15	31	8	0	0	26	38	16	13	
	HEATHROW	AMERICAN AIRLINES		S A	124	0	0	32	31	31	4	0	1	30	65	14	124	
	HEATHROW	AMERICAN AIRLINES		S D	124	0	0	85	11	3	1	0	0	7	83	8	124	
	MANCHESTER	AMERICAN AIRLINES		S A	31	0	0	42	26	23	10	0	0	32	52	27	31	
	MANCHESTER	AMERICAN AIRLINES		S D	31	0	0	94	0	3	3	0	0	4	81	9	31	
	MANCHESTER	BMI BRITISH MIDLAND		S A	31	0	0	52	29	13	6	0	0	23	52	19	29	
	MANCHESTER	BMI BRITISH MIDLAND		S D	31	0	0	97	0	3	0	0	0	3	84	10	31	
	HEATHROW	BRITISH AIRWAYS PLC		S A	62	0	0	60	24	10	6	0	0	19	85	7	62	
	HEATHROW	BRITISH AIRWAYS PLC		S D	62	0	0	65	19	8	8	0	0	18	63	18	62	
	MANCHESTER	PAKISTAN INTL AIRLINES		S A	4	0	0	0	0	50	50	0	0	51	0	0	0	
	MANCHESTER	PAKISTAN INTL AIRLINES		S D	4	0	0	0	75	25	0	0	0	25	0	16	1	
	HEATHROW	UNITED AIRLINES		S A	93	0	0	34	23	31	12	0	0	31	62	22	93	
	HEATHROW	UNITED AIRLINES		S D	92	0	0	88	7	3	2	0	0	8	81	9	93	
<b>TOTAL CHICAGO (O'HARE)</b>					<b>715</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>18</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>71</b>	<b>16</b>	<b>16</b>	
CINCINNATI																		
	GATWICK	DELTA AIRLINES		S A	31	1	0	35	32	29	3	0	0	26	73	10	26	
	GATWICK	DELTA AIRLINES		S D	31	0	0	77	6	13	3	0	0	10	73	15	26	
<b>TOTAL CINCINNATI</b>					<b>62</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>73</b>	<b>12</b>	<b>12</b>	
CITY OF DERRY (EGLINTON)																		
	BIRMINGHAM	AER ARRAN		S A	26	0	1	85	8	4	0	4	0	13	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

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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)												
CITY OF DERRY (EGLINTON)																		
	BIRMINGHAM	AER ARRAN	S	D	26	0	1	88	0	8	0	4	0	14	0	0	0	
	MANCHESTER	AER ARRAN	S	A	27	0	0	89	4	0	7	0	0	12	0	0	0	
	MANCHESTER	AER ARRAN	S	D	27	0	0	89	0	4	4	4	0	14	0	0	0	
	GLASGOW	LOGANAIR	S	A	31	0	0	81	6	6	6	0	0	11	87	15	31	
	GLASGOW	LOGANAIR	S	D	31	0	0	84	10	0	6	0	0	15	81	12	31	
	STANSTED	RYANAIR	S	A	30	0	1	93	7	0	0	0	0	2	90	4	58	
	STANSTED	RYANAIR	S	D	31	0	0	94	6	0	0	0	0	4	74	13	58	
<b>TOTAL CITY OF DERRY (EGLINTON)</b>					<b>229</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>10</b>	<b>10</b>	
CLERMONT FERRAND																		
COLOGNE (BONN)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	92	0	0	68	14	13	3	1	0	17	83	9	92	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	92	0	0	62	16	13	9	0	0	18	83	8	92	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	55	1	1	62	13	13	13	0	0	22	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	57	0	0	70	16	4	11	0	0	17	0	0	0	
	EDINBURGH	EUROWINGS LUFTVERKEHRS	S	A	14	0	0	93	7	0	0	0	0	4	33	26	3	
	EDINBURGH	EUROWINGS LUFTVERKEHRS	S	D	14	0	0	86	7	7	0	0	0	10	33	34	3	
	GATWICK	EUROWINGS LUFTVERKEHRS	S	A	62	0	0	77	15	8	0	0	0	10	0	0	0	
	GATWICK	EUROWINGS LUFTVERKEHRS	S	D	62	0	0	77	11	10	2	0	0	10	0	0	0	
	STANSTED	EUROWINGS LUFTVERKEHRS	S	A	61	0	0	84	8	8	0	0	0	6	84	7	62	
	STANSTED	EUROWINGS LUFTVERKEHRS	S	D	61	0	0	67	20	10	2	2	0	17	55	16	62	
	MANCHESTER	HAPAG LLOYD EXPRESS	S	A	33	0	0	48	21	21	9	0	0	24	87	5	31	
	MANCHESTER	HAPAG LLOYD EXPRESS	S	D	33	0	0	42	24	27	6	0	0	23	84	6	31	
	NEWCASTLE	HAPAG LLOYD EXPRESS	S	A	9	0	0	89	0	0	0	11	0	33	0	0	0	
	NEWCASTLE	HAPAG LLOYD EXPRESS	S	D	9	0	0	78	11	0	0	11	0	36	0	0	0	
	HEATHROW	LUFTHANSA CITY LINE	S	A	76	0	0	80	12	5	3	0	0	9	70	16	84	
	HEATHROW	LUFTHANSA CITY LINE	S	D	75	0	0	88	5	4	3	0	0	6	82	10	83	
<b>TOTAL COLOGNE (BONN)</b>					<b>805</b>	<b>3</b>	<b>1</b>	<b>72</b>	<b>13</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>11</b>	<b>11</b>	
COLOMBO																		
	HEATHROW	SRILANKAN AIRLINES	S	A	39	0	0	38	23	36	3	0	0	23	63	48	48	
	HEATHROW	SRILANKAN AIRLINES	S	D	39	0	0	41	18	23	18	0	0	33	58	45	45	
<b>TOTAL COLOMBO</b>					<b>78</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>21</b>	<b>29</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>60</b>	<b>47</b>	<b>47</b>	
CONNAUGHT																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

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																	MATCHED
CONNAUGHT	BIRMINGHAM	BMIBABY LTD	S	A	26	1	1	73	8	12	8	0	0	16	0	0	0
	BIRMINGHAM	BMIBABY LTD	S	D	27	0	0	70	11	7	11	0	0	22	0	0	0
	MANCHESTER	BMIBABY LTD	S	A	31	0	0	90	3	3	3	0	0	6	75	68	4
	MANCHESTER	BMIBABY LTD	S	D	31	0	0	94	0	0	6	0	0	6	100	0	4
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	77	13	0	10	0	0	14	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	77	10	6	6	0	0	15	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	26	0	0	92	8	0	0	0	0	6	79	12	29
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	26	0	0	96	4	0	0	0	0	7	69	14	29
	GATWICK	RYANAIR	S	A	31	0	0	84	10	0	6	0	0	11	0	0	0
	GATWICK	RYANAIR	S	D	31	0	0	90	3	0	6	0	0	9	0	0	0
	STANSTED	RYANAIR	S	A	31	0	0	81	16	3	0	0	0	5	90	5	31
	STANSTED	RYANAIR	S	D	31	0	0	77	19	3	0	0	0	8	87	6	31
<b>TOTAL CONNAUGHT</b>					<b>353</b>	<b>1</b>	<b>1</b>	<b>84</b>	<b>9</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>11</b>	<b>11</b>
COPENHAGEN	EDINBURGH	BMI REGIONAL	S	A	51	0	0	71	20	0	8	2	0	19	91	9	54
	EDINBURGH	BMI REGIONAL	S	D	51	0	0	84	4	6	6	0	0	12	93	6	54
	GLASGOW	BMI REGIONAL	S	A	24	0	0	92	4	0	4	0	0	8	96	7	27
	GLASGOW	BMI REGIONAL	S	D	25	0	0	88	8	0	4	0	0	5	93	10	27
	HEATHROW	BRITISH AIRWAYS PLC	S	A	177	0	1	69	9	11	11	0	0	18	78	12	179
	HEATHROW	BRITISH AIRWAYS PLC	S	D	178	0	0	67	13	13	7	0	0	18	77	11	179
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	87	0	1	68	15	5	10	2	0	24	74	13	93
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	87	0	1	53	23	17	7	0	0	24	58	18	93
	GATWICK	MAERSK AIR	S	A	85	0	0	79	9	5	7	0	0	13	91	4	81
	GATWICK	MAERSK AIR	S	D	85	0	0	74	9	7	9	0	0	16	94	3	81
	MANCHESTER	MAERSK AIR	S	A	24	0	0	38	33	21	8	0	0	26	0	0	0
	MANCHESTER	MAERSK AIR	S	D	24	0	0	71	17	8	4	0	0	12	0	0	0
	BIRMINGHAM	SAS	S	A	47	1	1	85	11	2	2	0	0	8	94	4	68
	BIRMINGHAM	SAS	S	D	48	0	0	73	10	15	2	0	0	15	91	7	67
	HEATHROW	SAS	S	A	177	0	0	51	24	16	8	1	0	23	76	11	202
	HEATHROW	SAS	S	D	177	0	0	66	16	10	8	0	1	20	80	10	202
	MANCHESTER	SAS	S	A	82	0	0	67	21	6	6	0	0	14	75	10	112
	MANCHESTER	SAS	S	D	82	0	0	76	15	1	9	0	0	12	92	3	112
	NEWCASTLE	SAS	S	A	31	0	0	81	13	3	3	0	0	10	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
COPENHAGEN																		
	NEWCASTLE	SAS		S D	31	0	0	87	6	3	3	0	0	8	0	0	0	0
	HEATHROW	VARIG		S A	13	0	0	85	8	0	8	0	0	11	54	20	13	
	HEATHROW	VARIG		S D	13	0	0	15	31	15	38	0	0	57	0	125	13	
<b>TOTAL COPENHAGEN</b>					<b>1599</b>	<b>3</b>	<b>4</b>	<b>68</b>	<b>15</b>	<b>9</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>82</b>	<b>9</b>	<b>9</b>	
CORK																		
	BIRMINGHAM	AER ARRAN		S A	57	1	1	79	5	4	12	0	0	15	88	6	52	
	BIRMINGHAM	AER ARRAN		S D	57	1	1	79	5	4	12	0	0	17	81	8	53	
	EDINBURGH	AER ARRAN		S A	27	0	0	81	4	7	7	0	0	14	57	23	21	
	EDINBURGH	AER ARRAN		S D	27	0	0	70	15	7	7	0	0	15	38	27	21	
	HEATHROW	AER LINGUS		S A	102	0	0	71	10	12	5	3	0	21	73	17	97	
	HEATHROW	AER LINGUS		S D	102	0	1	55	23	11	9	3	0	25	65	20	97	
	BIRMINGHAM	BMIBABY LTD		S A	5	0	0	60	40	0	0	0	0	8	0	0	0	
	BIRMINGHAM	BMIBABY LTD		S D	5	0	0	60	40	0	0	0	0	10	0	0	0	
	MANCHESTER	BMIBABY LTD		S A	35	0	1	71	3	6	11	9	0	33	50	33	36	
	MANCHESTER	BMIBABY LTD		S D	35	0	1	89	0	3	9	0	0	9	56	34	36	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	30	0	0	73	7	13	3	3	0	21	86	8	76	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S D	30	0	0	70	10	7	10	3	0	21	83	9	76	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	57	0	1	79	9	9	4	0	0	11	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	57	1	0	81	9	5	5	0	0	14	0	0	0	
	GLASGOW	LOGANAIR		S A	20	0	0	95	0	5	0	0	0	3	96	2	28	
	GLASGOW	LOGANAIR		S D	20	0	0	75	20	5	0	0	0	11	86	8	28	
	STANSTED	RYANAIR		S A	122	1	1	67	16	11	5	0	0	16	87	7	93	
	STANSTED	RYANAIR		S D	124	0	0	70	16	10	3	0	0	14	81	9	93	
<b>TOTAL CORK</b>					<b>912</b>	<b>5</b>	<b>7</b>	<b>72</b>	<b>12</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>75</b>	<b>14</b>	<b>14</b>	
CUNAGUA ( CAYO COCO)																		
	GATWICK	THOMAS COOK AIRLINES LTD		C A	5	0	0	40	20	0	20	0	20	143	75	21	4	
	GATWICK	THOMAS COOK AIRLINES LTD		C D	5	0	0	40	0	20	20	0	20	159	0	18	1	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C A	3	1	0	33	0	33	0	0	33	177	80	11	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C D	4	0	0	75	0	0	0	25	0	84	100	0	1	
<b>TOTAL CUNAGUA ( CAYO COCO)</b>					<b>17</b>	<b>1</b>	<b>0</b>	<b>47</b>	<b>6</b>	<b>12</b>	<b>12</b>	<b>6</b>	<b>18</b>	<b>140</b>	<b>69</b>	<b>14</b>	<b>14</b>	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	15	15	26	30	11	4	99	35	93	26	
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	D	26	1	1	15	8	54	19	0	4	60	35	56	26	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	54	23	15	8	0	0	27	54	28	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	38	31	23	0	8	0	36	54	24	13	
<b>TOTAL DACCA</b>					<b>79</b>	<b>1</b>	<b>1</b>	<b>25</b>	<b>16</b>	<b>33</b>	<b>18</b>	<b>5</b>	<b>3</b>	<b>64</b>	<b>41</b>	<b>58</b>	<b>58</b>	
DAKAR																		
DALAMAN																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	50	0	0	0	0	9	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	7	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	3	1	0	100	0	0	0	0	0	4	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	0	0	0	0	
<b>TOTAL DALAMAN</b>					<b>21</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>33</b>	<b>20</b>	<b>20</b>	
DALLAS/FORT WORTH																		
	GATWICK	AMERICAN AIRLINES	S	A	83	0	1	19	37	31	10	2	0	37	65	16	62	
	GATWICK	AMERICAN AIRLINES	S	D	83	0	1	84	7	6	2	0	0	11	92	5	62	
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	65	26	6	3	0	0	14	81	13	31	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	71	16	10	3	0	0	14	81	7	31	
<b>TOTAL DALLAS/FORT WORTH</b>					<b>228</b>	<b>0</b>	<b>2</b>	<b>56</b>	<b>22</b>	<b>16</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>79</b>	<b>11</b>	<b>11</b>	
DAMASCUS																		
	HEATHROW	BMED	S	A	29	0	0	83	3	10	3	0	0	11	69	13	16	
	HEATHROW	BMED	S	D	28	1	0	46	29	14	11	0	0	26	39	25	18	
	HEATHROW	SYRIANAIR	S	A	13	0	0	23	31	23	23	0	0	37	64	19	14	
	HEATHROW	SYRIANAIR	S	D	14	0	0	71	14	7	7	0	0	13	54	19	13	
	MANCHESTER	SYRIANAIR	S	A	8	0	1	25	38	0	38	0	0	35	0	0	0	
	MANCHESTER	SYRIANAIR	S	D	10	0	1	60	20	20	0	0	0	14	0	0	0	
<b>TOTAL DAMASCUS</b>					<b>102</b>	<b>1</b>	<b>2</b>	<b>57</b>	<b>20</b>	<b>13</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>56</b>	<b>19</b>	<b>19</b>	
DAR-ES-SALAAM																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	62	15	15	8	0	0	16	54	16	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	54	15	15	15	0	0	27	85	10	13	
<b>TOTAL DAR-ES-SALAAM</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>15</b>	<b>15</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>69</b>	<b>13</b>	<b>13</b>	
DEER LAKE (NEWFOUNDLAN																		
	GATWICK	ASTRAEUS LTD	C	A	5	0	0	60	20	0	20	0	0	23	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

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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)											
DEER LAKE (NEWFOUNDLAN	GATWICK	ASTRAEUS LTD		C D	5	0	0	60	0	20	20	0	0	21	0	0	0
<b>TOTAL DEER LAKE (NEWFOUNDLAND)</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>10</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
DELHI	HEATHROW	BRITISH AIRWAYS PLC		S A	31	0	0	68	23	6	3	0	0	11	90	8	31
	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	0	26	39	26	10	0	0	30	52	24	31
	GATWICK	MONARCH AIRLINES		C A	5	0	0	40	0	40	20	0	0	51	0	0	0
	GATWICK	MONARCH AIRLINES		C D	5	0	0	80	0	0	20	0	0	36	0	0	0
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	30	0	1	3	7	40	50	0	0	66	15	44	13
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	31	0	0	45	29	19	6	0	0	24	83	11	12
<b>TOTAL DELHI</b>					<b>133</b>	<b>0</b>	<b>1</b>	<b>38</b>	<b>23</b>	<b>23</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>64</b>	<b>20</b>	<b>20</b>
DENVER INTERNATIONAL	HEATHROW	BRITISH AIRWAYS PLC		S A	31	0	0	61	16	10	13	0	0	24	93	52	30
	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	0	58	19	13	6	3	0	25	65	15	31
<b>TOTAL DENVER INTERNATIONAL</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>18</b>	<b>11</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>79</b>	<b>33</b>	<b>33</b>
DETROIT	HEATHROW	BRITISH AIRWAYS PLC		S A	30	0	0	37	40	17	7	0	0	27	100	2	31
	HEATHROW	BRITISH AIRWAYS PLC		S D	30	0	0	77	10	7	7	0	0	20	77	8	31
	GATWICK	NORTHWEST AIRLINES		S A	31	0	0	65	13	16	6	0	0	16	71	17	31
	GATWICK	NORTHWEST AIRLINES		S D	31	0	0	97	3	0	0	0	0	4	84	6	31
<b>TOTAL DETROIT</b>					<b>122</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>83</b>	<b>8</b>	<b>8</b>
DINARD	LUTON	RYANAIR		S A	31	0	0	87	0	3	10	0	0	14	0	0	0
	LUTON	RYANAIR		S D	31	0	0	65	19	13	3	0	0	16	0	0	0
	STANSTED	RYANAIR		S A	14	0	0	43	14	36	0	7	0	41	97	3	31
	STANSTED	RYANAIR		S D	14	0	0	21	36	43	0	0	0	28	90	6	31
<b>TOTAL DINARD</b>					<b>90</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>14</b>	<b>18</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>94</b>	<b>4</b>	<b>4</b>
DJIBOUTI	GATWICK	DAALLO AIRLINES		S A	4	0	0	25	0	0	50	0	25	216	50	9	4
	GATWICK	DAALLO AIRLINES		S D	5	0	0	20	40	20	0	0	20	184	80	9	5
<b>TOTAL DJIBOUTI</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>22</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>22</b>	<b>198</b>	<b>67</b>	<b>9</b>	<b>9</b>
DOHA	HEATHROW	BRITISH AIRWAYS PLC		S A	30	0	0	97	0	0	3	0	0	4	97	1	31

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

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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			
DOHA																			
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	67	23	7	3	0	0	16	65	15	31		
	GATWICK	QATAR AIRWAYS	S	A	31	0	0	90	10	0	0	0	4	0	0	0			
	GATWICK	QATAR AIRWAYS	S	D	31	0	0	71	13	10	6	0	13	0	0	0			
	HEATHROW	QATAR AIRWAYS	S	A	62	0	0	63	26	10	2	0	14	88	7	56			
	HEATHROW	QATAR AIRWAYS	S	D	61	1	1	72	20	8	0	0	11	79	11	58			
	MANCHESTER	QATAR AIRWAYS	S	A	18	0	0	56	39	6	0	0	13	83	8	18			
	MANCHESTER	QATAR AIRWAYS	S	D	18	0	0	83	11	0	6	0	10	72	16	18			
<b>TOTAL DOHA</b>					<b>281</b>	<b>1</b>	<b>1</b>	<b>74</b>	<b>18</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>9</b>	<b>9</b>			
DORTMUND																			
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	53	0	1	96	0	0	0	4	9	0	0	0			
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	54	0	0	83	11	2	4	0	10	0	0	0			
<b>TOTAL DORTMUND</b>					<b>107</b>	<b>1</b>	<b>2</b>	<b>90</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>9</b>	<b>83</b>	<b>8</b>	<b>8</b>			
DRESDEN																			
DUBAI																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	72	0	0	69	10	8	8	4	24	84	11	63			
	HEATHROW	BRITISH AIRWAYS PLC	S	D	72	0	0	61	19	15	4	0	18	66	14	64			
	BIRMINGHAM	EMIRATES	S	A	31	0	0	55	26	16	3	0	18	65	50	31			
	BIRMINGHAM	EMIRATES	S	D	31	0	0	45	29	23	3	0	22	53	58	32			
	GATWICK	EMIRATES	S	A	93	0	0	59	20	18	2	0	15	68	29	91			
	GATWICK	EMIRATES	S	D	93	0	0	83	11	4	2	0	9	79	21	91			
	GLASGOW	EMIRATES	S	A	31	0	0	68	19	13	0	0	13	0	0	0			
	GLASGOW	EMIRATES	S	D	31	0	0	45	29	26	0	0	22	0	0	0			
	HEATHROW	EMIRATES	S	A	124	0	0	64	19	16	1	0	15	60	34	96			
	HEATHROW	EMIRATES	S	D	124	0	0	56	26	15	3	0	17	65	32	97			
	MANCHESTER	EMIRATES	S	A	62	0	0	53	27	15	5	0	21	65	45	62			
	MANCHESTER	EMIRATES	S	D	62	0	0	52	29	15	5	0	22	57	48	61			
<b>TOTAL DUBAI</b>					<b>826</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>21</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>67</b>	<b>31</b>	<b>31</b>			
DUBLIN																			
	BIRMINGHAM	AER LINGUS	S	A	121	1	4	72	13	10	5	0	15	87	5	110			
	BIRMINGHAM	AER LINGUS	S	D	123	1	2	52	24	17	7	0	22	84	7	113			
	EDINBURGH	AER LINGUS	S	A	53	0	0	53	17	11	17	2	32	85	9	41			
	EDINBURGH	AER LINGUS	S	D	53	0	0	49	8	23	19	2	37	85	14	39			

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 2004				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
DUBLIN	GLASGOW	AER LINGUS	S	A	88	0	0	77	11	10	1	0	0	9	89	6	85
	GLASGOW	AER LINGUS	S	D	88	0	0	72	15	10	3	0	0	13	84	9	85
	HEATHROW	AER LINGUS	S	A	388	0	2	60	16	18	6	0	0	19	60	18	387
	HEATHROW	AER LINGUS	S	D	387	1	2	68	12	14	6	0	0	17	72	14	388
	MANCHESTER	AER LINGUS	S	A	144	0	0	69	13	10	6	1	0	18	87	9	149
	MANCHESTER	AER LINGUS	S	D	143	0	1	74	8	8	8	1	0	18	89	9	148
	HEATHROW	BMI BRITISH MIDLAND	S	A	187	0	1	65	13	14	7	1	0	20	52	23	222
	HEATHROW	BMI BRITISH MIDLAND	S	D	187	0	1	67	12	14	6	0	0	17	55	21	222
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	2	0	0	100	0	0	0	0	0	10	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	117	0	0	67	17	12	4	0	0	14	85	22	118
	GATWICK	BRITISH AIRWAYS PLC	S	D	117	0	0	85	6	6	3	0	0	9	90	8	118
	LONDON CITY	CITY JET	S	A	123	0	0	73	9	13	5	0	0	14	90	7	146
	LONDON CITY	CITY JET	S	D	122	0	0	54	22	15	8	1	0	24	80	10	146
	BIRMINGHAM	EIRJET	C	D	2	0	0	0	50	50	0	0	0	34	0	0	0
	MANCHESTER	LUXAIR	S	A	31	0	0	74	19	6	0	0	0	9	94	7	31
	MANCHESTER	LUXAIR	S	D	31	0	0	94	6	0	0	0	0	3	84	5	31
	BIRMINGHAM	RYANAIR	S	A	77	2	2	86	9	1	4	0	0	7	94	5	154
	BIRMINGHAM	RYANAIR	S	D	78	0	1	77	13	6	4	0	0	11	88	13	152
	EDINBURGH	RYANAIR	S	A	88	0	1	84	6	6	5	0	0	10	93	3	115
	EDINBURGH	RYANAIR	S	D	88	0	1	80	8	8	5	0	0	12	93	4	114
	GATWICK	RYANAIR	S	A	180	1	3	83	8	4	5	0	0	11	90	7	154
	GATWICK	RYANAIR	S	D	180	0	3	84	3	4	8	1	0	14	92	6	154
	LUTON	RYANAIR	S	A	115	0	1	60	17	16	4	3	0	23	96	2	151
	LUTON	RYANAIR	S	D	116	0	0	68	19	9	3	2	0	17	95	3	150
	MANCHESTER	RYANAIR	S	A	120	0	0	83	9	5	3	0	0	8	88	7	120
	MANCHESTER	RYANAIR	S	D	120	0	0	88	6	3	3	0	0	6	88	7	120
	NEWCASTLE	RYANAIR	S	A	58	0	0	83	7	3	7	0	0	13	92	3	62
	NEWCASTLE	RYANAIR	S	D	58	0	0	81	9	3	7	0	0	13	79	7	62
	STANSTED	RYANAIR	S	A	351	1	9	69	15	11	4	1	0	15	86	8	404
	STANSTED	RYANAIR	S	D	356	0	4	76	12	9	2	0	0	12	83	8	402
<b>TOTAL DUBLIN</b>					<b>4493</b>	<b>15</b>	<b>38</b>	<b>71</b>	<b>12</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>81</b>	<b>10</b>	<b>10</b>
DUBROVNIK	GATWICK	BRITISH AIRWAYS PLC	S	A	5	0	0	60	20	20	0	0	0	15	50	17	2

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
DUBROVNIK	GATWICK	BRITISH AIRWAYS PLC		S D	5	0	0	60	0	40	0	0	0	16	100	5	2
<b>TOTAL DUBROVNIK</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>10</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>11</b>	<b>11</b>
DUNDEE	LONDON CITY	SCOT AIRWAYS		S A	96	0	6	73	15	4	8	0	0	14	72	12	109
	LONDON CITY	SCOT AIRWAYS		S D	94	0	8	70	19	2	7	1	0	17	70	12	110
<b>TOTAL DUNDEE</b>					<b>190</b>	<b>1</b>	<b>14</b>	<b>72</b>	<b>17</b>	<b>3</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>71</b>	<b>12</b>	<b>12</b>
DURHAM TEES VALLEY	HEATHROW	BMI BRITISH MIDLAND		S A	113	0	3	80	10	8	3	0	0	11	70	20	92
	HEATHROW	BMI BRITISH MIDLAND		S D	113	0	3	78	10	8	4	0	0	11	62	18	92
<b>TOTAL DURHAM TEES VALLEY</b>					<b>226</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>10</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>66</b>	<b>19</b>	<b>19</b>
DUSSELDORF	MANCHESTER	AIR BERLIN		S A	31	0	0	68	19	6	6	0	0	15	0	0	0
	MANCHESTER	AIR BERLIN		S D	30	0	1	87	3	3	7	0	0	8	0	0	0
	STANSTED	AIR BERLIN		S A	75	2	1	80	11	4	5	0	0	9	91	4	80
	STANSTED	AIR BERLIN		S D	75	2	1	68	19	11	1	0	1	18	78	12	80
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S A	100	0	0	92	2	3	3	0	0	5	88	9	107
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S D	101	0	0	89	3	4	3	1	0	8	90	6	107
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	94	0	0	91	3	4	1	0	0	5	83	10	103
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S D	94	0	0	89	2	5	3	0	0	7	85	7	103
	HEATHROW	BRITISH AIRWAYS PLC		S A	176	0	0	68	13	14	5	0	1	20	73	14	171
	HEATHROW	BRITISH AIRWAYS PLC		S D	176	0	0	65	16	15	4	0	0	16	78	11	171
	LONDON CITY	EAE EUROPEAN AIR EXPRESS		S A	17	0	3	88	0	6	6	0	0	13	0	0	0
	LONDON CITY	EAE EUROPEAN AIR EXPRESS		S D	17	0	3	71	18	0	12	0	0	17	0	0	0
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS		S A	72	0	0	85	11	3	1	0	0	8	77	10	57
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS		S D	72	0	0	85	10	4	1	0	0	7	68	15	57
	NEWCASTLE	EUROWINGS LUFTVERKEHRS		S A	24	0	0	96	4	0	0	0	0	2	89	7	27
	NEWCASTLE	EUROWINGS LUFTVERKEHRS		S D	24	0	0	96	4	0	0	0	0	4	85	9	27
	HEATHROW	LUFTHANSA		S A	143	0	0	82	8	7	3	0	0	10	83	10	133
	HEATHROW	LUFTHANSA		S D	143	0	0	86	7	4	3	0	0	7	83	8	133
	MANCHESTER	LUFTHANSA CITY LINE		S A	76	0	0	95	3	3	0	0	0	4	81	10	78

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 2004					
			CHARTER/ SCHED	ARR/ DEP	MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
DUSSELDORF	MANCHESTER	LUFTHANSA CITY LINE	S	D	76	0	0	95	5	0	0	0	0	2	88	6	76
<b>TOTAL DUSSELDORF</b>					<b>1616</b>	<b>5</b>	<b>9</b>	<b>82</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>9</b>	<b>9</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 2004			
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	1	71	13	12	4	0	0	14	65	18	240
	HEATHROW	BMI BRITISH MIDLAND	S	D	238	0	1	73	16	11	1	0	0	11	68	15	241
	MANCHESTER	BMI REGIONAL	S	A	119	0	0	88	9	1	1	1	0	7	92	5	126
	MANCHESTER	BMI REGIONAL	S	D	119	0	0	95	3	1	1	1	0	4	98	1	127
	BIRMINGHAM	BMIBABY LTD	S	A	57	0	0	63	16	16	5	0	0	19	0	0	0
	BIRMINGHAM	BMIBABY LTD	S	D	57	1	0	67	19	11	4	0	0	13	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	157	1	0	85	5	5	4	1	0	11	85	7	167
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	161	0	0	84	4	6	6	0	0	10	86	7	167
	LONDON CITY	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	62	1	0	87	2	5	6	0	0	11	74	19	72
	LONDON CITY	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	64	0	0	59	19	13	9	0	0	23	69	22	71
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	155	0	0	78	14	3	5	1	0	12	86	8	161
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	153	2	0	84	6	7	3	0	0	7	89	6	161
	GATWICK	BRITISH AIRWAYS PLC	S	A	194	0	0	65	20	8	6	1	0	18	84	7	168
	GATWICK	BRITISH AIRWAYS PLC	S	D	194	0	0	79	9	8	3	0	0	12	92	4	168
	HEATHROW	BRITISH AIRWAYS PLC	S	A	369	1	1	61	15	15	8	1	0	21	62	18	343
	HEATHROW	BRITISH AIRWAYS PLC	S	D	370	0	0	64	17	14	5	0	0	18	77	10	344
	GLASGOW	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	A	3	0	1	100	0	0	0	0	0	3	0	0	0
	GLASGOW	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	D	3	0	1	0	33	67	0	0	0	36	0	0	0
	MANCHESTER	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	A	84	0	1	92	4	2	2	0	0	5	0	0	0
	MANCHESTER	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	D	84	0	1	90	6	1	1	1	0	6	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	117	0	0	55	26	9	9	1	0	22	73	12	115
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	116	1	0	47	27	18	7	1	0	24	77	11	115
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	163	0	3	77	9	4	9	1	0	17	81	10	185
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	163	0	3	64	17	9	7	2	0	24	79	11	186
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	166	0	4	71	11	9	6	3	0	22	86	9	172
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	166	0	4	55	18	14	11	2	0	29	76	15	172
	BIRMINGHAM	FLYBE LTD	S	A	153	0	5	78	11	8	3	0	0	9	75	14	145

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
EDINBURGH	BIRMINGHAM	FLYBE LTD	S	D	155	0	4	67	17	11	5	0	0	15	73	13	145
	LONDON CITY	SCOT AIRWAYS	S	A	188	0	16	71	21	5	3	0	0	14	77	11	218
	LONDON CITY	SCOT AIRWAYS	S	D	191	0	13	80	15	3	3	0	0	10	87	7	219
<b>TOTAL EDINBURGH</b>					<b>4459</b>	<b>10</b>	<b>59</b>	<b>72</b>	<b>14</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>79</b>	<b>11</b>	<b>11</b>
EINDHOVEN	HEATHROW	KLM CITYHOPPER	S	A	44	0	0	57	30	5	7	2	0	22	0	0	0
	HEATHROW	KLM CITYHOPPER	S	D	44	0	0	59	18	11	9	2	0	25	0	0	0
	STANSTED	RYANAIR	S	A	52	0	2	87	12	2	0	0	0	5	94	3	52
	STANSTED	RYANAIR	S	D	54	0	0	85	11	4	0	0	0	7	89	9	54
<b>TOTAL EINDHOVEN</b>					<b>194</b>	<b>3</b>	<b>2</b>	<b>73</b>	<b>17</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>79</b>	<b>10</b>	<b>10</b>
ELAT																	
ENTEBBE	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	54	15	23	8	0	0	21	64	16	14
	HEATHROW	BRITISH AIRWAYS PLC	S	D	14	0	0	36	21	29	14	0	0	37	69	11	13
<b>TOTAL ENTEBBE</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>19</b>	<b>26</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>67</b>	<b>14</b>	<b>14</b>
ERFURT																	
ESBJERG	LUTON	RYANAIR	S	A	30	0	1	73	13	10	3	0	0	13	0	0	0
	LUTON	RYANAIR	S	D	30	0	1	53	27	17	3	0	0	21	0	0	0
<b>TOTAL ESBJERG</b>					<b>60</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>20</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>90</b>	<b>6</b>	<b>6</b>
EXETER																	
	EDINBURGH	FLYBE LTD	S	A	35	0	0	63	20	11	6	0	0	20	100	3	3
	EDINBURGH	FLYBE LTD	S	D	35	0	0	71	11	11	6	0	0	14	100	1	3
	GLASGOW	FLYBE LTD	S	A	31	0	0	84	10	3	3	0	0	11	75	15	4
	GLASGOW	FLYBE LTD	S	D	31	0	0	94	3	0	3	0	0	9	100	0	4
	NEWCASTLE	FLYBE LTD	S	A	31	0	0	68	16	0	16	0	0	18	0	0	0
	NEWCASTLE	FLYBE LTD	S	D	31	0	0	68	13	3	16	0	0	20	0	0	0
<b>TOTAL EXETER</b>					<b>195</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>93</b>	<b>5</b>	<b>5</b>



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2004					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)													
FAGERNES/LEIRIN																			
	GATWICK	ASTRAEUS LTD	C	A	4	0	0	50	25	0	25	0	0	38	100	2	4		
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	25	25	25	25	0	0	47	100	3	4		
	BIRMINGHAM	TITAN AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0		
	BIRMINGHAM	TITAN AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	0	0	0		
	STANSTED	TITAN AIRWAYS LTD	C	A	4	0	0	50	0	25	25	0	0	36	100	0	3		
	STANSTED	TITAN AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	7	100	0	3		
<b>TOTAL FAGERNES/LEIRIN</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>8</b>	<b>8</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>100</b>	<b>1</b>	<b>1</b>		
FARNBOROUGH																			
FARO																			
	HEATHROW	AIR PORTUGAL	S	A	20	0	0	20	20	40	20	0	0	44	47	28	19		
	HEATHROW	AIR PORTUGAL	S	D	20	0	0	55	20	10	15	0	0	25	37	24	19		
	MANCHESTER	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	A	13	0	0	100	0	0	0	0	0	1	0	0	0		
	MANCHESTER	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	D	13	0	0	85	15	0	0	0	0	7	0	0	0		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	77	6	0	10	6	0	31	0	0	0		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	74	6	6	10	3	0	22	0	0	0		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	23	0	0	74	13	9	4	0	0	11	94	3	35		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	23	1	0	65	13	13	9	0	0	19	86	9	35		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	35	0	0	60	17	11	11	0	0	20	83	5	35		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	35	0	0	46	34	14	6	0	0	23	83	12	35		
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	50	0	0	50	0	0	66	50	14	4		
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	50	0	0	50	0	0	43	75	6	4		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	6	0	0	100	0	0	0	0	0	0	80	28	5		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	6	0	0	100	0	0	0	0	0	2	60	35	5		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	13	0	0	77	15	0	8	0	0	13	100	2	12		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	13	0	0	62	31	0	8	0	0	16	83	8	12		
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	8	75	82	4		
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	75	85	4		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	13	0	0	85	15	0	0	0	0	8	75	22	12		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	13	0	0	85	8	8	0	0	0	8	83	17	12		
	BIRMINGHAM	FLYBE LTD	S	A	4	0	0	0	75	25	0	0	0	28	0	0	0		
	BIRMINGHAM	FLYBE LTD	S	D	4	0	0	50	25	25	0	0	0	20	0	0	0		
	GLASGOW	FLYGLOBESPAN	S	A	2	0	0	100	0	0	0	0	0	0	0	0	0		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 2004					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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																		
	GLASGOW	FLYGLOBESPAN		S D	2	0	0	50	50	0	0	0	0	15	0	0	0	0
	GATWICK	GB AIRWAYS LTD		S A	55	0	0	82	9	4	5	0	0	9	92	5	39	39
	GATWICK	GB AIRWAYS LTD		S D	55	0	0	65	24	5	5	0	0	15	85	10	39	39
	GATWICK	MONARCH AIRLINES		C A	5	0	0	100	0	0	0	0	0	1	100	2	4	4
	GATWICK	MONARCH AIRLINES		S A	23	0	0	70	17	4	9	0	0	18	89	8	28	28
	GATWICK	MONARCH AIRLINES		S D	23	0	0	74	9	9	4	4	0	21	86	8	28	28
	GATWICK	MONARCH AIRLINES		C D	5	0	0	80	20	0	0	0	0	6	100	3	4	4
	LUTON	MONARCH AIRLINES		S A	13	0	0	100	0	0	0	0	0	2	63	10	8	8
	LUTON	MONARCH AIRLINES		S D	13	0	0	100	0	0	0	0	0	5	88	5	8	8
	MANCHESTER	MONARCH AIRLINES		S A	31	0	0	84	6	3	6	0	0	15	77	10	31	31
	MANCHESTER	MONARCH AIRLINES		C A	4	0	0	75	0	25	0	0	0	10	75	16	4	4
	MANCHESTER	MONARCH AIRLINES		S D	31	0	0	87	6	0	3	3	0	14	97	4	31	31
	MANCHESTER	MONARCH AIRLINES		C D	4	0	0	100	0	0	0	0	0	1	100	1	4	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		S A	17	0	0	88	0	6	6	0	0	11	78	9	23	23
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		S D	17	0	0	82	18	0	0	0	0	6	79	11	24	24
	GLASGOW	MY TRAVEL AIRWAYS UK		C A	4	0	0	75	25	0	0	0	0	5	75	13	4	4
	GLASGOW	MY TRAVEL AIRWAYS UK		C D	4	0	0	100	0	0	0	0	0	7	100	2	4	4
	MANCHESTER	MY TRAVEL AIRWAYS UK		C A	5	0	0	80	20	0	0	0	0	6	75	15	8	8
	MANCHESTER	MY TRAVEL AIRWAYS UK		C D	5	0	0	100	0	0	0	0	0	0	75	8	8	8
	NEWCASTLE	MY TRAVEL AIRWAYS UK		C A	4	0	0	50	25	0	0	25	0	94	75	12	4	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK		C D	4	0	0	50	25	0	0	25	0	95	75	7	4	4
	GATWICK	THOMAS COOK AIRLINES LTD		C A	10	0	0	60	10	10	0	20	0	54	75	76	8	8
	GATWICK	THOMAS COOK AIRLINES LTD		C D	11	0	0	55	9	9	9	18	0	62	63	83	8	8
	GLASGOW	THOMAS COOK AIRLINES LTD		C A	4	0	0	100	0	0	0	0	0	9	75	25	4	4
	GLASGOW	THOMAS COOK AIRLINES LTD		C D	4	0	0	100	0	0	0	0	0	1	80	25	5	5
	MANCHESTER	THOMAS COOK AIRLINES LTD		C A	10	0	0	90	0	0	10	0	0	13	88	8	8	8
	MANCHESTER	THOMAS COOK AIRLINES LTD		C D	10	0	0	100	0	0	0	0	0	2	100	2	9	9
	NEWCASTLE	THOMAS COOK AIRLINES LTD		C A	2	0	0	100	0	0	0	0	0	0	0	0	0	0
	NEWCASTLE	THOMAS COOK AIRLINES LTD		C D	2	0	0	100	0	0	0	0	0	6	0	0	0	0
	GATWICK	THOMSONFLY LTD		C A	5	0	0	100	0	0	0	0	0	0	50	70	4	4
	GATWICK	THOMSONFLY LTD		C D	5	0	0	100	0	0	0	0	0	1	75	31	4	4
	MANCHESTER	THOMSONFLY LTD		C A	5	0	0	100	0	0	0	0	0	4	75	12	4	4
	MANCHESTER	THOMSONFLY LTD		C D	5	0	0	80	20	0	0	0	0	6	100	6	4	4

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
FARO																		
<b>TOTAL FARO</b>					<b>727</b>	<b>2</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>80</b>	<b>15</b>	<b>15</b>	
FEZ																		
	GATWICK	GB AIRWAYS LTD		S A	5	0	0	60	40	0	0	0	0	8	0	0	0	
<b>TOTAL FEZ</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	
FLORENCE																		
	GATWICK	MERIDIANA AIR		S A	25	0	0	88	8	0	4	0	0	9	83	16	40	
	GATWICK	MERIDIANA AIR		S D	28	0	0	79	4	18	0	0	10	78	14	40		
<b>TOTAL FLORENCE</b>					<b>53</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>15</b>	<b>15</b>		
FORLI																		
	STANSTED	RYANAIR		S A	58	0	0	62	21	10	7	0	0	17	77	9	61	
	STANSTED	RYANAIR		S D	58	0	0	69	19	5	7	0	0	17	81	9	62	
<b>TOTAL FORLI</b>					<b>116</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>20</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>79</b>	<b>9</b>	<b>9</b>	
FRANKFURT MAIN																		
	LONDON CITY	AUGSBURG AIRWAYS GMBH		S A	64	0	0	88	5	5	3	0	0	7	86	9	22	
	LONDON CITY	AUGSBURG AIRWAYS GMBH		S D	64	0	0	61	22	13	5	0	0	17	59	15	22	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S A	120	0	0	88	7	3	2	0	0	5	89	5	124	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S D	122	0	0	88	4	4	4	0	0	9	82	10	127	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD		S A	20	0	0	90	5	5	0	0	0	5	78	11	51	
	LONDON CITY	BRITISH AIRWAYS CITIEXPRESS LTD		S A	62	0	0	82	3	8	5	2	0	14	87	11	71	
	LONDON CITY	BRITISH AIRWAYS CITIEXPRESS LTD		S D	61	0	0	43	26	16	13	2	0	32	67	19	70	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	130	0	0	74	14	8	5	0	0	13	80	9	141	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S D	132	0	0	84	4	8	4	0	0	8	88	5	143	
	GATWICK	BRITISH AIRWAYS PLC		S A	38	0	0	68	13	11	8	0	0	17	87	7	53	
	GATWICK	BRITISH AIRWAYS PLC		S D	38	0	0	79	5	8	8	0	0	15	85	8	53	
	HEATHROW	BRITISH AIRWAYS PLC		S A	220	0	0	74	11	9	6	0	0	13	74	12	215	
	HEATHROW	BRITISH AIRWAYS PLC		S D	220	0	0	58	16	19	7	0	0	20	71	14	219	
	BIRMINGHAM	LUFTHANSA		S A	89	0	1	83	10	4	2	0	0	7	85	9	93	
	BIRMINGHAM	LUFTHANSA		S D	90	0	0	82	9	6	3	0	0	10	70	13	93	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
FRANKFURT MAIN																		
	HEATHROW	LUFTHANSA	S	A	306	0	0	76	12	8	4	0	0	11	71	12	307	
	HEATHROW	LUFTHANSA	S	D	305	0	1	78	11	9	2	0	0	10	72	13	307	
	MANCHESTER	LUFTHANSA	S	A	122	1	0	85	8	4	2	0	0	8	80	9	93	
	MANCHESTER	LUFTHANSA	S	D	122	0	0	89	7	4	1	0	0	6	86	8	93	
	EDINBURGH	LUFTHANSA CITY LINE	S	A	93	0	0	72	19	3	5	0	0	13	71	14	93	
	EDINBURGH	LUFTHANSA CITY LINE	S	D	93	0	0	65	23	9	4	0	0	16	62	20	92	
<b>TOTAL FRANKFURT MAIN</b>					<b>2514</b>	<b>4</b>	<b>2</b>	<b>76</b>	<b>11</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>11</b>	<b>11</b>	
FREEPORT																		
FREETOWN																		
	GATWICK	ASTRAEUS LTD	S	A	9	0	0	78	11	0	11	0	0	17	0	0	0	
	GATWICK	ASTRAEUS LTD	S	D	8	0	0	25	50	25	0	0	0	21	0	0	0	
<b>TOTAL FREETOWN</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>29</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>39</b>	<b>23</b>	<b>23</b>	
FRIEDRICHSHAFEN																		
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	0	40	20	20	0	20	114	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	4	1	0	0	0	25	50	0	25	169	0	0	0	
	STANSTED	RYANAIR	S	A	57	0	1	89	5	2	4	0	0	9	100	0	31	
	STANSTED	RYANAIR	S	D	57	0	1	70	18	11	2	0	0	15	94	4	31	
<b>TOTAL FRIEDRICHSHAFEN</b>					<b>123</b>	<b>1</b>	<b>2</b>	<b>74</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>21</b>	<b>97</b>	<b>2</b>	<b>2</b>	
FUERTEVENTURA																		
	GATWICK	EXCEL AIRWAYS LTD	C	A	6	0	0	50	0	33	17	0	0	30	80	10	5	
	GATWICK	EXCEL AIRWAYS LTD	C	D	7	0	0	57	14	29	0	0	0	22	67	15	6	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	5	0	0	60	20	20	0	0	0	15	25	18	4	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	5	100	0	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	19	0	0	89	0	11	0	0	0	6	100	0	14	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	19	0	0	79	5	5	11	0	0	18	79	9	14	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	4	1	0	100	0	0	0	0	0	2	100	2	4	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	60	40	0	0	0	0	11	80	8	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	11	0	0	82	9	9	0	0	0	6	100	1	10	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	12	0	0	100	0	0	0	0	0	1	100	0	10	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	1	80	17	5	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	1	80	18	5	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	20	0	20	0	0	42	40	22	5	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2004			
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
FUERTEVENTURA	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	4	80	17	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	1	0	50	0	0	38	13	0	62	88	5	8
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	1	0	44	11	0	44	0	0	40	89	5	9
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	20	0	0	0	6	80	5	5
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	20	0	0	0	8	100	3	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	8	0	0	100	0	0	0	0	0	3	100	0	9
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	11	0	0	0	0	2	89	6	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	0	11	11	0	0	14	78	10	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	0	0	22	0	0	18	80	13	10
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	4	80	37	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	1	80	45	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	14	1	0	79	21	0	0	0	0	5	82	13	11
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	14	0	0	93	0	7	0	0	0	3	73	16	11
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	5	0	0	0
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	20	20	0	0	0	10	0	0	0
	BIRMINGHAM	THOMSONFLY LTD	C	A	5	0	0	80	0	0	20	0	0	13	75	309	4
	BIRMINGHAM	THOMSONFLY LTD	C	D	5	0	0	80	0	0	20	0	0	19	100	2	5
	GATWICK	THOMSONFLY LTD	C	A	9	0	0	78	0	0	0	11	11	172	67	10	9
	GATWICK	THOMSONFLY LTD	C	D	9	0	0	56	11	11	11	11	0	43	78	10	9
	LUTON	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	0	4
	LUTON	THOMSONFLY LTD	C	D	5	0	0	60	40	0	0	0	0	8	100	1	5
	MANCHESTER	THOMSONFLY LTD	C	A	9	0	0	100	0	0	0	0	0	1	44	42	9
	MANCHESTER	THOMSONFLY LTD	C	D	9	0	0	100	0	0	0	0	0	0	67	33	9
	STANSTED	THOMSONFLY LTD	C	A	5	0	0	80	0	20	0	0	0	7	60	12	5
	STANSTED	THOMSONFLY LTD	C	D	5	0	0	60	0	40	0	0	0	16	100	1	5
<b>TOTAL FUERTEVENTURA</b>					<b>290</b>	<b>4</b>	<b>0</b>	<b>80</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>80</b>	<b>15</b>	<b>15</b>
FUNCHAL	GATWICK	AIR PORTUGAL	S	A	14	0	0	43	29	29	0	0	0	20	63	10	8
	GATWICK	AIR PORTUGAL	S	D	14	0	0	86	14	0	0	0	0	6	100	3	8
	HEATHROW	AIR PORTUGAL	S	A	9	0	0	33	33	22	11	0	0	33	50	61	8
	HEATHROW	AIR PORTUGAL	S	D	9	0	0	22	44	11	22	0	0	42	38	64	8
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	25	50	25	0	0	0	25	60	20	5
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	5	100	0	5

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 2004			
					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
FUNCHAL	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	3	5
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	0	5
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	80	4	5
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	0	5
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	0	50	0	0	0	25	40	17	5
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	19	80	8	5
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	80	5	5
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	80	8	5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	25	16	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	2	5
	GATWICK	GB AIRWAYS LTD	S	A	30	0	0	77	13	7	0	3	0	15	72	86	29
	GATWICK	GB AIRWAYS LTD	S	D	30	0	0	80	13	0	3	3	0	19	83	12	29
	NEWCASTLE	SATA	C	A	4	0	0	100	0	0	0	0	0	0	100	5	5
	NEWCASTLE	SATA	C	D	4	0	0	100	0	0	0	0	0	0	100	8	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	0	25	0	65	100	1	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	0	25	0	78	100	1	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	2	100	3	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	0	5
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	75	25	0	0	0	0	4	83	6	6
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	0	6	100	2	6
	LUTON	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	2	60	12	5
	LUTON	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	5	5
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	5	50	15	6
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	0	6
<b>TOTAL FUNCHAL</b>					<b>202</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>79</b>	<b>22</b>	<b>22</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2004				
					Actual (7)	MATCHED UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Plan (8)												
GALWAY																		
	BIRMINGHAM	AER ARRAN	S	A	12	1	0	75	17	8	0	0	0	11	0	0	0	
	BIRMINGHAM	AER ARRAN	S	D	12	1	0	58	33	8	0	0	0	14	0	0	0	
	EDINBURGH	AER ARRAN	S	A	17	0	0	100	0	0	0	0	0	1	91	5	22	
	EDINBURGH	AER ARRAN	S	D	17	0	0	94	0	6	0	0	0	7	91	6	22	
	LUTON	AER ARRAN	S	A	43	2	0	79	5	14	0	2	0	13	97	2	31	
	LUTON	AER ARRAN	S	D	45	0	0	67	18	7	9	0	0	15	87	8	31	
	MANCHESTER	AER ARRAN	S	A	31	0	0	87	6	3	3	0	0	6	87	4	30	
	MANCHESTER	AER ARRAN	S	D	31	0	0	90	3	3	3	0	0	6	97	2	30	
	GLASGOW	LOGANAIR	S	A	13	0	0	92	0	8	0	0	0	5	0	0	0	
	GLASGOW	LOGANAIR	S	D	13	0	0	85	8	0	8	0	0	12	0	0	0	
<b>TOTAL GALWAY</b>					<b>234</b>	<b>4</b>	<b>0</b>	<b>82</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>	
GANDER																		
GATWICK																		
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	194	0	0	81	8	7	4	0	0	11	93	3	168	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	194	0	0	71	18	4	6	1	0	17	85	8	168	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	163	0	0	81	9	9	1	0	0	9	91	4	167	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	163	0	0	79	12	7	3	0	0	11	83	9	166	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	196	0	0	78	9	11	2	1	0	12	92	5	200	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	196	0	0	84	7	6	3	1	0	11	96	3	200	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	A	119	0	0	89	2	7	3	0	0	7	93	4	119	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	D	119	0	0	88	8	3	2	0	0	7	91	5	119	
	MANCHESTER	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	A	89	0	0	90	7	1	2	0	0	5	0	0	0	
	MANCHESTER	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	D	89	0	0	98	0	1	1	0	0	3	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	117	0	0	65	15	12	8	0	0	18	77	8	114	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	117	0	0	41	27	18	12	2	0	29	62	16	114	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	33	0	33	33	0	0	59	0	0	0	
	BIRMINGHAM	FLYJET LTD	C	A	3	1	0	100	0	0	0	0	0	1	0	0	0	
	GLASGOW	ZOOM AIRLINES	S	A	4	4	0	25	25	0	25	25	0	80	0	0	0	
	GLASGOW	ZOOM AIRLINES	S	D	5	5	0	40	60	0	0	0	0	13	0	0	0	
<b>TOTAL GATWICK</b>					<b>1775</b>	<b>41</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>88</b>	<b>6</b>	<b>6</b>	
GDANSK																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2004			
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
GDANSK	LUTON	WIZZ AIR		S A	24	0	0	21	25	38	8	8	0	53	0	0	0
	LUTON	WIZZ AIR		S D	24	0	0	58	21	8	4	8	0	35	0	0	0
<b>TOTAL GDANSK</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>23</b>	<b>23</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>44</b>	<b>50</b>	<b>12</b>	<b>12</b>
GENEVA	GATWICK	AIR MALTA		C A	2	0	0	0	100	0	0	0	0	21	0	0	0
	GATWICK	AIR MALTA		C D	2	0	0	0	50	50	0	0	0	40	0	0	0
	GATWICK	ASTRAEUS LTD		C A	6	0	0	33	17	33	0	17	0	51	25	31	8
	GATWICK	ASTRAEUS LTD		C D	6	0	0	33	17	33	17	0	0	46	38	28	8
	EDINBURGH	BMI BRITISH MIDLAND		C A	7	0	0	0	14	43	43	0	0	50	0	0	0
	EDINBURGH	BMI BRITISH MIDLAND		C D	9	0	0	56	11	22	11	0	0	24	0	0	0
	HEATHROW	BMI BRITISH MIDLAND		C A	4	0	0	25	50	25	0	0	0	20	25	27	4
	HEATHROW	BMI BRITISH MIDLAND		C D	4	0	0	75	25	0	0	0	0	7	75	13	4
	BIRMINGHAM	BMIBABY LTD		S A	4	0	0	75	0	0	25	0	0	33	0	0	0
	BIRMINGHAM	BMIBABY LTD		S D	4	0	0	50	0	25	25	0	0	47	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S A	4	0	0	75	25	0	0	0	0	9	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S D	4	0	0	75	25	0	0	0	0	7	0	0	0
	LONDON CITY	BRITISH AIRWAYS CITIEXPRESS LTD		S A	71	0	0	75	6	10	8	0	1	22	83	10	76
	LONDON CITY	BRITISH AIRWAYS CITIEXPRESS LTD		S D	72	0	0	31	32	19	17	1	0	43	46	27	76
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	58	0	0	66	16	10	7	2	0	20	79	12	61
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S D	59	0	0	83	8	5	3	0	0	9	89	5	62
	GATWICK	BRITISH AIRWAYS PLC		S A	96	0	0	50	17	21	13	0	0	25	83	9	89
	GATWICK	BRITISH AIRWAYS PLC		C A	32	0	0	38	38	19	6	0	0	23	50	23	14
	GATWICK	BRITISH AIRWAYS PLC		C D	23	0	0	74	22	4	0	0	0	12	47	23	15
	GATWICK	BRITISH AIRWAYS PLC		S D	105	0	0	57	23	17	3	0	0	18	76	8	88
	HEATHROW	BRITISH AIRWAYS PLC		S A	247	0	0	49	19	19	13	0	0	26	67	15	177
	HEATHROW	BRITISH AIRWAYS PLC		S D	247	0	0	56	19	17	8	0	0	22	69	13	177
	NEWCASTLE	BRITISH AIRWAYS PLC		C A	4	0	0	50	0	50	0	0	0	26	0	0	0
	NEWCASTLE	BRITISH AIRWAYS PLC		C D	4	0	0	50	0	50	0	0	0	28	0	0	0
	EDINBURGH	CHANNEL EXPRESS LTD ALSO T/A JET2.COM		S A	12	0	0	17	25	42	17	0	0	49	0	0	0



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 2004				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
GENEVA	EDINBURGH	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	D	12	0	0	58	25	8	0	8	0	34	0	0	0
	GLASGOW	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	A	3	0	1	33	67	0	0	0	0	21	0	0	0
	GLASGOW	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	D	3	0	1	100	0	0	0	0	0	8	0	0	0
	MANCHESTER	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	A	31	0	0	90	6	0	3	0	0	5	0	0	0
	MANCHESTER	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	D	31	0	0	74	19	6	0	0	0	10	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	40	0	1	60	5	13	23	0	0	29	83	10	12
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	40	0	1	60	15	15	10	0	0	23	75	10	12
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	162	0	4	56	10	17	15	1	1	32	55	18	33
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	163	0	3	52	23	12	13	1	0	28	61	15	33
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	29	1	2	41	28	21	10	0	0	25	0	0	0
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	30	0	1	33	27	37	3	0	0	25	0	0	0
	GATWICK	EASYJET SWITZERLAND	S	A	123	0	1	71	8	13	7	1	1	21	79	15	150
	GATWICK	EASYJET SWITZERLAND	S	D	123	0	1	54	11	20	15	0	0	28	71	18	150
	STANSTED	EUROPEAN AIR CHARTER	C	A	4	0	0	75	25	0	0	0	0	13	0	51	4
	STANSTED	EUROPEAN AIR CHARTER	C	D	4	0	0	100	0	0	0	0	0	3	75	9	4
	GATWICK	EXCEL AIRWAYS LTD	C	A	8	0	0	0	25	25	50	0	0	58	25	29	8
	GATWICK	EXCEL AIRWAYS LTD	C	D	8	0	0	75	0	13	13	0	0	17	75	8	8
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	0	25	50	25	0	0	49	0	34	4
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	25	100	7	4
	EDINBURGH	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	0	50	25	25	0	0	46	0	46	4
	EDINBURGH	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	13	50	17	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	22	22	22	33	0	0	45	50	32	12
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	44	11	22	22	0	0	33	92	14	12
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	25	25	25	25	0	0	48	0	41	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	14	75	14	4
	BIRMINGHAM	FLYBE LTD	C	A	4	0	0	75	25	0	0	0	0	9	0	0	0
	BIRMINGHAM	FLYBE LTD	C	D	4	0	0	25	50	25	0	0	0	20	0	0	0
	EDINBURGH	FLYGLOBESPAN	S	A	9	1	0	67	0	33	0	0	0	19	0	0	0
	EDINBURGH	FLYGLOBESPAN	S	D	9	0	0	67	22	0	11	0	0	17	0	0	0
	GLASGOW	FLYGLOBESPAN	S	A	16	0	1	56	13	6	19	6	0	36	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 2004				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
GENEVA	GLASGOW	FLYGLOBESPAN	S	D	17	0	0	82	0	6	6	6	0	24	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	25	25	25	25	0	0	44	25	33	4
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	50	50	0	0	0	0	14	75	9	4
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	25	25	50	0	0	66	0	48	5
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	0	0	25	0	0	17	80	9	5
	STANSTED	MONARCH AIRLINES	C	A	4	0	0	25	25	25	25	0	0	34	0	31	4
	STANSTED	MONARCH AIRLINES	C	D	4	0	0	50	25	0	25	0	0	33	50	29	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	0	50	0	0	62	0	80	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	11	75	37	4
	LONDON CITY	SWISS AIRLINES	S	A	104	0	0	63	13	20	4	0	0	17	0	0	0
	LONDON CITY	SWISS AIRLINES	S	D	104	0	0	19	25	43	13	0	0	39	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	0	38	50	13	0	0	48	25	34	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	50	38	13	0	0	0	16	88	10	8
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	25	25	0	50	0	0	46	75	16	4
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	25	25	50	0	0	0	28	75	17	4
	GATWICK	THOMSONFLY LTD	C	A	16	0	0	31	25	25	19	0	0	40	19	39	16
	GATWICK	THOMSONFLY LTD	C	D	16	0	0	56	25	0	19	0	0	26	63	17	16
	GLASGOW	THOMSONFLY LTD	C	A	4	0	0	50	25	25	0	0	0	14	50	42	4
	GLASGOW	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	4	50	35	4
	MANCHESTER	THOMSONFLY LTD	C	A	9	0	0	56	11	11	22	0	0	28	50	29	8
	MANCHESTER	THOMSONFLY LTD	C	D	10	0	0	60	10	10	20	0	0	31	100	4	8
<b>TOTAL GENEVA</b>					<b>2328</b>	<b>16</b>	<b>19</b>	<b>54</b>	<b>17</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>68</b>	<b>16</b>	<b>16</b>
GENOA	GATWICK	BRITISH AIRWAYS PLC	S	A	24	0	0	79	13	4	4	0	0	9	100	1	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	24	0	0	83	8	8	0	0	0	8	94	4	31
	STANSTED	RYANAIR	S	A	31	0	0	65	10	16	10	0	0	17	79	9	57
	STANSTED	RYANAIR	S	D	31	0	0	58	19	16	6	0	0	18	78	10	58
<b>TOTAL GENOA</b>					<b>110</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>85</b>	<b>7</b>	<b>7</b>
GERONA	LUTON	RYANAIR	S	A	31	0	0	94	0	0	3	3	0	13	0	0	0
	LUTON	RYANAIR	S	D	31	0	0	84	10	3	3	0	0	10	0	0	0
	STANSTED	RYANAIR	S	A	122	1	0	80	8	5	4	3	0	17	91	7	124
	STANSTED	RYANAIR	S	D	124	0	0	83	11	5	1	0	0	9	79	11	124

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
<b>TOTAL GERONA</b>					<b>308</b>	<b>2</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>85</b>	<b>11</b>	<b>11</b>	
GHARDAIA																		
GIBRALTAR																		
	GATWICK	GB AIRWAYS LTD		S A	31	0	0	87	3	6	3	0	0	8	75	14	53	
	GATWICK	GB AIRWAYS LTD		S D	31	0	0	68	16	16	0	0	0	13	75	22	56	
	HEATHROW	GB AIRWAYS LTD		S A	31	1	0	45	26	16	13	0	0	27	0	0	0	
	HEATHROW	GB AIRWAYS LTD		S D	31	0	0	84	10	3	3	0	0	10	0	0	0	
	LUTON	MONARCH AIRLINES		S A	23	1	0	78	4	4	4	9	0	26	71	10	21	
	LUTON	MONARCH AIRLINES		S D	23	0	0	91	4	0	0	4	0	14	87	6	23	
	MANCHESTER	MONARCH AIRLINES		S A	17	1	0	82	12	0	6	0	0	13	93	4	14	
	MANCHESTER	MONARCH AIRLINES		S D	17	0	0	94	0	0	0	6	0	11	93	2	14	
<b>TOTAL GIBRALTAR</b>					<b>204</b>	<b>3</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>79</b>	<b>13</b>	<b>13</b>	
GLASGOW																		
	HEATHROW	BMI BRITISH MIDLAND		S A	234	0	5	79	9	11	1	0	0	9	73	14	241	
	HEATHROW	BMI BRITISH MIDLAND		S D	235	0	3	81	11	7	1	0	0	8	76	12	241	
	MANCHESTER	BMI REGIONAL		S A	94	0	0	96	1	3	0	0	0	3	87	7	122	
	MANCHESTER	BMI REGIONAL		S D	95	0	0	99	0	1	0	0	0	1	97	2	122	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S A	129	1	0	89	2	3	5	1	0	8	93	5	166	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S D	131	0	0	86	4	5	5	0	0	11	81	9	167	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	150	0	0	89	5	4	2	0	0	7	80	10	147	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S D	151	0	0	87	5	5	3	0	0	6	85	9	147	
	GATWICK	BRITISH AIRWAYS PLC		S A	163	0	0	73	17	7	3	0	0	12	84	8	166	
	GATWICK	BRITISH AIRWAYS PLC		S D	163	0	0	79	12	7	2	0	0	11	87	6	167	
	HEATHROW	BRITISH AIRWAYS PLC		S A	333	0	0	70	13	12	5	0	0	15	70	16	338	
	HEATHROW	BRITISH AIRWAYS PLC		S D	333	0	0	66	15	14	5	0	0	16	74	12	338	
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	169	0	1	88	2	6	4	0	0	9	92	7	190	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	169	0	1	81	7	5	7	1	0	13	84	9	190	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	143	0	0	90	3	3	3	0	0	6	95	3	143	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	143	0	0	79	8	7	6	1	0	14	83	9	143	
	BIRMINGHAM	FLYBE LTD		S A	154	0	4	91	5	3	1	1	0	5	80	11	159	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAR 2004					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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 LTD		S D	154	0	4	81	7	8	3	1	0	13	67	16	159	
	EDINBURGH	FLYGLOBESPAN		S A	6	3	0	83	17	0	0	0	0	8	0	0	0	
	EDINBURGH	FLYGLOBESPAN		S D	6	3	0	50	0	17	33	0	0	30	0	0	0	
<b>TOTAL GLASGOW</b>					<b>3157</b>	<b>20</b>	<b>18</b>	<b>81</b>	<b>8</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>10</b>	<b>10</b>	
GOA																		
	GATWICK	EXCEL AIRWAYS LTD		C A	11	1	0	36	18	45	0	0	0	27	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD		C D	13	0	0	69	23	0	8	0	0	18	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD		C A	4	0	0	25	25	50	0	0	0	29	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD		C D	5	0	0	60	20	0	20	0	0	28	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	8	0	0	38	25	25	13	0	0	29	63	31	8	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	9	0	0	78	11	11	0	0	0	12	88	26	8	
	GATWICK	MONARCH AIRLINES		C A	16	0	0	31	25	19	25	0	0	42	44	115	16	
	GATWICK	MONARCH AIRLINES		C D	17	0	0	65	12	12	12	0	0	28	63	20	16	
	MANCHESTER	MONARCH AIRLINES		C A	9	0	0	56	11	0	33	0	0	34	33	94	9	
	MANCHESTER	MONARCH AIRLINES		C D	8	0	0	88	13	0	0	0	0	5	44	54	9	
	GATWICK	MY TRAVEL AIRWAYS UK		C A	4	0	0	75	0	0	0	0	25	218	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK		C D	4	0	0	50	50	0	0	0	0	13	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK		C A	4	0	0	50	25	25	0	0	0	22	0	70	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK		C D	5	0	0	80	20	0	0	0	0	4	100	4	4	
	GATWICK	THOMSONFLY LTD		C A	5	0	0	60	40	0	0	0	0	9	0	0	0	
	GATWICK	THOMSONFLY LTD		C D	5	0	0	40	20	40	0	0	0	27	0	0	0	
<b>TOTAL GOA</b>					<b>127</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>20</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>30</b>	<b>54</b>	<b>57</b>	<b>57</b>	
GOTEBORG																		
	BIRMINGHAM	CITY AIRLINE		S A	22	0	0	64	9	14	9	5	0	32	75	14	24	
	BIRMINGHAM	CITY AIRLINE		S D	25	0	0	56	8	16	20	0	0	30	90	5	29	
	MANCHESTER	CITY AIRLINE		S A	46	0	1	59	26	13	2	0	0	18	83	8	30	
	MANCHESTER	CITY AIRLINE		S D	46	0	1	80	13	4	2	0	0	10	100	2	30	
	HEATHROW	SAS		S A	60	0	0	77	12	10	2	0	0	11	76	12	62	
	HEATHROW	SAS		S D	60	0	0	85	7	7	2	0	0	8	95	2	62	
<b>TOTAL GOTEBORG</b>					<b>259</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>13</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>87</b>	<b>7</b>	<b>7</b>	
GOTEBORG (SAVE)																		
	STANSTED	RYANAIR		S A	88	0	0	85	7	8	0	0	0	7	90	4	62	
	STANSTED	RYANAIR		S D	88	0	0	64	26	9	1	0	0	14	71	12	62	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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>GOTEBORG (SAVE)</b>					<b>176</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>16</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>8</b>	<b>8</b>
GRANADA																	
	STANSTED	RYANAIR	S	A	31	0	0	81	13	6	0	0	0	8	0	0	0
	STANSTED	RYANAIR	S	D	31	0	0	58	26	16	0	0	0	16	0	0	0
<b>TOTAL GRANADA</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
GRAND CAYMAN																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	1	1	82	0	0	12	0	6	99	81	8	16
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	44	33	11	6	6	0	35	67	10	18
<b>TOTAL GRAND CAYMAN</b>					<b>35</b>	<b>1</b>	<b>1</b>	<b>63</b>	<b>17</b>	<b>6</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>66</b>	<b>74</b>	<b>9</b>	<b>9</b>
GRAZ																	
	STANSTED	RYANAIR	S	A	31	0	0	48	23	26	3	0	0	20	97	3	31
	STANSTED	RYANAIR	S	D	31	0	0	39	29	26	6	0	0	24	90	7	31
<b>TOTAL GRAZ</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>26</b>	<b>26</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>94</b>	<b>5</b>	<b>5</b>
GRENADA																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	56	33	0	11	0	0	23	78	7	9
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	67	11	11	11	0	0	18	67	15	9
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	80	0	0	0	20	0	38	67	41	9
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	5	0	0	80	20	0	0	0	0	5	80	9	5
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	4	0	0	50	0	50	0	0	0	22	20	22	5
<b>TOTAL GRENADA</b>					<b>33</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>18</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>63</b>	<b>26</b>	<b>26</b>
GRENOBLE																	
	GATWICK	BRITISH AIRWAYS PLC	C	A	4	0	0	75	0	25	0	0	0	10	88	12	8
	GATWICK	BRITISH AIRWAYS PLC	C	D	4	0	0	100	0	0	0	0	0	6	50	15	8
	STANSTED	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	STANSTED	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	C	D	4	0	0	100	0	0	0	0	0	8	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	30	0	1	77	10	10	0	3	0	14	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	30	0	1	60	20	13	3	3	0	23	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	4	100	1	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	6	75	10	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	19	0	0	37	21	32	11	0	0	29	69	24	16
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	19	0	0	37	21	21	21	0	0	30	65	21	17

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 2004					
					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)												
GRENOBLE																		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	12	0	0	75	8	0	8	8	0	35	63	15	8	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	12	0	0	83	8	0	0	8	0	25	88	9	8	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	80	20	0	0	0	0	9	50	29	4	
	GATWICK	MONARCH AIRLINES	C	D	6	0	0	100	0	0	0	0	0	2	80	11	5	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	2	75	5	4	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	2	75	20	4	
<b>TOTAL GRENOBLE</b>					<b>166</b>	<b>0</b>	<b>2</b>	<b>69</b>	<b>13</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>69</b>	<b>16</b>	<b>16</b>	
GRONINGEN																		
GUERNSEY																		
	GATWICK	AURIGNY AIR SERVICES	S	A	124	0	1	82	2	7	6	2	0	17	89	6	96	
	GATWICK	AURIGNY AIR SERVICES	S	D	124	0	5	77	6	6	10	2	0	18	83	8	96	
	MANCHESTER	AURIGNY AIR SERVICES	S	A	58	1	1	78	17	0	3	0	2	18	74	20	84	
	MANCHESTER	AURIGNY AIR SERVICES	S	D	59	0	1	85	3	3	5	0	3	33	77	15	82	
	STANSTED	AURIGNY AIR SERVICES	S	A	31	0	0	84	6	3	6	0	0	14	57	24	81	
	STANSTED	AURIGNY AIR SERVICES	S	D	31	0	0	74	13	6	6	0	0	20	53	22	80	
	BIRMINGHAM	FLYBE LTD	S	A	26	0	1	73	15	8	4	0	0	15	76	14	29	
	BIRMINGHAM	FLYBE LTD	S	D	23	0	1	70	22	9	0	0	0	13	69	23	26	
	GATWICK	FLYBE LTD	S	A	129	0	2	82	6	5	4	3	0	18	91	11	108	
	GATWICK	FLYBE LTD	S	D	133	0	2	80	9	3	5	4	0	19	86	13	112	
<b>TOTAL GUERNSEY</b>					<b>738</b>	<b>1</b>	<b>14</b>	<b>80</b>	<b>8</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>77</b>	<b>15</b>	<b>15</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2004				
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Plan (8)												
HAHN																		
	STANSTED	RYANAIR		S A	118	1	2	82	6	8	4	0	0	10	87	14	146	
	STANSTED	RYANAIR		S D	120	1	0	67	15	13	5	0	0	16	77	11	147	
<b>TOTAL HAHN</b>					<b>238</b>	<b>2</b>	<b>2</b>	<b>74</b>	<b>11</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>82</b>	<b>12</b>	<b>12</b>	
HALIFAX INT																		
	HEATHROW	AIR CANADA		S A	31	0	0	45	23	16	13	3	0	32	45	25	31	
	HEATHROW	AIR CANADA		S D	31	0	0	65	26	10	0	0	0	12	61	23	31	
	GATWICK	THOMAS COOK AIRLINES LTD		S D	2	0	1	100	0	0	0	0	0	4	0	0	0	
<b>TOTAL HALIFAX INT</b>					<b>64</b>	<b>1</b>	<b>1</b>	<b>56</b>	<b>23</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>53</b>	<b>24</b>	<b>24</b>	
HAMBURG																		
	MANCHESTER	AIR BERLIN		S A	29	0	0	83	10	7	0	0	0	5	0	0	0	
	MANCHESTER	AIR BERLIN		S D	29	0	0	86	10	3	0	0	0	4	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S A	46	0	0	93	7	0	0	0	0	2	83	8	48	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S D	46	0	0	89	4	7	0	0	0	5	81	12	48	
	HEATHROW	BRITISH AIRWAYS PLC		S A	121	0	0	77	10	9	4	0	0	12	69	14	123	
	HEATHROW	BRITISH AIRWAYS PLC		S D	121	0	0	68	18	8	6	0	0	15	72	14	123	
	EDINBURGH	HAPAG LLOYD EXPRESS		S A	14	0	0	100	0	0	0	0	0	1	0	0	0	
	EDINBURGH	HAPAG LLOYD EXPRESS		S D	14	0	0	79	21	0	0	0	0	7	0	0	0	
	HEATHROW	LUFTHANSA		S A	90	0	0	78	17	6	0	0	0	7	74	9	81	
	HEATHROW	LUFTHANSA		S D	90	0	0	88	8	4	0	0	0	6	80	9	81	
	MANCHESTER	LUFTHANSA CITY LINE		S A	46	0	0	83	7	7	4	0	0	9	85	6	54	
	MANCHESTER	LUFTHANSA CITY LINE		S D	46	0	0	87	7	2	4	0	0	6	87	6	54	
<b>TOTAL HAMBURG</b>					<b>692</b>	<b>2</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>12</b>	<b>12</b>	
HANOVER																		
	STANSTED	AIR BERLIN		S A	41	0	0	68	15	12	2	2	0	20	63	36	40	
	STANSTED	AIR BERLIN		S D	41	0	0	59	20	17	5	0	0	18	59	40	39	
	HEATHROW	BMI BRITISH MIDLAND		S A	80	0	0	78	11	8	4	0	0	12	63	23	84	
	HEATHROW	BMI BRITISH MIDLAND		S D	80	0	0	85	4	10	1	0	0	9	56	23	84	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S A	31	0	0	97	0	3	0	0	0	2	94	3	31	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S D	31	0	0	97	0	0	3	0	0	4	77	11	31	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 2004					
					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)												
HANOVER																		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	50	0	0	84	8	4	4	0	0	9	84	11	55	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	50	0	0	92	0	4	2	2	0	11	82	9	55	
	GATWICK	BRITISH AIRWAYS PLC	S	A	79	0	0	70	16	10	4	0	0	13	84	8	80	
	GATWICK	BRITISH AIRWAYS PLC	S	D	79	0	0	77	10	10	3	0	0	12	89	5	80	
	HEATHROW	BRITISH AIRWAYS PLC	C	A	6	0	0	67	17	0	17	0	0	20	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	C	D	6	0	0	67	33	0	0	0	0	11	0	0	0	
	NEWCASTLE	HAPAG LLOYD EXPRESS	S	A	16	0	0	69	13	13	6	0	0	16	0	0	0	
	NEWCASTLE	HAPAG LLOYD EXPRESS	S	D	16	0	0	69	6	19	6	0	0	20	0	0	0	
	LUTON	THOMSONFLY LTD	C	A	5	0	0	60	20	20	0	0	0	14	86	9	7	
	LUTON	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	5	86	7	7	
<b>TOTAL HANOVER</b>					<b>616</b>	<b>7</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>74</b>	<b>16</b>	<b>16</b>	
HARARE																		
	GATWICK	AIR ZIMBABWE	S	A	13	0	3	77	0	8	8	0	8	51	54	23	13	
	GATWICK	AIR ZIMBABWE	S	D	13	0	0	62	8	0	31	0	0	48	54	14	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	85	8	8	0	0	0	7	85	7	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	14	0	0	21	50	14	14	0	0	29	62	16	13	
<b>TOTAL HARARE</b>					<b>53</b>	<b>0</b>	<b>3</b>	<b>60</b>	<b>17</b>	<b>8</b>	<b>13</b>	<b>0</b>	<b>2</b>	<b>33</b>	<b>63</b>	<b>15</b>	<b>15</b>	
HASSI MESSAOUD																		
	GATWICK	AIR ALGERIE	C	A	9	0	0	11	33	56	0	0	0	30	0	82	1	
	GATWICK	AIR ALGERIE	C	D	9	0	0	56	11	33	0	0	0	18	0	58	1	
	GATWICK	ASTRAEUS LTD	C	A	14	0	0	43	21	14	7	14	0	48	0	0	0	
	GATWICK	ASTRAEUS LTD	C	D	14	0	0	64	14	7	7	7	0	30	0	0	0	
<b>TOTAL HASSI MESSAOUD</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>20</b>	<b>24</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>70</b>	<b>70</b>	
HAUGESUND																		
	STANSTED	RYANAIR	S	A	31	0	0	71	19	10	0	0	0	10	94	3	31	
	STANSTED	RYANAIR	S	D	31	0	0	71	23	6	0	0	0	11	68	11	31	
<b>TOTAL HAUGESUND</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>21</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>7</b>	<b>7</b>	
HAVANA																		
	GATWICK	CUBANA	S	A	9	0	0	56	22	22	0	0	0	15	50	23	4	
	GATWICK	CUBANA	S	D	8	1	0	25	38	13	13	13	0	70	75	19	4	
<b>TOTAL HAVANA</b>					<b>18</b>	<b>2</b>	<b>0</b>	<b>39</b>	<b>28</b>	<b>17</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>42</b>	<b>63</b>	<b>21</b>	<b>21</b>	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 2004				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
HEATHROW	EDINBURGH	BMI BRITISH MIDLAND	S	A	238	0	2	80	11	8	2	0	0	9	73	13	241
	EDINBURGH	BMI BRITISH MIDLAND	S	D	238	0	2	69	17	11	3	0	0	14	61	19	240
	GLASGOW	BMI BRITISH MIDLAND	S	A	235	0	3	80	13	6	1	0	0	8	74	12	241
	GLASGOW	BMI BRITISH MIDLAND	S	D	234	0	5	80	12	6	2	0	0	9	68	15	241
	MANCHESTER	BMI BRITISH MIDLAND	S	A	207	0	3	72	14	11	2	0	0	12	63	17	234
	MANCHESTER	BMI BRITISH MIDLAND	S	D	206	0	3	84	9	5	2	0	0	8	72	12	233
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	370	0	0	64	17	14	6	0	0	18	76	12	344
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	366	0	4	67	14	14	5	1	0	18	63	16	342
	GLASGOW	BRITISH AIRWAYS PLC	S	A	333	0	0	63	18	13	6	0	0	18	73	13	338
	GLASGOW	BRITISH AIRWAYS PLC	S	D	333	0	0	78	10	10	3	0	0	11	72	14	338
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	327	0	0	58	22	13	7	0	0	20	67	15	308
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	327	1	0	81	8	8	3	0	0	9	80	10	307
	NEWCASTLE	BRITISH AIRWAYS PLC	S	A	208	0	0	59	23	13	6	0	0	19	67	15	204
	NEWCASTLE	BRITISH AIRWAYS PLC	S	D	208	0	0	76	10	8	6	0	0	14	79	12	204
	MANCHESTER	QANTAS	S	A	34	0	1	76	12	12	0	0	0	11	0	0	0
	MANCHESTER	QANTAS	S	D	4	0	0	100	0	0	0	0	0	2	0	0	0
	MANCHESTER	SYRIANAIR	S	A	7	0	0	57	43	0	0	0	0	11	0	0	0
	MANCHESTER	SYRIANAIR	S	D	5	0	0	80	0	20	0	0	0	14	0	0	0
<b>TOTAL HEATHROW</b>					<b>3880</b>	<b>5</b>	<b>23</b>	<b>71</b>	<b>14</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>14</b>	<b>14</b>
HELSINKI	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	1	74	10	15	2	0	0	12	85	8	72
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	55	24	18	3	0	0	18	85	7	72
	BIRMINGHAM	CITY AIRLINE	S	A	24	0	0	50	17	17	17	0	0	30	81	7	27
	BIRMINGHAM	CITY AIRLINE	S	D	21	0	0	81	5	0	10	5	0	27	82	9	22
	HEATHROW	FINNAIR	S	A	117	0	0	80	10	9	0	0	0	7	73	11	120
	HEATHROW	FINNAIR	S	D	117	0	0	79	10	9	1	0	0	10	78	12	120
	MANCHESTER	FINNAIR	S	A	51	0	2	63	29	8	0	0	0	12	83	10	54
	MANCHESTER	FINNAIR	S	D	51	0	2	84	6	8	0	2	0	10	89	5	54
<b>TOTAL HELSINKI</b>					<b>505</b>	<b>0</b>	<b>5</b>	<b>73</b>	<b>13</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>9</b>	<b>9</b>
HERAKLION	<b>TOTAL HERAKLION</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>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
HOLGUIN (FRANK PAIS)	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	20	0	20	0	0	16	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
HOLGUIN (FRANK PAIS)																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	60	0	20	20	0	0	29	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	0	25	0	89	100	3	3	
<b>TOTAL HOLGUIN (FRANK PAIS)</b>					<b>15</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>7</b>	<b>7</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>40</b>	<b>70</b>	<b>14</b>	<b>14</b>	
HONG KONG (CHEP LAP KOK)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	74	0	0	93	4	3	0	0	2	97	1	60		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	75	0	0	60	24	11	5	0	17	84	8	62		
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	A	91	2	2	85	11	3	1	0	6	89	9	90		
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	D	93	0	0	63	28	9	0	0	13	68	17	93		
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>					<b>333</b>	<b>2</b>	<b>2</b>	<b>75</b>	<b>17</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>10</b>	<b>10</b>		
HOUSTON																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	45	0	0	67	20	11	0	2	0	17	70	13	43	
	GATWICK	BRITISH AIRWAYS PLC	S	D	46	0	0	67	20	11	2	0	0	13	91	7	43	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	42	35	13	10	0	0	24	68	19	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	77	6	13	3	0	0	14	84	11	31	
	GATWICK	CONTINENTAL AIRLINES	S	A	62	0	0	23	24	35	15	3	0	41	66	15	62	
	GATWICK	CONTINENTAL AIRLINES	S	D	62	0	0	71	15	11	3	0	0	15	82	8	62	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	5	0	0	20	40	40	0	0	0	26	0	0	0	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	5	0	0	80	0	20	0	0	0	8	0	0	0	
<b>TOTAL HOUSTON</b>					<b>287</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>20</b>	<b>17</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>76</b>	<b>12</b>	<b>12</b>	
HUMBERSIDE																		
HURGHADA																		
	GATWICK	AIR ATLANTA EUROPE LTD	C	A	4	0	0	25	25	0	50	0	0	71	0	0	0	
	GATWICK	AIR ATLANTA EUROPE LTD	C	D	4	0	0	25	0	25	50	0	0	74	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	9	1	0	22	11	0	67	0	0	67	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	11	0	0	64	9	9	18	0	0	28	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	40	20	40	0	0	0	26	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	5	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	25	0	0	0	20	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	6	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	44	11	22	22	0	0	29	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	100	0	0	0	0	0	1	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	2	0	13	13	38	38	0	0	59	100	0	2	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: H

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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)												
HURGHADA	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	10	0	0	90	10	0	0	0	0	4	60	81	5	
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	75	0	25	0	0	0	15	0	0	0	
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	75	0	25	0	0	0	11	0	0	0	
	MANCHESTER	THOMSONFLY LTD	C	A	8	0	0	50	13	25	13	0	0	30	0	32	4	
	MANCHESTER	THOMSONFLY LTD	C	D	8	0	0	100	0	0	0	0	0	4	75	13	4	
<b>TOTAL HURGHADA</b>					<b>108</b>	<b>3</b>	<b>0</b>	<b>61</b>	<b>8</b>	<b>13</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>62</b>	<b>26</b>	<b>26</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 2004					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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																		
INNSBRUCK																		
	MANCHESTER	AIR MALTA	C	A	4	0	0	25	50	25	0	0	0	27	0	0	0	0
	MANCHESTER	AIR MALTA	C	D	4	0	0	75	25	0	0	0	0	11	0	0	0	0
	GLASGOW	AUSTRIAN AIRLINES	C	A	4	0	0	75	25	0	0	0	0	5	0	0	0	0
	GLASGOW	AUSTRIAN AIRLINES	C	D	4	0	0	100	0	0	0	0	0	8	0	0	0	0
	LUTON	AUSTRIAN AIRLINES	C	A	2	0	0	0	50	50	0	0	0	32	50	16	2	2
	MANCHESTER	AUSTRIAN AIRLINES	C	A	8	0	0	63	38	0	0	0	0	13	25	22	4	4
	MANCHESTER	AUSTRIAN AIRLINES	C	D	8	0	0	50	38	13	0	0	0	12	25	21	4	4
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	4	0	0	100	0	0	0	0	0	2	0	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	3	0	0	100	0	0	0	0	0	0	0	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	3	0	0	100	0	0	0	0	0	100	4	3	3	3
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	4	0	0	75	25	0	0	0	0	9	100	7	3	3
	GATWICK	BRITISH AIRWAYS PLC	C	A	12	0	0	42	25	33	0	0	0	22	63	12	8	8
	GATWICK	BRITISH AIRWAYS PLC	C	D	12	0	0	25	42	33	0	0	0	23	75	12	8	8
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	25	25	25	25	0	0	38	100	5	4	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	0	25	75	0	0	0	46	50	69	4	4
	EDINBURGH	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	5	100	1	4	4
	EDINBURGH	FIRST CHOICE AIRWAYS LTD	C	D	3	1	0	100	0	0	0	0	0	5	75	8	4	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	50	0	38	13	0	0	27	63	15	8	8
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	63	0	38	0	0	0	26	50	18	8	8
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	25	0	0	25	0	73	100	0	4	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	25	0	0	25	0	81	100	5	4	4
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	25	0	75	0	0	0	29	75	48	4	4
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	0	25	25	0	0	40	100	4	4	4
	NEWCASTLE	FLYBE LTD	C	A	4	0	0	25	50	0	25	0	0	39	0	0	0	0
	NEWCASTLE	FLYBE LTD	C	D	4	0	0	75	25	0	0	0	0	9	0	0	0	0
	GATWICK	LAUDA-AIR	S	A	13	0	0	77	0	8	15	0	0	20	0	0	0	0
	GATWICK	LAUDA-AIR	S	D	13	0	0	69	0	15	15	0	0	22	0	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	63	25	0	13	0	0	26	100	0	8	8
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	88	0	0	13	0	0	21	100	2	8	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	25	0	0	0	0	10	88	17	8	8

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

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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)												
INNSBRUCK																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	7	0	0	71	14	14	0	0	0	11	63	19	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	0	25	0	63	100	0	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	0	25	0	60	100	0	4	
<b>TOTAL INNSBRUCK</b>					<b>193</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>17</b>	<b>16</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>73</b>	<b>16</b>	<b>16</b>	
INVERNESS																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	31	0	0	65	16	16	3	0	0	13	75	12	4	
	HEATHROW	BMI BRITISH MIDLAND	S	D	31	0	0	87	6	3	3	0	0	6	75	11	4	
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	83	0	0	88	7	4	1	0	0	5	95	2	86	
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	83	0	0	84	4	11	1	0	0	8	94	4	86	
	BIRMINGHAM	EASTERN AIRWAYS	S	A	68	0	1	87	10	0	3	0	0	7	96	6	45	
	BIRMINGHAM	EASTERN AIRWAYS	S	D	69	0	0	93	1	1	4	0	0	6	96	4	45	
	MANCHESTER	EASTERN AIRWAYS	S	A	66	1	4	85	12	2	2	0	0	8	91	6	69	
	MANCHESTER	EASTERN AIRWAYS	S	D	68	1	0	91	3	3	3	0	0	5	99	1	69	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	45	19	19	16	0	0	27	74	18	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	32	26	26	16	0	0	33	81	21	31	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	30	0	1	77	20	0	3	0	0	12	95	3	38	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	30	0	1	63	27	10	0	0	0	15	69	12	39	
	EDINBURGH	LOGANAIR	S	A	77	1	0	64	4	17	13	3	0	32	88	7	77	
<b>TOTAL INVERNESS</b>					<b>698</b>	<b>3</b>	<b>7</b>	<b>78</b>	<b>9</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>91</b>	<b>6</b>	<b>6</b>	
ISLAMABAD																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	38	15	15	23	8	0	49	69	17	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	23	38	23	8	8	0	39	85	8	13	
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	A	19	0	0	68	16	11	5	0	0	17	80	9	15	
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	D	19	0	0	74	16	5	5	0	0	12	73	12	15	
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	16	0	0	19	44	31	0	6	0	37	46	22	13	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	13	0	0	38	46	15	0	0	0	24	46	23	13	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	18	0	0	39	28	11	17	6	0	47	26	53	19	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	16	0	1	56	0	6	25	0	13	79	11	45	18	
<b>TOTAL ISLAMABAD</b>					<b>127</b>	<b>0</b>	<b>1</b>	<b>46</b>	<b>24</b>	<b>14</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>37</b>	<b>52</b>	<b>26</b>	<b>26</b>	
ISLAY																		
	GLASGOW	LOGANAIR	S	A	48	0	0	94	2	0	4	0	0	6	86	6	50	

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					Actual (7)	Plan (8)											
ISLAY	GLASGOW	LOGANAIR	S	D	50	0	0	76	12	6	6	0	0	15	72	13	50
<b>TOTAL ISLAY</b>					<b>98</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>9</b>	<b>9</b>
ISLE OF MAN	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	82	0	0	77	13	5	4	1	0	15	0	0	0
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	82	0	0	73	10	9	7	1	0	18	0	0	0
	LUTON	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	22	0	0	86	5	0	5	5	0	20	0	0	0
	LUTON	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	22	0	0	82	5	5	5	5	0	24	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	142	0	0	83	7	7	3	0	0	11	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	143	0	0	90	1	5	3	0	0	7	0	0	0
	GLASGOW	DENIM AIR	S	A	52	6	0	65	19	13	2	0	0	14	0	0	0
	GLASGOW	DENIM AIR	S	D	53	7	0	72	13	13	2	0	0	12	0	0	0
	LONDON CITY	DENIM AIR	S	A	83	0	0	88	6	4	2	0	0	7	0	0	0
	LONDON CITY	DENIM AIR	S	D	83	0	0	78	10	5	7	0	0	16	0	0	0
	MANCHESTER	DENIM AIR	S	A	11	0	0	73	27	0	0	0	0	10	0	0	0
	MANCHESTER	DENIM AIR	S	D	11	0	0	100	0	0	0	0	0	2	0	0	0
	STANSTED	DENIM AIR	S	A	24	3	0	54	17	13	17	0	0	38	0	0	0
	STANSTED	DENIM AIR	S	D	24	2	0	75	0	13	13	0	0	21	0	0	0
	BIRMINGHAM	EASTERN AIRWAYS	S	A	68	0	1	91	3	1	4	0	0	6	90	12	68
	BIRMINGHAM	EASTERN AIRWAYS	S	D	67	0	2	93	1	3	3	0	0	6	90	25	67
	NEWCASTLE	EASTERN AIRWAYS	S	A	27	0	3	100	0	0	0	0	0	0	91	10	22
	NEWCASTLE	EASTERN AIRWAYS	S	D	27	0	0	96	4	0	0	0	0	2	82	16	22
	BIRMINGHAM	FLYBE LTD	S	A	30	0	1	63	23	13	0	0	0	13	81	9	26
	BIRMINGHAM	FLYBE LTD	S	D	30	0	1	70	20	7	3	0	0	13	85	10	26
	GLASGOW	LOGANAIR	S	A	29	0	0	76	14	7	3	0	0	10	0	0	0
	GLASGOW	LOGANAIR	S	D	29	0	0	83	3	10	3	0	0	13	0	0	0
<b>TOTAL ISLE OF MAN</b>					<b>1141</b>	<b>18</b>	<b>8</b>	<b>82</b>	<b>8</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>11</b>	<b>11</b>
ISTANBUL	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	50	23	18	10	0	0	22	81	12	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	47	18	27	8	0	0	25	69	15	62

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 2004				
					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)											
ISTANBUL	STANSTED	ONUR AIR	C	A	7	0	0	29	43	14	0	14	0	52	25	28	8
	STANSTED	ONUR AIR	C	D	7	0	0	0	29	43	14	14	0	70	13	43	8
	MANCHESTER	PEGASUS AIRLINES	C	A	3	0	0	33	67	0	0	0	0	12	0	0	0
	MANCHESTER	PEGASUS AIRLINES	C	D	4	0	0	25	50	25	0	0	0	21	0	0	0
	STANSTED	PEGASUS AIRLINES	C	A	4	0	0	75	0	25	0	0	0	16	0	0	0
	STANSTED	PEGASUS AIRLINES	C	D	4	0	0	25	25	0	50	0	0	44	0	0	0
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	93	0	0	47	26	22	5	0	0	22	58	20	93
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	93	0	0	55	17	25	3	0	0	18	74	13	93
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	A	31	0	0	48	26	19	6	0	0	21	41	20	22
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	D	31	0	0	45	32	16	6	0	0	22	18	33	22
<b>TOTAL ISTANBUL</b>					<b>401</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>23</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>63</b>	<b>18</b>	<b>18</b>
IZMIR (ADNAM MENDERES)	HEATHROW	KIBRIS TURKISH AIRLINES - KTHY	S	A	9	0	0	22	44	22	0	11	0	50	22	34	9
	HEATHROW	KIBRIS TURKISH AIRLINES - KTHY	S	D	9	0	0	22	22	22	22	11	0	64	11	63	9
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	4	0	0	100	0	0	0	0	0	6	100	8	4
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	4	0	0	75	25	0	0	0	0	8	100	7	4
<b>TOTAL IZMIR (ADNAM MENDERES)</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>27</b>	<b>15</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>42</b>	<b>42</b>	<b>36</b>	<b>36</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAR 2004					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	15	0	0	87	0	0	7	7	0	20	83	7	18	
	HEATHROW	BRITISH AIRWAYS PLC		S D	15	0	0	80	7	7	7	0	17	72	23	18		
	HEATHROW	SAUDI ARABIAN AIRLINES		S A	28	0	0	71	21	4	4	0	10	82	6	22		
	HEATHROW	SAUDI ARABIAN AIRLINES		S D	28	0	2	64	18	14	4	0	17	86	5	22		
<b>TOTAL JEDDAH</b>					<b>86</b>	<b>1</b>	<b>2</b>	<b>73</b>	<b>14</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>81</b>	<b>10</b>	<b>10</b>	
JERBA																		
	GATWICK	NOUVELAIR TUNISIE		C A	4	0	0	25	0	25	50	0	55	100	0	4		
	GATWICK	NOUVELAIR TUNISIE		C D	4	0	0	25	0	25	50	0	61	100	5	4		
<b>TOTAL JERBA</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>58</b>	<b>100</b>	<b>2</b>	<b>2</b>		
JEREZ																		
	STANSTED	RYANAIR		S A	62	0	0	89	5	2	5	0	7	97	1	39		
	STANSTED	RYANAIR		S D	62	0	0	90	6	2	2	0	9	79	12	39		
<b>TOTAL JEREZ</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>10</b>	<b>10</b>		
JERSEY																		
	MANCHESTER	BMIBABY LTD		S A	24	1	0	71	0	13	17	0	23	25	63	4		
	MANCHESTER	BMIBABY LTD		S D	24	1	0	63	4	17	17	0	25	50	51	4		
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD		S A	23	0	0	70	4	22	4	0	16	90	7	20		
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD		S D	12	0	0	33	42	8	17	0	29	50	16	16		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	31	0	0	74	10	6	10	0	14	84	5	32		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S D	31	0	0	77	10	10	3	0	10	84	7	32		
	GATWICK	BRITISH AIRWAYS PLC		S A	150	0	2	78	9	6	5	2	18	90	6	154		
	GATWICK	BRITISH AIRWAYS PLC		S D	150	0	2	81	7	6	5	0	17	87	8	154		
	BIRMINGHAM	FLYBE LTD		S A	34	0	1	53	21	15	9	3	30	77	18	26		
	BIRMINGHAM	FLYBE LTD		S D	37	0	1	65	22	3	8	3	26	73	15	30		
	GATWICK	FLYBE LTD		S A	138	0	2	79	11	3	6	1	17	84	9	118		
	GATWICK	FLYBE LTD		S D	134	0	2	79	7	5	7	1	18	85	10	114		
	LONDON CITY	VLM (BELGIUM)		S A	78	0	0	92	5	0	3	0	5	0	0	0		
	LONDON CITY	VLM (BELGIUM)		S D	78	0	0	83	10	4	3	0	10	0	0	0		
<b>TOTAL JERSEY</b>					<b>944</b>	<b>2</b>	<b>10</b>	<b>78</b>	<b>9</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>86</b>	<b>9</b>	<b>9</b>	

JOHANNESBURG



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 2004				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	BRITISH AIRWAYS PLC	S	A	62	0	0	87	10	2	2	0	0	6	92	6	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	48	24	19	8	0	0	24	61	19	62	
	GATWICK	NATIONWIDE AIR	S	A	13	0	0	15	31	38	15	0	0	38	54	26	13	
	GATWICK	NATIONWIDE AIR	S	D	13	0	0	100	0	0	0	0	0	2	92	2	13	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	62	0	0	76	13	5	5	0	2	22	79	15	62	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	62	0	0	66	19	13	2	0	0	13	64	18	61	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	45	35	10	6	3	0	28	48	16	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	48	35	16	0	0	0	19	68	14	31	
<b>TOTAL JOHANNESBURG</b>					<b>336</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>20</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>71</b>	<b>15</b>	<b>15</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
KARACHI																		
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	10	0	0	20	30	40	10	0	0	34	46	49	13	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	13	0	0	38	31	23	0	8	0	33	54	43	13	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	35	0	0	49	26	17	9	0	0	24	56	19	18	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	36	1	1	22	25	33	14	6	0	49	68	89	19	
<b>TOTAL KARACHI</b>					<b>94</b>	<b>1</b>	<b>1</b>	<b>34</b>	<b>27</b>	<b>27</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>36</b>	<b>59</b>	<b>56</b>	<b>56</b>	
KARLSRUHE/BADEN BADEN																		
	STANSTED	RYANAIR	S	A	53	0	1	75	17	8	0	0	0	9	78	10	54	
	STANSTED	RYANAIR	S	D	54	0	0	57	20	19	4	0	0	19	48	19	54	
<b>TOTAL KARLSRUHE/BADEN BADEN</b>					<b>107</b>	<b>0</b>	<b>1</b>	<b>66</b>	<b>19</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>63</b>	<b>15</b>	<b>15</b>	
KATOWICE																		
	LUTON	WIZZ AIR	S	A	48	0	0	83	6	2	4	4	0	17	0	0	0	
	LUTON	WIZZ AIR	S	D	48	0	0	50	19	10	13	6	2	45	0	0	0	
<b>TOTAL KATOWICE</b>					<b>96</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>13</b>	<b>6</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>31</b>	<b>93</b>	<b>13</b>	<b>13</b>	
KEFLAVIK																		
	STANSTED	ASTRAEUS LTD	S	A	31	0	0	71	6	10	10	3	0	23	80	8	30	
	STANSTED	ASTRAEUS LTD	S	D	31	0	0	55	13	16	13	3	0	36	87	12	31	
	GLASGOW	ICELANDAIR	S	A	18	0	0	78	11	6	6	0	0	10	71	19	17	
	GLASGOW	ICELANDAIR	S	D	18	0	0	83	11	6	0	0	0	8	82	16	17	
	HEATHROW	ICELANDAIR	S	A	59	0	0	54	24	15	5	2	0	22	80	12	54	
	HEATHROW	ICELANDAIR	S	D	59	0	0	51	15	24	10	0	0	26	61	18	54	
	LUTON	ICELANDAIR	C	A	2	0	0	50	50	0	0	0	0	10	0	0	0	
	LUTON	ICELANDAIR	C	D	2	0	0	0	50	0	50	0	0	59	0	0	0	
<b>TOTAL KEFLAVIK</b>					<b>220</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>16</b>	<b>15</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>75</b>	<b>14</b>	<b>14</b>	
KENT INTERNATIONAL																		
	EDINBURGH	EUJET	S	A	41	0	1	73	10	5	5	7	0	32	0	0	0	
	EDINBURGH	EUJET	S	D	41	0	1	66	12	10	5	7	0	35	0	0	0	
	MANCHESTER	EUJET	S	A	24	0	3	88	0	0	13	0	0	18	0	0	0	
	MANCHESTER	EUJET	S	D	24	0	3	79	8	0	13	0	0	17	0	0	0	
	NEWCASTLE	EUJET	S	A	5	0	0	60	20	0	20	0	0	33	0	0	0	
	NEWCASTLE	EUJET	S	D	5	0	0	40	40	0	20	0	0	36	0	0	0	
<b>TOTAL KENT INTERNATIONAL</b>					<b>140</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>10</b>	<b>4</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	
KERRY COUNTY																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 2004					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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
KERRY COUNTY																		
	MANCHESTER	AER ARRAN	S	A	13	0	0	92	0	0	8	0	0	12	0	0	0	
	MANCHESTER	AER ARRAN	S	D	13	0	0	92	0	0	8	0	0	10	0	0	0	
	STANSTED	RYANAIR	S	A	35	0	0	91	3	6	0	0	4	100	1	31		
	STANSTED	RYANAIR	S	D	35	0	0	86	11	3	0	0	7	100	2	31		
<b>TOTAL KERRY COUNTY</b>					<b>96</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>100</b>	<b>1</b>	<b>1</b>		
KHARTOUM																		
	HEATHROW	BMED	S	A	14	0	0	29	36	7	29	0	0	44	0	0	0	
	HEATHROW	BMED	S	D	13	0	0	31	23	23	15	8	0	47	0	0	0	
<b>TOTAL KHARTOUM</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>30</b>	<b>15</b>	<b>22</b>	<b>4</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>51</b>	<b>51</b>	
KIEV (BORISPOL)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	81	16	3	0	0	0	7	59	18	22	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	87	13	0	0	0	0	7	77	17	22	
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	A	31	0	0	74	23	3	0	0	0	9	82	7	22	
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	D	31	0	0	87	6	6	0	0	0	5	86	6	22	
<b>TOTAL KIEV (BORISPOL)</b>					<b>124</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>12</b>	<b>12</b>	
KINGSTON																		
	HEATHROW	AIR JAMAICA	S	A	30	0	0	13	13	13	43	10	7	135	40	66	35	
	HEATHROW	AIR JAMAICA	S	D	30	0	3	13	13	7	33	27	7	175	28	85	36	
	GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	0	64	14	7	14	0	0	21	69	17	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	46	31	15	8	0	0	23	57	22	14	
<b>TOTAL KINGSTON</b>					<b>87</b>	<b>0</b>	<b>3</b>	<b>26</b>	<b>16</b>	<b>10</b>	<b>30</b>	<b>13</b>	<b>5</b>	<b>114</b>	<b>45</b>	<b>56</b>	<b>56</b>	
KIRKWALL																		
	EDINBURGH	LOGANAIR	S	A	7	0	0	86	0	14	0	0	0	6	93	3	27	
	EDINBURGH	LOGANAIR	S	D	58	1	0	64	12	16	9	0	0	23	78	11	58	
<b>TOTAL KIRKWALL</b>					<b>65</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>11</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>82</b>	<b>8</b>	<b>8</b>	
KITTLA																		
	MANCHESTER	ASTRAEUS LTD	C	A	4	0	0	75	0	0	25	0	0	42	0	0	0	
	MANCHESTER	ASTRAEUS LTD	C	D	3	0	0	67	0	0	33	0	0	56	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	25	25	0	0	0	18	75	18	4	
	GATWICK	MONARCH AIRLINES	C	D	3	0	0	0	67	33	0	0	0	34	67	33	3	
<b>TOTAL KITTLA</b>					<b>15</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>27</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>73</b>	<b>16</b>	<b>16</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2004					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)													
KLAGENFURT																			
	STANSTED	RYANAIR		S A	30	0	1	87	7	3	3	0	0	9	97	1	31		
	STANSTED	RYANAIR		S D	30	0	1	57	30	10	3	0	0	17	74	9	31		
<b>TOTAL KLAGENFURT</b>					<b>60</b>	<b>0</b>	<b>2</b>	<b>72</b>	<b>18</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>85</b>	<b>5</b>	<b>5</b>		
KRAKOW																			
	LUTON	ASTRAEUS LTD		C A	2	0	0	50	50	0	0	0	0	13	0	0	0		
	LUTON	ASTRAEUS LTD		C D	2	0	0	0	50	50	0	0	0	33	0	0	0		
	GATWICK	BRITISH AIRWAYS PLC		S A	19	0	0	68	16	5	11	0	0	15	70	15	10		
	GATWICK	BRITISH AIRWAYS PLC		S D	19	0	0	74	11	11	5	0	0	15	90	4	10		
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	36	0	1	89	0	6	6	0	0	9	0	0	0		
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	36	0	1	64	28	3	6	0	0	16	0	0	0		
	GATWICK	LOT-POLISH AIRLINES		S A	27	0	0	59	19	11	11	0	0	24	90	4	31		
	GATWICK	LOT-POLISH AIRLINES		S D	27	0	0	70	7	11	11	0	0	17	84	12	31		
	STANSTED	SKY EUROPE		S A	26	0	1	73	4	4	12	4	4	41	0	0	0		
	STANSTED	SKY EUROPE		S D	27	0	0	56	19	0	19	4	4	53	0	0	0		
<b>TOTAL KRAKOW</b>					<b>223</b>	<b>1</b>	<b>3</b>	<b>69</b>	<b>13</b>	<b>6</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>23</b>	<b>83</b>	<b>9</b>	<b>9</b>		
KRISTIANSAND (KJEVIK)																			
KUALA LUMPUR (SEPANG)																			
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS		S A	80	1	0	53	16	24	6	1	0	26	75	11	63		
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS		S D	80	1	0	68	19	13	1	0	0	14	86	6	80		
	MANCHESTER	MALAYSIAN AIRLINES SYSTEM-MAS		S A	18	0	0	67	11	6	11	6	0	29	94	14	17		
	MANCHESTER	MALAYSIAN AIRLINES SYSTEM-MAS		S D	18	0	0	83	0	6	11	0	0	15	76	8	17		
<b>TOTAL KUALA LUMPUR (SEPANG)</b>					<b>196</b>	<b>2</b>	<b>0</b>	<b>63</b>	<b>15</b>	<b>16</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>82</b>	<b>9</b>	<b>9</b>		
KUWAIT																			
	HEATHROW	BRITISH AIRWAYS PLC		S A	39	0	0	90	8	3	0	0	0	5	90	7	30		
	HEATHROW	BRITISH AIRWAYS PLC		S D	42	0	0	69	14	10	7	0	0	15	74	18	31		
	HEATHROW	KUWAIT AIRWAYS		S A	31	0	0	39	23	32	3	3	0	34	83	13	30		
	HEATHROW	KUWAIT AIRWAYS		S D	31	0	0	71	16	10	3	0	0	15	35	26	31		
<b>TOTAL KUWAIT</b>					<b>143</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>70</b>	<b>16</b>	<b>16</b>		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 2004					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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
LA ROCHELLE																		
	BIRMINGHAM	FLYBE LTD		S A	2	0	0	50	0	50	0	0	0	25	0	0	0	
	BIRMINGHAM	FLYBE LTD		S D	2	0	0	100	0	0	0	0	0	9	0	0	0	
<b>TOTAL LA ROCHELLE</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>95</b>	<b>3</b>	<b>3</b>	
LA ROMANA																		
	GATWICK	MY TRAVEL AIRWAYS UK		C A	5	0	0	80	0	0	0	20	0	59	67	10	3	
	GATWICK	MY TRAVEL AIRWAYS UK		C D	4	0	0	75	0	0	0	25	0	84	100	6	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK		C A	5	0	0	80	0	0	0	20	0	64	50	20	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK		C D	4	0	0	75	0	0	0	25	0	80	75	7	4	
<b>TOTAL LA ROMANA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>71</b>	<b>73</b>	<b>11</b>	<b>11</b>	
LAGOS																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	31	0	0	74	16	6	3	0	0	14	90	7	31	
	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	0	29	32	35	3	0	0	27	29	30	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	41	1	1	78	10	7	5	0	0	13	47	31	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	41	1	1	15	44	24	17	0	0	38	63	17	30	
<b>TOTAL LAGOS</b>					<b>144</b>	<b>3</b>	<b>2</b>	<b>49</b>	<b>26</b>	<b>18</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>57</b>	<b>21</b>	<b>21</b>	
LAHORE																		
	HEATHROW	PAKISTAN INTL AIRLINES		S A	14	0	0	43	29	14	7	0	7	50	38	23	13	
	HEATHROW	PAKISTAN INTL AIRLINES		S D	14	0	0	14	29	43	14	0	0	43	46	14	13	
	MANCHESTER	PAKISTAN INTL AIRLINES		S A	5	0	0	20	40	40	0	0	0	26	80	14	5	
	MANCHESTER	PAKISTAN INTL AIRLINES		S D	5	0	0	80	0	0	20	0	0	24	20	54	5	
<b>TOTAL LAHORE</b>					<b>38</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>26</b>	<b>26</b>	<b>11</b>	<b>0</b>	<b>3</b>	<b>41</b>	<b>44</b>	<b>23</b>	<b>23</b>	
LAHR																		
LARNACA																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	34	0	0	32	38	15	15	0	0	32	63	16	32	
	HEATHROW	BRITISH AIRWAYS PLC		S D	35	0	0	57	17	20	6	0	0	21	66	17	32	
	BIRMINGHAM	CYPRUS AIRWAYS		S A	5	0	0	80	20	0	0	0	0	8	75	8	4	
	BIRMINGHAM	CYPRUS AIRWAYS		S D	5	0	0	40	20	40	0	0	0	20	25	29	4	
	HEATHROW	CYPRUS AIRWAYS		S A	64	0	0	72	13	11	5	0	0	16	72	19	60	
	HEATHROW	CYPRUS AIRWAYS		S D	65	0	0	52	15	28	2	3	0	24	53	25	60	
	MANCHESTER	CYPRUS AIRWAYS		S A	13	0	0	85	15	0	0	0	0	4	100	2	12	
	MANCHESTER	CYPRUS AIRWAYS		S D	10	0	0	60	30	10	0	0	0	13	58	11	12	
	STANSTED	CYPRUS AIRWAYS		S A	9	0	1	100	0	0	0	0	0	4	85	3	13	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
LARNACA	STANSTED	CYPRUS AIRWAYS	S	D	9	0	1	44	33	22	0	0	0	22	46	17	13
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	5	0	0	0
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	2	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	S	A	4	0	0	50	25	0	25	0	0	34	100	5	2
	GATWICK	FIRST CHOICE AIRWAYS LTD	S	D	4	0	0	25	25	0	50	0	0	60	100	0	1
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	S	A	4	0	0	100	0	0	0	0	0	9	100	8	2
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	0	3	100	0	2
	BIRMINGHAM	HELIOS AIRWAYS LTD	S	A	4	0	0	50	25	25	0	0	0	20	0	0	0
	BIRMINGHAM	HELIOS AIRWAYS LTD	S	D	4	0	0	0	25	50	25	0	0	43	0	0	0
	GATWICK	HELIOS AIRWAYS LTD	S	D	4	0	0	25	25	50	0	0	0	36	0	0	0
	HEATHROW	HELIOS AIRWAYS LTD	S	A	18	0	0	17	22	39	22	0	0	38	0	0	0
	HEATHROW	HELIOS AIRWAYS LTD	S	D	18	0	0	56	33	11	0	0	0	15	0	0	0
	LUTON	HELIOS AIRWAYS LTD	S	A	25	1	0	88	8	4	0	0	0	8	83	7	18
	LUTON	HELIOS AIRWAYS LTD	S	D	26	0	0	31	46	19	4	0	0	23	63	19	19
	MANCHESTER	HELIOS AIRWAYS LTD	C	A	6	0	0	67	0	0	33	0	0	44	0	0	0
	MANCHESTER	HELIOS AIRWAYS LTD	C	D	7	0	0	43	14	14	29	0	0	43	0	0	0
	NEWCASTLE	HELIOS AIRWAYS LTD	C	A	2	0	0	50	50	0	0	0	0	17	0	0	0
	NEWCASTLE	HELIOS AIRWAYS LTD	C	D	2	0	0	50	0	0	50	0	0	69	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	2	0	0	50	0	50	0	0	0	24	100	1	1
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	1	100	3	1
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	3	0	0	33	33	33	0	0	0	25	75	8	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	0	25	0	0	21	67	13	6
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	50	0	0	0	0	12	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	3	0	0	33	67	0	0	0	0	14	100	2	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	3	1	0	67	0	33	0	0	0	16	100	0	4
<b>TOTAL LARNACA</b>					<b>409</b>	<b>3</b>	<b>2</b>	<b>56</b>	<b>20</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>69</b>	<b>15</b>	<b>15</b>
LAS PALMAS	MANCHESTER	AIR MALTA	C	A	4	0	0	25	25	50	0	0	0	27	0	41	5
	MANCHESTER	AIR MALTA	C	D	4	0	0	100	0	0	0	0	0	4	80	7	5
	GATWICK	EXCEL AIRWAYS LTD	C	A	8	0	0	63	25	0	13	0	0	26	56	13	9
	GATWICK	EXCEL AIRWAYS LTD	C	D	8	0	0	63	13	13	13	0	0	26	100	4	9
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	3	1	0	0	33	33	33	0	0	72	0	40	4
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	42	75	25	4

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2004				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	12	0	0	83	8	0	8	0	0	11	78	8	9	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	12	0	0	58	25	8	8	0	0	17	80	8	10	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	1	80	7	5	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	5	100	9	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	7	1	0	86	0	14	0	0	0	7	100	1	9	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	88	0	0	13	0	0	11	100	0	9	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	80	7	5	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	2	5	
	GATWICK	GB AIRWAYS LTD	S	A	24	1	0	46	25	17	13	0	0	24	65	19	17	
	GATWICK	GB AIRWAYS LTD	S	D	25	0	0	72	16	8	4	0	0	14	61	21	18	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	0	25	0	0	0	11	60	40	5	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	25	25	0	0	0	19	80	6	5	
	LUTON	MONARCH AIRLINES	S	A	4	0	0	50	0	50	0	0	0	23	0	0	0	
	LUTON	MONARCH AIRLINES	S	D	4	0	0	100	0	0	0	0	0	2	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	50	50	0	0	0	0	10	100	3	5	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	1	100	3	5	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	11	25	340	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	11	67	55	3	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	3	1	0	33	0	33	33	0	0	66	67	8	9	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	0	50	0	0	66	89	6	9	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	25	0	0	0	17	20	33	5	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	1	80	17	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	7	1	0	43	0	29	14	14	0	81	75	15	8	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	50	13	0	25	13	0	70	89	3	9	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	2	40	15	5	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	2	80	3	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	2	100	5	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	0	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	63	0	25	0	0	13	68	40	22	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	0	0	0	0	13	57	80	12	5	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	8	100	3	5	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	6	0	0	83	17	0	0	0	0	5	100	2	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	15	0	0	73	7	20	0	0	0	16	89	7	9	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 2004			
					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)											
LAS PALMAS	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	14	0	0	86	7	7	0	0	0	7	90	2	10
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	3	80	19	5
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	80	19	5
	BIRMINGHAM	THOMSONFLY LTD	C	A	9	0	0	78	22	0	0	0	5	67	11	9	
	BIRMINGHAM	THOMSONFLY LTD	C	D	9	0	0	89	11	0	0	0	2	89	6	9	
	GATWICK	THOMSONFLY LTD	C	A	13	0	0	77	0	15	0	8	0	28	69	17	13
	GATWICK	THOMSONFLY LTD	C	D	13	0	0	85	15	0	0	0	8	85	16	13	
	GLASGOW	THOMSONFLY LTD	C	A	5	0	0	60	20	20	0	0	11	100	2	5	
	GLASGOW	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	2	100	2	5	
	LUTON	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	3	67	28	9	
	LUTON	THOMSONFLY LTD	C	D	5	0	0	40	40	20	0	0	17	78	19	9	
	MANCHESTER	THOMSONFLY LTD	C	A	12	1	0	83	0	8	8	0	11	85	15	13	
	MANCHESTER	THOMSONFLY LTD	C	D	13	0	0	85	15	0	0	0	5	85	10	13	
	NEWCASTLE	THOMSONFLY LTD	C	A	4	0	0	75	0	25	0	0	12	40	19	5	
	NEWCASTLE	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	60	15	5	
	STANSTED	THOMSONFLY LTD	C	A	8	0	0	88	0	0	13	0	14	80	9	5	
	STANSTED	THOMSONFLY LTD	C	D	8	0	0	63	13	0	13	13	0	40	80	5	5
	GATWICK	VOLAR AIRLINES	C	A	4	0	0	25	50	0	25	0	0	31	0	0	0
	GATWICK	VOLAR AIRLINES	C	D	4	0	0	0	50	25	25	0	0	37	0	0	0
<b>TOTAL LAS PALMAS</b>					<b>395</b>	<b>7</b>	<b>0</b>	<b>73</b>	<b>11</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>19</b>	<b>76</b>	<b>16</b>	<b>16</b>
LAS VEGAS	MANCHESTER	BMI BRITISH MIDLAND	S	A	13	0	0	77	15	0	0	8	0	20	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	S	D	14	0	0	86	0	14	0	0	0	9	0	0	0
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	18	0	0	33	28	17	17	6	0	40	63	14	16
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	19	0	0	63	16	11	11	0	0	26	44	19	16
<b>TOTAL LAS VEGAS</b>					<b>66</b>	<b>2</b>	<b>0</b>	<b>62</b>	<b>15</b>	<b>12</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>55</b>	<b>16</b>	<b>16</b>
LE CASTELLET	LEEDS BRADFORD	HEATHROW	BMI BRITISH MIDLAND	S	A	104	0	2	78	13	9	1	0	8	68	15	111
		HEATHROW	BMI BRITISH MIDLAND	S	D	106	0	1	78	9	10	2	0	9	69	15	112
		EDINBURGH	BMI REGIONAL	S	A	86	0	0	86	8	5	1	0	7	95	5	93
		EDINBURGH	BMI REGIONAL	S	D	86	0	0	84	8	6	1	1	10	94	6	93
		GLASGOW	BMI REGIONAL	S	A	65	0	0	82	8	6	5	0	12	89	5	73



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 2004				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
LEEDS BRADFORD	GLASGOW	BMI REGIONAL	S	D	67	0	0	76	9	9	6	0	0	13	90	5	72	
	LONDON CITY	BMI REGIONAL	S	A	64	0	0	89	5	6	0	0	4	0	0	0		
	LONDON CITY	BMI REGIONAL	S	D	62	0	0	85	8	5	2	0	9	0	0	0		
<b>TOTAL LEEDS BRADFORD</b>					<b>640</b>	<b>2</b>	<b>3</b>	<b>82</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>9</b>	<b>9</b>		
LEIPZIG	STANSTED	AIR BERLIN	S	A	12	0	0	83	8	0	8	0	10	0	0	0		
	STANSTED	AIR BERLIN	S	D	12	0	0	67	17	8	0	8	27	0	0	0		
<b>TOTAL LEIPZIG</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>19</b>	<b>86</b>	<b>7</b>	<b>7</b>	
LIBREVILLE																		
LILONGWE																		
LIMOGES	STANSTED	RYANAIR	S	A	24	1	1	100	0	0	0	0	1	100	0	31		
	STANSTED	RYANAIR	S	D	24	0	1	83	13	4	0	0	10	97	4	31		
<b>TOTAL LIMOGES</b>					<b>48</b>	<b>1</b>	<b>2</b>	<b>92</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>98</b>	<b>2</b>	<b>2</b>		
LINZ	STANSTED	RYANAIR	S	A	31	0	0	94	0	0	6	0	9	100	0	31		
	STANSTED	RYANAIR	S	D	31	0	0	61	32	0	3	3	17	97	3	31		
<b>TOTAL LINZ</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>16</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>13</b>	<b>98</b>	<b>1</b>	<b>1</b>		
LISBON	GATWICK	AIR PORTUGAL	S	A	62	0	0	53	23	16	8	0	21	61	18	51		
	GATWICK	AIR PORTUGAL	S	D	74	0	1	65	14	14	8	0	17	77	12	65		
	HEATHROW	AIR PORTUGAL	S	A	108	0	0	46	30	15	9	0	24	31	33	108		
	HEATHROW	AIR PORTUGAL	S	D	93	0	0	76	9	8	6	1	14	60	25	93		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	123	0	0	73	15	9	3	0	12	66	15	123		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	123	0	0	61	24	12	3	0	16	72	12	123		
	MANCHESTER	PORTUGALIA	S	A	31	0	0	77	10	10	3	0	10	79	8	28		
	MANCHESTER	PORTUGALIA	S	D	8	0	0	88	13	0	0	0	4	93	4	28		
<b>TOTAL LISBON</b>					<b>624</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>18</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>16</b>	<b>64</b>	<b>17</b>	<b>17</b>		
LIVERPOOL	EDINBURGH	FLYBE LTD	S	A	5	0	0	40	40	20	0	0	14	0	0	0		
	EDINBURGH	FLYBE LTD	S	D	5	0	0	40	20	40	0	0	18	0	0	0		
	GLASGOW	FLYBE LTD	S	A	5	0	0	100	0	0	0	0	2	0	0	0		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAR 2004					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
LIVERPOOL																		
	GLASGOW	FLYBE LTD		S D	5	0	0	100	0	0	0	0	0	1	0	0	0	
	LONDON CITY	VLM (BELGIUM)		S A	117	0	3	91	7	1	1	0	0	5	89	8	121	
	LONDON CITY	VLM (BELGIUM)		S D	118	0	2	92	8	0	0	1	0	6	84	9	123	
<b>TOTAL LIVERPOOL</b>					<b>255</b>	<b>1</b>	<b>5</b>	<b>90</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>8</b>	<b>8</b>	
LJUBLJANA																		
	GATWICK	ADRIA AIRWAYS		S A	27	0	0	81	7	7	4	0	0	9	96	5	24	
	GATWICK	ADRIA AIRWAYS		S D	27	0	0	85	4	0	11	0	0	12	79	10	24	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	31	0	0	68	10	16	6	0	0	20	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	31	0	0	61	16	19	3	0	0	17	0	0	0	
<b>TOTAL LJUBLJANA</b>					<b>116</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>9</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>88</b>	<b>7</b>	<b>7</b>	
LONDON CITY																		
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD		S A	64	0	0	70	13	8	9	0	0	15	79	15	71	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD		S D	64	0	0	80	13	3	3	2	0	12	72	22	72	
	EDINBURGH	SCOT AIRWAYS		S A	191	0	12	72	22	3	3	0	0	13	83	9	218	
	EDINBURGH	SCOT AIRWAYS		S D	189	0	14	84	10	3	3	1	0	10	87	7	217	
	MANCHESTER	VLM (BELGIUM)		S A	172	0	10	80	14	3	2	1	0	13	87	8	207	
	MANCHESTER	VLM (BELGIUM)		S D	172	0	10	95	1	2	1	0	0	3	92	5	206	
<b>TOTAL LONDON CITY</b>					<b>852</b>	<b>2</b>	<b>46</b>	<b>81</b>	<b>12</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>86</b>	<b>9</b>	<b>9</b>	
LOS ANGELES INTERNATIONAL																		
	HEATHROW	AMERICAN AIRLINES		S A	31	0	0	32	35	23	6	3	0	35	65	20	31	
	HEATHROW	AMERICAN AIRLINES		S D	31	0	0	81	19	0	0	0	0	7	55	15	31	
	HEATHROW	BRITISH AIRWAYS PLC		S A	63	0	0	54	21	21	5	0	0	18	81	10	62	
	HEATHROW	BRITISH AIRWAYS PLC		S D	64	0	0	47	25	23	5	0	0	22	48	21	62	
	HEATHROW	UNITED AIRLINES		S A	31	0	0	48	23	19	10	0	0	23	87	6	31	
	HEATHROW	UNITED AIRLINES		S D	31	0	0	87	6	3	3	0	0	11	77	14	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	62	0	0	29	23	35	11	2	0	33	56	26	34	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	62	0	0	45	29	13	13	0	0	25	23	37	35	
<b>TOTAL LOS ANGELES INTERNATIONAL</b>					<b>375</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>23</b>	<b>19</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>62</b>	<b>18</b>	<b>18</b>	
LUANDA																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	4	0	0	100	0	0	0	0	0	3	75	28	4	
	HEATHROW	BRITISH AIRWAYS PLC		S D	4	0	0	50	25	25	0	0	0	25	50	19	4	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
LUANDA																		
<b>TOTAL LUANDA</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>14</b>	<b>63</b>	<b>23</b>	<b>23</b>	
LUBECK																		
	STANSTED	RYANAIR	S	A	87	1	2	90	6	3	1	0	0	6	94	3	85	
	STANSTED	RYANAIR	S	D	89	0	0	84	11	3	1	0	0	8	85	7	85	
<b>TOTAL LUBECK</b>					<b>176</b>	<b>3</b>	<b>2</b>	<b>87</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>5</b>	<b>5</b>	
LUSAKA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	14	0	0	79	14	0	0	7	0	19	77	9	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	46	15	31	8	0	0	22	71	12	14	
<b>TOTAL LUSAKA</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>15</b>	<b>15</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>20</b>	<b>74</b>	<b>10</b>	<b>10</b>	
LUTON																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	163	0	3	77	10	4	7	2	0	18	85	7	186	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	163	0	3	69	12	9	9	2	0	22	73	14	185	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	169	0	1	86	2	7	5	0	0	10	88	7	190	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	169	0	1	82	7	6	5	1	0	12	88	9	190	
<b>TOTAL LUTON</b>					<b>667</b>	<b>3</b>	<b>8</b>	<b>78</b>	<b>8</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>84</b>	<b>9</b>	<b>9</b>	
LUXEMBOURG																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	45	0	0	91	2	7	0	0	0	4	84	5	50	
	GATWICK	BRITISH AIRWAYS PLC	S	D	45	0	0	91	2	4	2	0	0	7	84	8	50	
	HEATHROW	LUXAIR	S	A	62	0	0	56	24	13	5	2	0	22	40	21	62	
	HEATHROW	LUXAIR	S	D	62	0	0	81	13	3	2	2	0	10	71	13	62	
	LONDON CITY	LUXAIR	S	A	95	0	3	82	12	6	0	0	0	7	89	7	76	
	LONDON CITY	LUXAIR	S	D	96	0	2	68	21	10	1	0	0	13	84	9	76	
	MANCHESTER	LUXAIR	S	A	31	0	0	97	3	0	0	0	0	4	87	6	31	
	MANCHESTER	LUXAIR	S	D	31	0	0	90	6	0	3	0	0	7	94	3	31	
	LONDON CITY	VLM (BELGIUM)	S	A	95	0	1	93	2	2	2	1	0	7	77	11	74	
	LONDON CITY	VLM (BELGIUM)	S	D	94	0	2	78	18	1	3	0	0	10	76	11	75	
<b>TOTAL LUXEMBOURG</b>					<b>656</b>	<b>1</b>	<b>8</b>	<b>81</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>10</b>	<b>10</b>	
LUXOR																		
	HEATHROW	EGYPT AIR	S	A	4	0	0	25	25	50	0	0	0	30	20	29	5	
	HEATHROW	EGYPT AIR	S	D	4	0	0	25	25	25	25	0	0	40	20	31	5	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	50	0	25	0	0	25	319	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	5	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAR 2004					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	A	12	0	0	58	17	17	8	0	0	23	80	11	5	
	GATWICK	MONARCH AIRLINES	C	D	12	0	0	75	17	8	0	0	0	8	80	4	5	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	60	20	20	0	0	0	17	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	THOMSONFLY LTD	C	A	5	0	0	40	40	20	0	0	0	18	0	0	0	
	BIRMINGHAM	THOMSONFLY LTD	C	D	5	0	0	80	20	0	0	0	0	8	0	0	0	
	GATWICK	THOMSONFLY LTD	C	A	5	0	0	80	0	20	0	0	0	13	75	10	4	
	GATWICK	THOMSONFLY LTD	C	D	5	0	0	80	0	20	0	0	0	13	40	26	5	
	MANCHESTER	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	1	80	7	5	
	MANCHESTER	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	0	60	10	5	
<b>TOTAL LUXOR</b>					<b>82</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>12</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>49</b>	<b>56</b>	<b>16</b>	<b>16</b>	
LYON																		
	HEATHROW	AIR FRANCE	S	A	69	0	3	71	16	4	7	1	0	19	0	0	0	
	HEATHROW	AIR FRANCE	S	D	69	0	3	81	6	7	4	1	0	16	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	4	0	0	75	25	0	0	0	0	12	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	50	0	0	84	6	4	6	0	0	11	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	50	0	0	84	6	6	4	0	0	9	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	4	0	0	100	0	0	0	0	0	4	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	8	0	0	88	0	13	0	0	0	11	50	25	8	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	30	0	0	63	20	13	0	3	0	18	84	6	31	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	8	0	0	88	0	13	0	0	0	8	67	16	6	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	30	0	0	73	13	10	3	0	0	13	87	6	31	
	GATWICK	BRITISH AIRWAYS PLC	C	A	4	0	0	50	25	0	25	0	0	26	75	6	4	
	GATWICK	BRITISH AIRWAYS PLC	C	D	5	0	0	80	0	0	20	0	0	18	25	21	4	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	97	0	0	69	16	9	5	0	0	15	72	14	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	97	0	0	59	19	18	5	0	0	19	69	13	93	
	STANSTED	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	C	A	4	0	0	75	25	0	0	0	0	5	67	9	6	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 2004					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
LYON	STANSTED	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	C	D	4	0	0	100	0	0	0	0	0	6	83	5	6	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	70	1	2	64	10	11	11	3	0	29	68	14	93	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	70	1	3	49	19	19	13	1	0	35	58	18	93	
	STANSTED	EUROPEAN AIR CHARTER	C	A	4	0	0	0	25	0	50	25	0	121	50	18	2	
	STANSTED	EUROPEAN AIR CHARTER	C	D	4	0	0	0	0	50	25	25	0	123	0	33	2	
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	38	50	13	0	0	0	16	63	35	8	
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	63	13	13	13	0	0	33	50	40	8	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	25	50	0	0	0	27	50	19	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	25	0	0	0	22	75	11	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	16	0	0	69	6	6	19	0	0	19	69	21	16	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	16	0	0	81	6	13	0	0	0	11	81	13	16	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	0	25	25	50	0	0	61	75	32	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	5	100	3	4	
	GATWICK	THOMSONFLY LTD	C	A	8	0	0	63	13	25	0	0	0	18	56	47	9	
	GATWICK	THOMSONFLY LTD	C	D	8	0	0	75	13	0	13	0	0	17	60	42	10	
	GLASGOW	THOMSONFLY LTD	C	A	4	0	0	50	25	25	0	0	0	23	40	28	5	
	GLASGOW	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	8	80	11	5	
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	50	25	0	25	0	0	25	25	20	4	
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	75	0	25	0	0	0	11	100	3	4	
	NEWCASTLE	THOMSONFLY LTD	C	A	4	0	0	25	50	25	0	0	0	19	0	0	0	
	NEWCASTLE	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	0	10	0	0	0	
<b>TOTAL LYON</b>					<b>787</b>	<b>4</b>	<b>11</b>	<b>68</b>	<b>13</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>72</b>	<b>15</b>	<b>15</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
MADRAS/CHENNAI	HEATHROW	BRITISH AIRWAYS PLC		S A	9	0	0	56	33	11	0	0	0	13	100	1	8
	HEATHROW	BRITISH AIRWAYS PLC		S D	9	0	0	33	44	22	0	0	0	25	44	25	9
<b>TOTAL MADRAS/CHENNAI</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>39</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>71</b>	<b>14</b>	<b>14</b>
MADRID	GATWICK	AEROLINEAS ARGENTINAS		S A	18	0	0	67	28	0	6	0	0	13	54	51	13
	GATWICK	AEROLINEAS ARGENTINAS		S D	18	0	0	89	6	0	6	0	0	11	23	27	13
	HEATHROW	BMI BRITISH MIDLAND		S A	31	0	0	81	6	6	3	0	3	23	55	21	58
	HEATHROW	BMI BRITISH MIDLAND		S D	31	0	0	77	16	3	3	0	0	10	60	18	58
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S A	28	0	0	79	14	0	7	0	0	11	97	6	31
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S D	29	0	0	86	0	10	3	0	0	13	74	11	31
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD		S A	26	0	0	85	0	12	4	0	0	10	96	2	25
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD		S D	18	0	0	83	17	0	0	0	0	7	86	7	22
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	52	0	0	77	13	6	4	0	0	10	81	8	54
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S D	53	0	0	83	4	6	8	0	0	12	89	8	54
	GATWICK	BRITISH AIRWAYS PLC		S A	92	0	0	55	23	17	3	0	1	22	88	9	93
	GATWICK	BRITISH AIRWAYS PLC		S D	92	0	0	76	14	7	2	1	0	15	84	8	92
	HEATHROW	BRITISH AIRWAYS PLC		S A	154	0	0	47	26	19	7	0	0	22	60	20	154
	HEATHROW	BRITISH AIRWAYS PLC		S D	154	0	0	64	15	19	2	0	0	17	71	12	154
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	36	0	1	72	8	8	11	0	0	17	87	9	31
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	36	0	0	81	11	8	0	0	0	10	97	4	31
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	62	0	0	77	16	3	3	0	0	11	90	4	62
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	62	0	0	63	24	10	3	0	0	18	85	9	62
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	2	0	0	50	50	0	0	0	0	10	0	0	0
	HEATHROW	IBERIA		S A	186	0	0	46	27	21	6	0	0	23	59	16	183
	HEATHROW	IBERIA		S D	185	0	0	53	19	18	9	1	0	23	75	11	185
	GATWICK	MONARCH AIRLINES		C A	3	0	0	33	67	0	0	0	0	19	0	0	0
	GATWICK	MONARCH AIRLINES		C D	4	0	0	75	25	0	0	0	0	6	0	0	0
	GATWICK	THOMSONFLY LTD		C A	2	0	0	0	50	50	0	0	0	37	0	0	0
<b>TOTAL MADRID</b>					<b>1378</b>	<b>1</b>	<b>1</b>	<b>63</b>	<b>18</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>74</b>	<b>13</b>	<b>13</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 2004					
					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)												
MAHON																		
	GATWICK	GB AIRWAYS LTD	S	A	8	0	0	100	0	0	0	0	0	6	78	13	9	
	GATWICK	GB AIRWAYS LTD	S	D	8	0	0	100	0	0	0	0	2	89	15	9		
	LUTON	MONARCH AIRLINES	S	A	9	0	0	100	0	0	0	0	2	100	0	10		
	LUTON	MONARCH AIRLINES	S	D	9	0	0	100	0	0	0	0	8	100	3	10		
<b>TOTAL MAHON</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>92</b>	<b>7</b>	<b>7</b>		
MALABO																		
	GATWICK	ASTRAEUS LTD	S	A	5	0	0	60	20	20	0	0	13	100	0	4		
	GATWICK	ASTRAEUS LTD	S	D	5	0	0	40	0	0	60	0	41	100	1	5		
<b>TOTAL MALABO</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>10</b>	<b>10</b>	<b>30</b>	<b>0</b>	<b>27</b>	<b>100</b>	<b>0</b>	<b>0</b>		
MALAGA																		
	MANCHESTER	AIR MALTA	C	A	6	0	0	50	50	0	0	0	13	75	18	4		
	MANCHESTER	AIR MALTA	C	D	6	0	0	83	17	0	0	0	4	100	2	4		
	BIRMINGHAM	BMIBABY LTD	S	A	30	0	1	63	27	3	7	0	14	0	0	0		
	BIRMINGHAM	BMIBABY LTD	S	D	31	0	0	52	29	13	3	3	25	0	0	0		
	MANCHESTER	BMIBABY LTD	S	A	23	0	0	35	26	17	13	9	45	15	38	20		
	MANCHESTER	BMIBABY LTD	S	D	23	0	0	70	9	13	4	4	29	55	19	20		
	EDINBURGH	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	A	8	0	0	88	13	0	0	0	4	88	7	8		
	EDINBURGH	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	D	8	0	0	75	13	13	0	0	9	50	15	8		
	MANCHESTER	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	A	31	0	0	48	32	13	6	0	21	0	0	0		
	MANCHESTER	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	D	31	0	0	100	0	0	0	0	1	0	0	0		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	63	0	0	65	10	13	11	2	22	84	6	63		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	63	0	0	76	8	8	5	3	20	89	5	63		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	74	0	1	68	8	14	11	0	22	83	13	63		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	74	0	1	53	31	8	5	3	24	72	14	68		
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	84	3	13	0	0	10	50	33	30		
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	81	10	10	0	0	9	67	28	30		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	69	0	3	57	20	10	10	3	26	76	23	70		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	71	0	0	55	24	10	8	3	27	74	14	70		
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	0	0	0	100	0	74	75	7	4		
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	100	3	4		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 2004				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
MALAGA	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	0	12	100	1	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	11	100	0	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	8	12
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	10	92	5	12
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	17	75	11	4
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	6	75	8	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	10	0	0	80	20	0	0	0	0	7	81	14	16
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	10	0	0	100	0	0	0	0	0	2	81	13	16
	BIRMINGHAM	FLYBE LTD	S	A	5	0	0	40	0	40	20	0	0	44	0	0	0
	BIRMINGHAM	FLYBE LTD	S	D	5	0	0	60	0	20	20	0	0	26	0	0	0
	EDINBURGH	FLYGLOBESPAN	S	A	2	0	0	100	0	0	0	0	0	7	0	0	0
	EDINBURGH	FLYGLOBESPAN	S	D	4	0	0	75	25	0	0	0	0	15	0	0	0
	GLASGOW	FLYGLOBESPAN	S	A	25	1	1	76	12	4	8	0	0	12	0	0	0
	GLASGOW	FLYGLOBESPAN	S	D	25	1	1	88	4	0	8	0	0	11	0	0	0
	GATWICK	GB AIRWAYS LTD	S	A	56	1	0	79	9	9	4	0	0	12	86	10	50
	GATWICK	GB AIRWAYS LTD	S	D	56	1	3	70	14	11	5	0	0	16	76	14	49
	HEATHROW	GB AIRWAYS LTD	S	A	62	0	0	55	23	15	6	2	0	21	60	19	62
	HEATHROW	GB AIRWAYS LTD	S	D	62	0	0	69	16	11	2	2	0	16	81	13	62
	MANCHESTER	GB AIRWAYS LTD	S	A	14	0	0	79	0	21	0	0	0	11	0	0	0
	MANCHESTER	GB AIRWAYS LTD	S	D	14	0	0	79	14	7	0	0	0	8	0	0	0
	EDINBURGH	GREECE AIRWAYS	S	A	9	0	0	22	44	11	11	0	11	74	43	24	7
	EDINBURGH	GREECE AIRWAYS	S	D	9	0	0	22	33	11	22	0	11	79	67	20	6
	GLASGOW	GREECE AIRWAYS	S	A	9	0	0	22	33	11	22	0	11	79	29	28	7
	GLASGOW	GREECE AIRWAYS	S	D	9	0	0	56	22	0	11	0	11	63	57	11	7
	HEATHROW	IBERIA	S	A	31	0	0	48	39	6	6	0	0	18	42	24	31
	HEATHROW	IBERIA	S	D	31	0	0	71	16	3	10	0	0	13	68	13	31
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	50	13	25	13	0	0	32	0	50	4
	GATWICK	MONARCH AIRLINES	S	A	62	0	0	56	29	10	5	0	0	19	48	41	31
	GATWICK	MONARCH AIRLINES	C	D	7	0	0	86	14	0	0	0	0	3	25	37	4
	GATWICK	MONARCH AIRLINES	S	D	62	0	1	87	8	3	2	0	0	7	84	16	31
	LUTON	MONARCH AIRLINES	S	A	35	0	0	63	29	9	0	0	0	12	60	19	35
	LUTON	MONARCH AIRLINES	S	D	35	0	0	80	17	3	0	0	0	7	86	8	35
	MANCHESTER	MONARCH AIRLINES	S	A	61	0	0	82	13	3	2	0	0	9	74	12	62



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 2004				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	MANCHESTER	MONARCH AIRLINES	S	D	61	0	0	93	7	0	0	0	0	3	87	7	62
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	30	0	1	93	3	0	3	0	0	6	71	32	31
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	31	0	0	94	6	0	0	0	0	4	65	33	31
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	25	0	25	0	64	100	2	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	25	0	25	0	70	100	2	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	0	25	0	0	34	75	13	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	10	75	84	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	44	11	11	22	11	0	75	80	29	10
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	67	0	0	11	22	0	64	91	21	11
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	19	50	18	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	32	100	5	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	7	0	0	100	0	0	0	0	0	3	88	39	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	6	0	0	100	0	0	0	0	0	5	75	47	8
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	10	75	7	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	1	80	10	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	11	100	6	6
	BIRMINGHAM	THOMSONFLY LTD	C	A	9	0	0	78	11	11	0	0	0	7	100	2	8
	BIRMINGHAM	THOMSONFLY LTD	C	D	9	0	0	100	0	0	0	0	0	1	100	3	8
	EDINBURGH	THOMSONFLY LTD	C	A	4	0	0	50	50	0	0	0	0	12	0	0	0
	EDINBURGH	THOMSONFLY LTD	C	D	4	0	0	50	25	25	0	0	0	15	0	0	0
	GATWICK	THOMSONFLY LTD	C	A	9	0	0	56	22	11	11	0	0	18	92	14	13
	GATWICK	THOMSONFLY LTD	C	D	9	0	0	100	0	0	0	0	0	4	85	6	13
	GLASGOW	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	6	80	42	5
	GLASGOW	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	0	5	100	1	4
	LUTON	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4
	LUTON	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	0	4
	MANCHESTER	THOMSONFLY LTD	C	A	13	0	0	46	15	15	15	8	0	50	85	22	13
	MANCHESTER	THOMSONFLY LTD	C	D	13	0	0	46	8	23	15	8	0	58	100	2	13
	NEWCASTLE	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	9	4
	NEWCASTLE	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	0	75	6	4
	STANSTED	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	8	4
	STANSTED	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	3	75	19	4
<b>TOTAL MALAGA</b>					<b>1714</b>	<b>12</b>	<b>13</b>	<b>70</b>	<b>15</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>74</b>	<b>16</b>	<b>16</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2004					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	
MALE INTERNATIONAL																			
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	1	0	50	0	25	25	0	0	33	60	44	5		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	25	0	25	0	0	25	100	1	4		
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	0	75	25	0	0	48	50	26	10		
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	25	25	0	0	0	22	40	41	5		
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	50	0	25	25	0	0	34	80	6	5		
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	5	50	13	4		
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	50	25	0	25	0	0	25	40	21	5		
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	0	50	15	4		
<b>TOTAL MALE INTERNATIONAL</b>					<b>32</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>9</b>	<b>19</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>63</b>	<b>58</b>	<b>58</b>		
MALMO																			
	STANSTED	RYANAIR	S	A	54	1	0	67	19	11	4	0	0	14	87	6	54		
	STANSTED	RYANAIR	S	D	54	0	0	46	31	17	6	0	0	22	65	14	54		
<b>TOTAL MALMO</b>					<b>108</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>25</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>76</b>	<b>10</b>	<b>10</b>		
MALTA																			
	BIRMINGHAM	AIR MALTA	S	A	9	0	0	78	0	22	0	0	0	12	89	3	9		
	BIRMINGHAM	AIR MALTA	S	D	9	0	0	78	0	11	11	0	0	20	56	17	9		
	GATWICK	AIR MALTA	S	A	42	0	0	79	10	7	5	0	0	12	88	5	33		
	GATWICK	AIR MALTA	S	D	41	0	0	63	17	15	5	0	0	18	79	9	33		
	GLASGOW	AIR MALTA	C	A	5	0	0	80	0	20	0	0	0	11	100	0	5		
	GLASGOW	AIR MALTA	S	A	5	0	0	20	20	20	40	0	0	44	75	7	4		
	GLASGOW	AIR MALTA	C	D	5	0	0	80	0	20	0	0	0	14	100	5	5		
	GLASGOW	AIR MALTA	S	D	5	0	0	0	20	20	60	0	0	66	50	16	4		
	HEATHROW	AIR MALTA	S	A	62	0	0	74	19	5	2	0	0	9	79	12	62		
	HEATHROW	AIR MALTA	S	D	62	0	0	52	26	18	5	0	0	19	42	27	62		
	MANCHESTER	AIR MALTA	S	A	33	0	0	67	12	15	6	0	0	19	94	4	31		
	MANCHESTER	AIR MALTA	S	D	34	0	0	53	21	18	9	0	0	25	68	13	31		
	NEWCASTLE	AIR MALTA	C	A	5	0	0	80	0	0	20	0	0	21	100	4	5		
	NEWCASTLE	AIR MALTA	C	D	5	0	0	60	20	0	20	0	0	26	40	15	5		
	STANSTED	AIR MALTA	S	A	13	0	0	85	15	0	0	0	0	5	80	9	10		
	STANSTED	AIR MALTA	S	D	14	0	0	93	7	0	0	0	0	5	44	19	9		
	GATWICK	ASTRAEUS LTD	C	A	7	0	0	43	29	0	29	0	0	52	0	0	0		
	GATWICK	ASTRAEUS LTD	C	D	8	0	0	63	13	0	25	0	0	44	0	0	0		
	MANCHESTER	ASTRAEUS LTD	C	A	4	0	0	75	0	0	25	0	0	38	0	0	0		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAR 2004					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
MALTA																		
	MANCHESTER	ASTRAEUS LTD	C	D	4	0	0	75	0	0	25	0	0	45	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	2	80	10	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	2	80	10	5	
	GATWICK	GB AIRWAYS LTD	S	A	35	1	1	54	29	11	6	0	0	20	78	14	27	
	GATWICK	GB AIRWAYS LTD	S	D	33	3	0	52	36	6	6	0	0	19	85	14	27	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	0	40	20	0	0	29	100	3	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	40	20	0	0	0	19	80	3	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	4	100	2	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	3	100	1	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	20	20	0	20	0	59	100	3	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	20	0	20	20	0	64	80	7	5	
	BIRMINGHAM	THOMSONFLY LTD	C	A	5	0	0	80	20	0	0	0	0	7	80	7	5	
	BIRMINGHAM	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	2	100	0	5	
	GATWICK	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	3	100	2	5	
	GATWICK	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	5	80	6	5	
	MANCHESTER	THOMSONFLY LTD	C	A	5	0	0	80	20	0	0	0	0	4	80	16	5	
	MANCHESTER	THOMSONFLY LTD	C	D	5	0	0	60	20	20	0	0	0	16	100	3	5	
<b>TOTAL MALTA</b>					<b>512</b>	<b>4</b>	<b>1</b>	<b>65</b>	<b>18</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>77</b>	<b>11</b>	<b>11</b>	
MANCHESTER																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	206	0	2	74	15	8	4	0	0	12	65	16	233	
	HEATHROW	BMI BRITISH MIDLAND	S	D	207	0	2	73	14	11	2	0	0	12	64	17	234	
	EDINBURGH	BMI REGIONAL	S	A	119	0	0	93	3	2	1	1	0	5	94	3	127	
	EDINBURGH	BMI REGIONAL	S	D	119	0	0	90	7	2	1	1	0	7	90	5	126	
	GLASGOW	BMI REGIONAL	S	A	95	0	0	96	3	1	0	0	0	2	84	6	122	
	GLASGOW	BMI REGIONAL	S	D	94	0	0	96	1	3	0	0	0	3	88	5	122	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	155	0	0	83	6	6	4	0	0	9	87	8	161	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	155	0	0	79	12	3	5	1	0	13	86	9	160	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	151	0	0	82	9	7	3	0	0	9	79	12	105	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	150	0	0	89	4	5	2	0	0	7	79	9	100	
	GATWICK	BRITISH AIRWAYS PLC	S	A	196	0	0	67	18	8	6	1	0	19	89	6	200	
	GATWICK	BRITISH AIRWAYS PLC	S	D	196	0	0	80	9	9	3	1	0	11	90	5	200	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	BRITISH AIRWAYS PLC	S	A	327	0	0	67	14	12	7	0	0	16	65	17	308
	HEATHROW	BRITISH AIRWAYS PLC	S	D	327	0	0	65	17	12	6	0	0	17	74	12	308
	EDINBURGH	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	A	84	0	1	90	6	1	1	1	0	6	0	0	0
	EDINBURGH	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	D	84	0	1	94	2	1	2	0	0	5	0	0	0
	GATWICK	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	A	89	0	0	93	4	0	2	0	0	5	0	0	0
	GATWICK	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	D	89	0	0	91	6	1	2	0	0	5	0	0	0
	STANSTED	EASTERN AIRWAYS	S	A	63	0	0	95	3	2	0	0	0	4	96	4	68
	STANSTED	EASTERN AIRWAYS	S	D	63	0	0	90	2	5	3	0	0	9	93	7	68
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	8	0	100	0	0	0	0	0	2	0	41	1
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	3	0	100	0	0	0	0	0	0	83	3	6
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	43	63	154	8
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	1	0	25	25	0	25	25	0	103	75	156	8
	HEATHROW	QANTAS	S	A	4	0	0	75	25	0	0	0	0	7	0	0	0
	HEATHROW	QANTAS	S	D	35	0	0	86	11	3	0	0	0	8	0	0	0
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	0	50	14	4
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	50	0	25	25	0	0	29	0	0	0
	LONDON CITY	VLM (BELGIUM)	S	A	170	0	6	89	8	3	1	0	0	6	88	8	206
	LONDON CITY	VLM (BELGIUM)	S	D	171	0	5	80	14	2	2	2	0	15	88	8	206
<b>TOTAL MANCHESTER</b>					<b>3377</b>	<b>36</b>	<b>17</b>	<b>80</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>11</b>	<b>11</b>
MARRAKESH	GATWICK	GB AIRWAYS LTD	S	A	13	0	0	62	23	0	15	0	0	20	79	13	14
	GATWICK	GB AIRWAYS LTD	S	D	9	0	0	67	11	11	11	0	0	18	69	21	13
	HEATHROW	GB AIRWAYS LTD	S	A	31	0	0	77	13	6	0	3	0	14	84	7	31
	HEATHROW	GB AIRWAYS LTD	S	D	31	0	0	55	26	19	0	0	0	17	84	10	31
	GATWICK	ROYAL AIR MAROC	S	A	17	0	0	71	12	6	12	0	0	18	100	3	12
	GATWICK	ROYAL AIR MAROC	S	D	17	0	0	76	0	18	6	0	0	18	83	7	12
	HEATHROW	ROYAL AIR MAROC	S	D	26	0	0	77	4	15	4	0	0	15	0	0	0
<b>TOTAL MARRAKESH</b>					<b>146</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>83</b>	<b>11</b>	<b>11</b>
MARSA ALAM	GATWICK	EXCEL AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	2	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

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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)												
MARSA ALAM																		
<b>TOTAL MARSA ALAM</b>					<b>4</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
MARSEILLE																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	93	0	0	77	14	3	4	1	0	14	91	4	93	
	GATWICK	BRITISH AIRWAYS PLC	S	D	92	0	0	80	12	5	1	1	0	11	91	6	92	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	77	3	10	6	3	0	22	89	5	55	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	71	16	10	3	0	0	14	96	2	55	
<b>TOTAL MARSEILLE</b>					<b>247</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>92</b>	<b>4</b>	<b>4</b>	<b>4</b>
MAURITIUS																		
	HEATHROW	AIR MAURITIUS LTD	S	A	21	0	0	29	14	10	19	5	24	250	0	72	18	
	HEATHROW	AIR MAURITIUS LTD	S	D	21	0	0	24	10	14	29	5	19	232	22	44	18	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	38	15	31	0	0	15	193	69	15	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	38	23	38	0	0	0	23	31	28	13	
<b>TOTAL MAURITIUS</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>15</b>	<b>21</b>	<b>15</b>	<b>3</b>	<b>16</b>	<b>190</b>	<b>27</b>	<b>43</b>	<b>43</b>	
MELBOURNE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	58	6	16	16	0	3	51	68	9	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	42	35	19	0	3	0	24	61	17	31	
	HEATHROW	QANTAS	S	A	31	0	0	71	13	10	6	0	0	15	79	17	29	
	HEATHROW	QANTAS	S	D	28	0	0	64	25	11	0	0	0	14	55	17	20	
<b>TOTAL MELBOURNE</b>					<b>121</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>20</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>26</b>	<b>67</b>	<b>15</b>	<b>15</b>	
MEXICO CITY																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	15	0	0	60	20	13	7	0	0	15	69	16	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	14	0	0	29	36	29	7	0	0	30	36	35	14	
<b>TOTAL MEXICO CITY</b>					<b>29</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>28</b>	<b>21</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>52</b>	<b>25</b>	<b>25</b>	
MIAMI INTERNATIONAL																		
	HEATHROW	AMERICAN AIRLINES	S	A	38	0	0	50	26	13	8	3	0	30	67	24	39	
	HEATHROW	AMERICAN AIRLINES	S	D	38	0	0	87	11	3	0	0	0	4	74	9	38	
	MANCHESTER	AMERICAN AIRLINES	S	A	31	0	0	61	19	6	10	3	0	22	0	0	0	
	MANCHESTER	AMERICAN AIRLINES	S	D	31	0	0	87	0	13	0	0	0	5	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	69	0	1	71	16	10	1	1	0	16	85	10	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	69	0	0	14	26	42	16	0	1	46	40	28	62	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	48	23	16	10	3	0	30	52	26	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	23	35	32	10	0	0	32	32	27	31	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

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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)												
MIAMI INTERNATIONAL																		
<b>TOTAL MIAMI INTERNATIONAL</b>					<b>338</b>	<b>0</b>	<b>1</b>	<b>53</b>	<b>20</b>	<b>19</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>60</b>	<b>20</b>	<b>20</b>	
MILAN (Linate)																		
	HEATHROW	ALITALIA	S	A	109	0	4	73	16	7	4	0	0	11	73	11	88	
	HEATHROW	ALITALIA	S	D	109	0	5	72	15	7	6	1	0	15	79	9	82	
	HEATHROW	BMI BRITISH MIDLAND	S	A	28	0	0	75	4	14	4	4	0	23	78	15	82	
	HEATHROW	BMI BRITISH MIDLAND	S	D	28	0	0	75	7	11	4	4	0	19	69	19	81	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	92	0	0	54	21	13	11	1	0	24	68	16	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	92	0	0	55	20	14	10	1	0	22	78	10	93	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	87	3	6	0	3	0	12	71	20	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	65	23	6	3	3	0	21	74	21	31	
<b>TOTAL MILAN (Linate)</b>					<b>520</b>	<b>9</b>	<b>9</b>	<b>67</b>	<b>16</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>74</b>	<b>15</b>	<b>15</b>	
MILAN (MALPENSA)																		
	BIRMINGHAM	ALITALIA	S	A	60	0	1	83	7	5	5	0	0	10	0	0	0	
	BIRMINGHAM	ALITALIA	S	D	60	0	1	80	15	2	3	0	0	10	0	0	0	
	HEATHROW	ALITALIA	S	A	119	0	5	74	14	6	6	0	0	13	58	21	150	
	HEATHROW	ALITALIA	S	D	118	0	2	56	24	17	3	0	0	19	56	21	154	
	MANCHESTER	ALITALIA	S	A	60	0	1	83	10	3	3	0	0	9	0	0	0	
	MANCHESTER	ALITALIA	S	D	60	0	1	78	15	7	0	0	0	10	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	73	0	0	88	3	1	7	1	0	14	82	9	78	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	74	0	0	88	4	5	3	0	0	9	84	12	80	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	25	0	0	84	8	8	0	0	0	6	87	8	23	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	19	0	0	68	21	11	0	0	0	13	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	49	0	0	67	10	8	12	2	0	23	83	7	52	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	52	0	0	85	6	4	6	0	0	13	87	8	52	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	99	0	0	57	17	17	6	3	0	26	58	25	92	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	99	0	0	59	18	14	9	0	0	21	78	13	93	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	0	0	0	100	0	0	94	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	50	0	0	0	0	20	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	0	0	0	100	0	0	137	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)												
MILAN (MALPENSA)																		
	MANCHESTER	MONARCH AIRLINES		C D	4	0	0	75	25	0	0	0	0	5	0	0	0	0
<b>TOTAL MILAN (MALPENSA)</b>					<b>985</b>	<b>1</b>	<b>11</b>	<b>72</b>	<b>13</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>70</b>	<b>16</b>	<b>16</b>	
MINNEAPOLIS-ST PAUL																		
	GATWICK	NORTHWEST AIRLINES		S A	31	0	0	48	16	16	19	0	0	33	68	21	31	
	GATWICK	NORTHWEST AIRLINES		S D	31	0	0	68	19	0	13	0	0	16	74	10	31	
<b>TOTAL MINNEAPOLIS-ST PAUL</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>18</b>	<b>8</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>71</b>	<b>15</b>	<b>15</b>	
MINSK																		
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)		S A	9	0	0	89	0	11	0	0	0	8	50	13	4	
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)		S D	9	0	0	44	56	0	0	0	0	14	25	41	4	
<b>TOTAL MINSK</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>0</b>	<b>11</b>	<b>38</b>	<b>27</b>	<b>27</b>	
MITIGA																		
MOMBASA																		
	GATWICK	AFRICAN SAFARI AIRWAYS-ASA		C A	2	2	0	0	50	50	0	0	0	32	50	49	4	
	GATWICK	AFRICAN SAFARI AIRWAYS-ASA		C D	2	2	0	50	0	50	0	0	0	23	75	19	4	
	GATWICK	EXCEL AIRWAYS LTD		C A	4	0	0	0	75	25	0	0	0	27	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD		C D	4	0	0	75	25	0	0	0	0	11	0	0	0	
	GATWICK	THOMSONFLY LTD		C A	4	0	0	50	50	0	0	0	0	15	0	0	0	
	GATWICK	THOMSONFLY LTD		C D	4	0	0	100	0	0	0	0	0	4	0	0	0	
<b>TOTAL MOMBASA</b>					<b>20</b>	<b>4</b>	<b>0</b>	<b>50</b>	<b>35</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>41</b>	<b>38</b>	<b>38</b>	
MONASTIR																		
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	100	0	0	0	0	0	3	75	56	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	75	25	0	0	0	0	5	75	61	4	
	GLASGOW	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	25	50	25	0	0	0	20	100	8	5	
	GLASGOW	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	50	50	0	0	0	0	17	75	5	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	75	0	25	0	0	0	15	25	31	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	50	25	25	0	0	0	15	100	9	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		C A	3	0	0	100	0	0	0	0	0	2	100	3	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		C D	4	0	0	75	25	0	0	0	0	9	50	12	4	
	GATWICK	MY TRAVEL AIRWAYS UK		C A	2	0	0	50	50	0	0	0	0	10	75	7	4	
	GATWICK	MY TRAVEL AIRWAYS UK		C D	3	0	0	67	33	0	0	0	0	10	80	7	5	
	GLASGOW	MY TRAVEL AIRWAYS UK		C A	4	0	0	75	25	0	0	0	0	8	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 2004				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	7	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	6	1	0	83	0	17	0	0	0	7	40	49	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	7	0	0	86	0	0	14	0	0	10	80	38	5
	GATWICK	NOUVELAIR TUNISIE	S	A	8	0	0	25	0	25	50	0	0	73	0	0	0
	GATWICK	NOUVELAIR TUNISIE	S	D	8	0	0	25	0	13	63	0	0	83	0	0	0
	MANCHESTER	NOUVELAIR TUNISIE	C	A	4	0	0	75	0	25	0	0	0	17	67	18	3
	MANCHESTER	NOUVELAIR TUNISIE	C	D	4	0	0	25	50	25	0	0	0	19	75	23	4
	NEWCASTLE	NOUVELAIR TUNISIE	C	A	4	0	0	0	25	0	75	0	0	82	75	22	4
	NEWCASTLE	NOUVELAIR TUNISIE	C	D	4	0	0	25	0	0	75	0	0	81	75	17	4
	STANSTED	NOUVELAIR TUNISIE	C	A	4	0	0	50	0	0	50	0	0	44	0	0	0
	STANSTED	NOUVELAIR TUNISIE	C	D	4	0	0	50	0	0	50	0	0	48	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	0	25	0	0	24	100	1	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	0	25	0	0	40	100	0	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	40	20	0	0	0	15	75	14	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	6	0	0	33	33	33	0	0	0	23	80	9	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	0	25	0	0	41	75	14	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	50	0	0	0	0	11	75	6	4
	BIRMINGHAM	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	3	80	6	5
	BIRMINGHAM	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	1	80	9	5
	GATWICK	THOMSONFLY LTD	C	A	9	0	0	78	0	22	0	0	0	10	100	3	5
	GATWICK	THOMSONFLY LTD	C	D	9	0	0	89	11	0	0	0	0	5	100	1	5
	LUTON	THOMSONFLY LTD	C	A	4	0	0	50	50	0	0	0	0	11	60	13	5
	LUTON	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	2	80	13	5
	MANCHESTER	THOMSONFLY LTD	C	A	9	0	0	78	11	0	11	0	0	24	80	10	5
	MANCHESTER	THOMSONFLY LTD	C	D	9	0	0	89	0	0	0	11	0	23	80	5	5
	NEWCASTLE	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	1	0	0	0
	NEWCASTLE	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL MONASTIR</b>					<b>187</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>14</b>	<b>7</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>73</b>	<b>16</b>	<b>16</b>
MONTEGO BAY	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	40	40	0	20	0	0	24	40	22	5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	0	0	20	0	0	13	100	0	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	25	50	25	0	108	57	29	7
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	0	50	0	0	73	67	12	6



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	4	0	0	25	25	0	25	25	0	85	38	29	8	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	39	100	2	7	
	GATWICK	THOMSONFLY LTD	C	A	5	0	0	80	0	20	0	0	0	15	40	18	5	
	GATWICK	THOMSONFLY LTD	C	D	5	0	0	80	0	20	0	0	0	11	60	11	5	
<b>TOTAL MONTEGO BAY</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>8</b>	<b>8</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>42</b>	<b>63</b>	<b>16</b>	<b>16</b>	
MONTPELLIER																		
	GATWICK	GB AIRWAYS LTD	S	A	6	0	0	83	0	17	0	0	0	8	92	6	12	
	GATWICK	GB AIRWAYS LTD	S	D	6	0	0	83	17	0	0	0	0	5	83	5	12	
	STANSTED	RYANAIR	S	A	30	0	1	90	7	0	3	0	0	4	100	1	31	
	STANSTED	RYANAIR	S	D	31	0	0	87	10	3	0	0	0	6	94	5	31	
<b>TOTAL MONTPELLIER</b>					<b>73</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>92</b>	<b>4</b>	<b>4</b>	
MONTREAL (DORVAL)																		
	HEATHROW	AIR CANADA	S	A	31	0	0	29	26	39	3	3	0	35	32	53	31	
	HEATHROW	AIR CANADA	S	D	31	0	0	55	29	10	6	0	0	18	42	25	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	45	32	10	13	0	0	26	97	3	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	42	26	19	13	0	0	29	65	16	31	
<b>TOTAL MONTREAL (DORVAL)</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>28</b>	<b>19</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>59</b>	<b>24</b>	<b>24</b>	
MONTREAL (MIRABEL)																		
MOSCOW (DOMODEDOVO)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	80	7	5	5	2	2	38	72	27	61	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	0	62	28	5	3	2	0	18	69	12	62	
	GATWICK	TRANSAERO AIRLINES	S	A	31	0	0	68	10	13	10	0	0	19	48	39	23	
	GATWICK	TRANSAERO AIRLINES	S	D	31	0	0	74	6	10	10	0	0	18	57	48	23	
<b>TOTAL MOSCOW (DOMODEDOVO)</b>					<b>183</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>25</b>	<b>66</b>	<b>26</b>	<b>26</b>	
MOSCOW (SHEREMETYEVO)																		
	HEATHROW	AEROFLOT	S	A	70	0	0	56	29	13	1	1	0	20	73	12	70	
	HEATHROW	AEROFLOT	S	D	70	0	0	66	21	7	4	1	0	19	81	7	70	
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>					<b>140</b>	<b>2</b>	<b>0</b>	<b>61</b>	<b>25</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>77</b>	<b>10</b>	<b>10</b>	
MOSCOW (VNUKOVO)																		
MUMBAI																		
	HEATHROW	AIR INDIA	S	A	77	2	2	55	17	14	9	3	3	55	57	23	44	
	HEATHROW	AIR INDIA	S	D	79	0	0	35	27	16	16	3	3	62	48	30	46	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAR 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	BRITISH AIRWAYS PLC	S	A	42	0	0	76	12	7	5	0	0	13	81	8	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	42	0	0	55	21	17	7	0	0	21	71	19	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	2	0	0	0	0	100	0	0	0	46	0	0	0
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	2	0	0	100	0	0	0	0	0	7	0	0	0
<b>TOTAL MUMBAI</b>					<b>246</b>	<b>2</b>	<b>2</b>	<b>52</b>	<b>20</b>	<b>15</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>44</b>	<b>62</b>	<b>21</b>	<b>21</b>
MUNICH	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	21	0	0	62	19	10	10	0	0	17	74	16	27
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	20	0	0	75	25	0	0	0	0	7	74	9	19
	GATWICK	BRITISH AIRWAYS PLC	S	A	89	1	0	69	15	12	4	0	0	15	86	6	87
	GATWICK	BRITISH AIRWAYS PLC	S	D	89	0	0	69	18	9	4	0	0	14	86	6	88
	HEATHROW	BRITISH AIRWAYS PLC	S	A	148	0	0	68	16	11	5	0	0	15	73	15	148
	HEATHROW	BRITISH AIRWAYS PLC	S	D	148	0	0	70	12	15	3	0	0	15	79	10	150
	LONDON CITY	CIRRUS LUFTFAHRT	S	A	39	0	3	67	18	13	3	0	0	15	0	0	0
	LONDON CITY	CIRRUS LUFTFAHRT	S	D	40	0	2	35	38	18	8	3	0	32	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	61	0	1	75	5	7	11	2	0	20	84	7	88
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	61	0	1	41	26	21	10	2	0	29	57	16	89
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	76	0	0	89	5	3	3	0	0	5	95	4	37
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	77	0	0	77	18	3	3	0	0	11	97	2	37
	NEWCASTLE	HAPAG LLOYD EXPRESS	S	A	3	0	0	100	0	0	0	0	0	4	0	0	0
	NEWCASTLE	HAPAG LLOYD EXPRESS	S	D	3	0	0	100	0	0	0	0	0	4	0	0	0
	HEATHROW	LUFTHANSA	S	A	214	0	0	79	13	7	1	0	0	9	78	9	185
	HEATHROW	LUFTHANSA	S	D	213	0	1	82	12	5	1	0	0	8	85	8	185
	MANCHESTER	LUFTHANSA CITY LINE	S	A	89	0	0	82	12	6	0	0	0	8	65	16	119
	MANCHESTER	LUFTHANSA CITY LINE	S	D	89	0	0	93	3	3	0	0	0	3	96	3	119
<b>TOTAL MUNICH</b>					<b>1484</b>	<b>5</b>	<b>8</b>	<b>74</b>	<b>14</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>10</b>	<b>10</b>
MUNSTER-OSNABRUCK	STANSTED	AIR BERLIN	S	A	31	0	0	100	0	0	0	0	0	1	100	1	31
	STANSTED	AIR BERLIN	S	D	31	0	0	81	13	0	3	3	0	20	90	11	31
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	A	4	0	0	100	0	0	0	0	0	0	100	3	4
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	D	4	0	0	75	25	0	0	0	0	5	100	5	4
<b>TOTAL MUNSTER-OSNABRUCK</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>96</b>	<b>5</b>	<b>5</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 2004				
					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	MANCHESTER	BMIBABY LTD	S	A	4	0	0	50	50	0	0	0	0	19	0	33	3
	MANCHESTER	BMIBABY LTD	S	D	4	0	0	100	0	0	0	0	0	1	67	8	3
	MANCHESTER	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	A	31	0	0	71	13	10	6	0	0	17	0	0	0
	MANCHESTER	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	D	31	0	0	100	0	0	0	0	0	1	0	0	0
	BIRMINGHAM	FLYBE LTD	S	A	4	0	0	75	25	0	0	0	0	11	0	0	0
	BIRMINGHAM	FLYBE LTD	S	D	4	0	0	100	0	0	0	0	0	9	0	0	0
	GATWICK	GB AIRWAYS LTD	S	A	15	0	0	73	13	7	0	7	0	29	100	0	17
	GATWICK	GB AIRWAYS LTD	S	D	14	0	1	64	29	7	0	0	0	12	94	3	17
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	22	0	1	86	5	0	9	0	0	11	87	7	30
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	23	0	0	96	0	0	4	0	0	6	77	15	26
	LUTON	RYANAIR	S	A	30	1	1	90	7	0	3	0	0	4	0	0	0
	LUTON	RYANAIR	S	D	31	0	0	84	3	6	3	3	0	19	0	0	0
	STANSTED	RYANAIR	S	A	61	0	1	80	10	3	7	0	0	11	87	7	62
	STANSTED	RYANAIR	S	D	62	0	0	65	23	6	6	0	0	17	66	12	62
<b>TOTAL MURCIA SAN JAVIER</b>					<b>336</b>	<b>3</b>	<b>4</b>	<b>80</b>	<b>11</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>8</b>	<b>8</b>
MUSCAT	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	97	3	0	0	0	0	2	80	83	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	74	16	10	0	0	0	12	90	7	31
	HEATHROW	GULF AIR	S	A	42	0	0	45	26	21	5	2	0	25	73	48	41
	HEATHROW	GULF AIR	S	D	43	0	0	37	37	21	5	0	0	23	80	14	41
<b>TOTAL MUSCAT</b>					<b>147</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>17</b>	<b>80</b>	<b>37</b>	<b>37</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAR 2004					
					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	64	18	14	5	0	0	17	81	30	21	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	45	0	0	56	24	16	4	0	0	21	65	71	20	
	HEATHROW	KENYA AIRWAYS	S	A	36	2	1	69	8	17	0	3	3	36	77	15	35	
	HEATHROW	KENYA AIRWAYS	S	D	36	2	1	67	14	6	8	3	3	49	83	9	35	
<b>TOTAL NAIROBI</b>					<b>161</b>	<b>4</b>	<b>2</b>	<b>63</b>	<b>17</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>29</b>	<b>75</b>	<b>24</b>	<b>24</b>	
NANTES																		
	GATWICK	GB AIRWAYS LTD	S	A	24	0	1	54	17	21	8	0	0	25	85	23	20	
	GATWICK	GB AIRWAYS LTD	S	D	25	0	0	72	12	12	4	0	0	14	90	19	20	
	GATWICK	REGIONAL COMPAGNIE AERIENNE EUROPEENNE	S	A	71	0	0	85	8	6	1	0	0	8	87	6	79	
	GATWICK	REGIONAL COMPAGNIE AERIENNE EUROPEENNE	S	D	71	0	0	80	10	6	4	0	0	10	88	6	78	
<b>TOTAL NANTES</b>					<b>192</b>	<b>1</b>	<b>1</b>	<b>78</b>	<b>10</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>88</b>	<b>9</b>	<b>9</b>	
NAPLES																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	29	0	0	48	21	24	7	0	0	25	0	23	4	
	HEATHROW	BMI BRITISH MIDLAND	S	D	29	0	0	62	24	10	3	0	0	16	75	12	4	
	GATWICK	BRITISH AIRWAYS PLC	S	A	67	0	0	78	12	7	3	0	0	10	84	15	67	
	GATWICK	BRITISH AIRWAYS PLC	S	D	67	0	0	66	18	12	4	0	0	17	87	10	67	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	84	6	10	0	0	0	8	90	42	30	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	77	13	6	3	0	0	11	84	7	31	
	GATWICK	THOMSONFLY LTD	C	D	2	0	0	100	0	0	0	0	0	0	100	1	4	
	MANCHESTER	THOMSONFLY LTD	C	D	2	0	0	100	0	0	0	0	0	0	100	3	4	
<b>TOTAL NAPLES</b>					<b>264</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>83</b>	<b>16</b>	<b>16</b>	
NEW ORLEANS																		
NEW YORK (JF KENNEDY)																		
	HEATHROW	AIR INDIA	S	A	31	0	0	6	26	45	13	6	3	67	61	23	31	
	HEATHROW	AIR INDIA	S	D	31	0	0	39	19	19	16	3	3	57	48	46	31	
	HEATHROW	AMERICAN AIRLINES	S	A	178	0	0	24	26	31	17	3	0	43	56	25	178	
	HEATHROW	AMERICAN AIRLINES	S	D	178	0	0	81	14	4	1	0	0	9	85	9	179	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	210	1	2	56	18	13	9	3	1	39	82	11	211	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	210	0	0	59	19	16	5	1	0	23	74	15	212	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	30	0	1	67	10	13	7	3	0	24	87	5	30	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	31	0	0	87	3	3	3	0	3	18	90	7	30	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 2004					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
NEW YORK (JF KENNEDY)																		
	HEATHROW	KUWAIT AIRWAYS	S	A	13	0	0	77	0	15	8	0	0	18	77	10	13	
	HEATHROW	KUWAIT AIRWAYS	S	D	14	0	0	21	14	29	29	7	0	64	23	51	13	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	17	0	0	18	29	47	6	0	0	32	76	84	17	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	17	0	0	24	6	47	24	0	0	49	47	53	17	
	HEATHROW	UNITED AIRLINES	S	A	62	0	0	55	16	18	10	2	0	25	89	8	63	
	HEATHROW	UNITED AIRLINES	S	D	62	0	0	89	5	5	2	0	0	7	85	22	62	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	91	0	2	22	29	31	19	0	0	40	40	30	94	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	91	0	2	62	19	18	2	0	0	18	61	20	94	
<b>TOTAL NEW YORK (JF KENNEDY)</b>					<b>1266</b>	<b>1</b>	<b>7</b>	<b>53</b>	<b>18</b>	<b>18</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>71</b>	<b>19</b>	<b>19</b>	
NEW YORK (NEWARK)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	86	0	1	48	29	12	9	2	0	26	80	11	83	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	86	0	0	76	20	2	2	0	0	11	73	12	83	
	BIRMINGHAM	CONTINENTAL AIRLINES	S	A	60	0	1	32	27	22	15	5	0	40	81	13	31	
	BIRMINGHAM	CONTINENTAL AIRLINES	S	D	60	0	1	82	5	5	7	2	0	18	90	14	30	
	EDINBURGH	CONTINENTAL AIRLINES	S	A	30	0	0	33	23	23	17	3	0	44	0	0	0	
	EDINBURGH	CONTINENTAL AIRLINES	S	D	30	0	0	53	10	23	7	7	0	45	0	0	0	
	GATWICK	CONTINENTAL AIRLINES	S	A	62	0	0	44	24	19	11	2	0	33	68	14	62	
	GATWICK	CONTINENTAL AIRLINES	S	D	62	0	0	81	11	3	5	0	0	13	82	9	62	
	GLASGOW	CONTINENTAL AIRLINES	S	A	30	0	0	43	27	10	13	7	0	42	58	18	31	
	GLASGOW	CONTINENTAL AIRLINES	S	D	30	0	0	90	7	0	3	0	0	6	100	0	31	
	MANCHESTER	CONTINENTAL AIRLINES	S	A	31	0	0	45	13	16	16	10	0	51	71	16	31	
	MANCHESTER	CONTINENTAL AIRLINES	S	D	31	0	0	81	0	6	3	10	0	31	90	6	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	57	0	0	25	44	21	11	0	0	30	56	21	57	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	58	0	0	48	26	21	5	0	0	23	65	13	57	
<b>TOTAL NEW YORK (NEWARK)</b>					<b>713</b>	<b>3</b>	<b>3</b>	<b>56</b>	<b>21</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>75</b>	<b>12</b>	<b>12</b>	
NEWCASTLE																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	119	0	0	83	10	5	2	0	0	9	92	4	119	
	GATWICK	BRITISH AIRWAYS PLC	S	D	119	0	0	84	8	7	2	0	0	8	87	7	119	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	208	0	0	71	13	9	6	0	0	16	73	15	204	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	208	0	0	66	19	11	5	0	0	16	74	12	204	
	BIRMINGHAM	EASTERN AIRWAYS	S	A	83	0	1	93	4	1	2	0	0	5	91	4	87	
	BIRMINGHAM	EASTERN AIRWAYS	S	D	82	0	2	95	1	1	2	0	0	3	94	4	88	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	116	0	1	88	4	5	2	1	0	8	76	14	119	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAR 2004				
					116	MISMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
NEWCASTLE	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	116	0	1	72	9	10	6	3	0	21	57	21	119
<b>TOTAL NEWCASTLE</b>					<b>1055</b>	<b>4</b>	<b>5</b>	<b>78</b>	<b>10</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>11</b>	<b>11</b>
NEWQUAY	GATWICK	AIR SOUTHWEST	S	D	92	0	0	85	3	9	3	0	0	9	88	6	59
	STANSTED	RYANAIR	S	A	53	0	2	89	4	6	2	0	0	6	91	7	53
	STANSTED	RYANAIR	S	D	55	0	0	69	22	9	0	0	0	12	91	8	54
<b>TOTAL NEWQUAY</b>					<b>200</b>	<b>1</b>	<b>2</b>	<b>82</b>	<b>9</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>87</b>	<b>8</b>	<b>8</b>
NICE	HEATHROW	BMI BRITISH MIDLAND	S	A	36	0	0	69	19	11	0	0	0	10	58	21	62
	HEATHROW	BMI BRITISH MIDLAND	S	D	36	0	0	61	28	11	0	0	0	13	68	17	62
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	31	0	0	77	13	3	6	0	0	9	100	0	30
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	31	0	0	84	3	10	3	0	0	9	97	2	31
	GATWICK	BRITISH AIRWAYS PLC	S	A	36	0	0	69	19	8	3	0	0	12	89	6	35
	GATWICK	BRITISH AIRWAYS PLC	S	D	36	0	0	72	19	6	3	0	0	12	89	9	35
	HEATHROW	BRITISH AIRWAYS PLC	S	A	123	0	0	70	15	11	3	0	1	17	73	12	124
	HEATHROW	BRITISH AIRWAYS PLC	S	D	123	0	0	56	23	12	9	0	0	21	71	14	124
	EDINBURGH	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	A	2	0	3	100	0	0	0	0	0	0	0	0	0
	EDINBURGH	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	D	2	0	3	100	0	0	0	0	0	5	0	0	0
	MANCHESTER	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	A	13	0	0	62	23	8	8	0	0	15	0	0	0
	MANCHESTER	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	D	13	0	0	100	0	0	0	0	0	2	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	33	1	0	67	3	12	18	0	0	28	78	16	41
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	34	0	1	62	12	9	18	0	0	28	83	14	42
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	90	1	3	62	13	14	9	1	0	22	80	11	98
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	90	1	3	49	29	16	7	0	0	23	67	18	99
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	19	0	0	53	21	11	11	5	0	30	0	0	0
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	19	0	0	68	11	11	5	5	0	25	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	68	10	6	16	0	0	25	84	8	31
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	61	19	6	10	3	0	25	84	10	31
<b>TOTAL NICE</b>					<b>832</b>	<b>12</b>	<b>13</b>	<b>64</b>	<b>18</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>76</b>	<b>13</b>	<b>13</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 2004				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
NIEDERRHEIN																		
	STANSTED	RYANAIR		S A	53	1	1	70	15	11	4	0	0	13	89	5	84	
	STANSTED	RYANAIR		S D	54	0	0	63	15	17	6	0	0	18	75	9	85	
<b>TOTAL NIEDERRHEIN</b>					<b>107</b>	<b>2</b>	<b>1</b>	<b>66</b>	<b>15</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>77</b>	<b>11</b>	<b>11</b>	
NIMES																		
	LUTON	RYANAIR		S A	31	0	0	74	6	16	3	0	0	14	0	0	0	
	LUTON	RYANAIR		S D	31	0	0	58	19	13	10	0	0	22	0	0	0	
	STANSTED	RYANAIR		S A	17	1	0	94	6	0	0	0	0	2	81	13	31	
	STANSTED	RYANAIR		S D	18	0	0	78	17	6	0	0	0	9	65	21	31	
<b>TOTAL NIMES</b>					<b>97</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>73</b>	<b>17</b>	<b>17</b>	
NORTHOLT																		
NORWICH																		
	EDINBURGH	EASTERN AIRWAYS		S A	88	0	2	74	16	8	2	0	0	11	93	5	73	
	EDINBURGH	EASTERN AIRWAYS		S D	89	0	1	81	8	9	2	0	0	10	93	5	73	
	MANCHESTER	EASTERN AIRWAYS		S A	62	0	2	92	6	0	2	0	0	4	88	6	69	
	MANCHESTER	EASTERN AIRWAYS		S D	62	0	2	97	2	2	0	0	0	2	90	3	69	
	EDINBURGH	FLYBE LTD		S A	5	0	0	60	20	0	20	0	0	22	0	0	0	
	EDINBURGH	FLYBE LTD		S D	5	0	0	80	0	0	20	0	0	17	0	0	0	
<b>TOTAL NORWICH</b>					<b>311</b>	<b>1</b>	<b>7</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>91</b>	<b>5</b>	<b>5</b>	
NOTTINGHAM EAST MIDLAN																		
	EDINBURGH	BMIBABY LTD		S A	72	0	3	82	7	4	6	1	0	15	87	8	53	
	EDINBURGH	BMIBABY LTD		S D	72	0	3	79	7	7	6	1	0	16	77	13	52	
	GLASGOW	BMIBABY LTD		S A	76	1	1	84	5	5	5	0	0	13	73	22	37	
	GLASGOW	BMIBABY LTD		S D	76	1	1	80	9	4	4	3	0	16	65	23	37	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S A	55	0	2	87	4	5	4	0	0	7	79	15	56	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S D	56	0	1	68	18	7	5	2	0	19	63	21	56	
<b>TOTAL NOTTINGHAM EAST MIDLANDS INT'L</b>					<b>409</b>	<b>3</b>	<b>11</b>	<b>80</b>	<b>8</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>79</b>	<b>14</b>	<b>14</b>	
NUREMBERG																		
	STANSTED	AIR BERLIN		S A	35	0	0	57	26	14	3	0	0	18	90	5	31	
	STANSTED	AIR BERLIN		S D	35	0	0	43	34	17	6	0	0	23	77	8	31	
<b>TOTAL NUREMBERG</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>30</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>84</b>	<b>6</b>	<b>6</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 2004					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
OLBIA																		
OPORTO (PORTUGAL)																		
	GATWICK	AIR PORTUGAL	S	A	24	0	0	63	21	17	0	0	0	16	63	17	27	
	GATWICK	AIR PORTUGAL	S	D	11	0	0	91	0	0	9	0	0	16	83	8	12	
	HEATHROW	AIR PORTUGAL	S	A	36	0	0	44	33	19	3	0	0	24	31	29	35	
	HEATHROW	AIR PORTUGAL	S	D	51	0	0	59	18	14	10	0	0	23	50	23	50	
	GATWICK	GB AIRWAYS LTD	S	A	20	0	0	70	10	20	0	0	0	11	74	18	23	
	GATWICK	GB AIRWAYS LTD	S	D	20	0	0	85	10	5	0	0	0	11	70	24	23	
	MANCHESTER	PORTUGALIA	S	D	23	0	0	78	13	9	0	0	0	8	0	0	0	
	STANSTED	RYANAIR	S	A	60	0	2	57	30	5	8	0	0	19	0	0	0	
	STANSTED	RYANAIR	S	D	62	0	0	63	24	10	3	0	0	16	0	0	0	
<b>TOTAL OPORTO (PORTUGAL)</b>					<b>307</b>	<b>1</b>	<b>2</b>	<b>63</b>	<b>21</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>52</b>	<b>24</b>	<b>24</b>	
ORLANDO																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	84	6	6	3	0	0	10	71	11	31	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	84	6	6	3	0	0	11	90	5	31	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	58	0	0	45	21	9	22	3	0	39	55	22	56	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	58	0	0	53	14	9	21	3	0	37	39	32	56	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	24	1	1	88	4	8	0	0	0	6	86	12	21	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	26	0	1	62	15	15	8	0	0	26	68	27	22	
<b>TOTAL ORLANDO</b>					<b>228</b>	<b>1</b>	<b>2</b>	<b>64</b>	<b>13</b>	<b>9</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>63</b>	<b>20</b>	<b>20</b>	
OSAKA (KANSAI)																		
	HEATHROW	JAPAN AIRLINES	S	A	30	1	1	87	10	0	0	3	0	13	94	3	31	
	HEATHROW	JAPAN AIRLINES	S	D	31	0	0	52	39	6	0	3	0	22	74	12	31	
<b>TOTAL OSAKA (KANSAI)</b>					<b>61</b>	<b>1</b>	<b>1</b>	<b>69</b>	<b>25</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>84</b>	<b>8</b>	<b>8</b>	
OSLO (GARDERMOEN)																		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	45	0	0	84	7	7	2	0	0	9	100	0	55	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	48	0	0	85	6	4	4	0	0	8	94	2	54	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	123	0	0	62	21	11	5	2	0	21	80	9	124	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	123	0	0	62	18	11	9	1	0	21	71	12	124	
	STANSTED	NORWEGIAN AIR SHUTTLE	S	A	49	0	0	80	10	8	0	2	0	13	100	3	23	
	STANSTED	NORWEGIAN AIR SHUTTLE	S	D	50	0	0	62	28	6	0	4	0	22	87	6	23	
	HEATHROW	SAS	S	A	145	0	0	74	10	14	2	0	0	12	84	7	151	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

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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)											
OSLO (GARDERMOEN)	HEATHROW	SAS	S	D	145	0	0	66	19	10	3	1	0	17	88	6	151
	MANCHESTER	SAS	S	A	17	0	0	76	12	6	6	0	0	12	0	0	0
	MANCHESTER	SAS	S	D	17	0	0	82	6	12	0	0	0	9	0	0	0
<b>TOTAL OSLO (GARDERMOEN)</b>					<b>762</b>	<b>2</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>83</b>	<b>8</b>	<b>8</b>
OSTERSUND / FROSON	GATWICK	FLYBE LTD	C	A	4	0	0	0	25	50	25	0	0	41	50	18	4
	GATWICK	FLYBE LTD	C	D	4	0	0	75	0	0	25	0	0	22	100	1	4
<b>TOTAL OSTERSUND / FROSON</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>75</b>	<b>9</b>	<b>9</b>
OTTAWA INTERNATIONAL	HEATHROW	AIR CANADA	S	A	31	0	0	48	29	19	3	0	0	17	73	11	22
	HEATHROW	AIR CANADA	S	D	31	0	0	61	32	6	0	0	0	13	68	14	22
	GATWICK	ZOOM AIRLINES	S	A	2	0	0	50	50	0	0	0	0	13	0	0	0
	GATWICK	ZOOM AIRLINES	S	D	2	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL OTTAWA INTERNATIONAL</b>					<b>66</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>30</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>70</b>	<b>12</b>	<b>12</b>
OUARGLA																	
OVDA	HEATHROW	EL AL	S	A	4	0	0	100	0	0	0	0	0	6	60	38	5
	HEATHROW	EL AL	S	D	3	0	0	67	33	0	0	0	0	8	75	12	4
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	3	1	0	33	67	0	0	0	0	16	0	0	0
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	0	50	0	0	0	20	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	0	16	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL OVDA</b>					<b>22</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>18</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>74</b>	<b>17</b>	<b>17</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2004				
					Actual (7)	MATCHED UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Plan (8)												
PADERBORN																		
	MANCHESTER	AIR BERLIN	S	A	17	0	0	82	18	0	0	0	0	6	0	0	0	
	MANCHESTER	AIR BERLIN	S	D	17	0	0	100	0	0	0	0	0	1	0	0	0	
	STANSTED	AIR BERLIN	S	A	42	2	0	88	2	5	5	0	0	9	91	10	43	
	STANSTED	AIR BERLIN	S	D	43	0	0	74	16	5	5	0	0	12	88	8	43	
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	A	4	0	0	100	0	0	0	0	0	0	100	2	4	
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	D	4	0	0	100	0	0	0	0	0	1	100	2	4	
<b>TOTAL PADERBORN</b>					<b>127</b>	<b>3</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>8</b>	<b>8</b>	
PALERMO																		
	STANSTED	RYANAIR	S	A	38	1	1	79	8	11	3	0	0	11	84	9	31	
	STANSTED	RYANAIR	S	D	39	0	0	77	13	5	5	0	0	15	77	13	31	
<b>TOTAL PALERMO</b>					<b>79</b>	<b>1</b>	<b>1</b>	<b>78</b>	<b>10</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>81</b>	<b>11</b>	<b>11</b>	
PALMA DE MALLORCA																		
	STANSTED	AIR BERLIN	S	A	21	0	0	48	33	19	0	0	0	16	50	17	8	
	STANSTED	AIR BERLIN	S	D	21	0	0	86	10	0	5	0	0	11	100	2	9	
	HEATHROW	BMI BRITISH MIDLAND	S	A	31	0	0	77	10	10	3	0	0	10	13	37	31	
	HEATHROW	BMI BRITISH MIDLAND	S	D	31	0	0	94	3	0	3	0	0	5	42	27	31	
	BIRMINGHAM	BMIBABY LTD	S	A	12	0	1	83	8	8	0	0	0	7	0	0	0	
	BIRMINGHAM	BMIBABY LTD	S	D	13	0	0	62	23	8	8	0	0	13	0	0	0	
	MANCHESTER	BMIBABY LTD	S	A	23	0	0	65	9	13	13	0	0	20	10	46	20	
	MANCHESTER	BMIBABY LTD	S	D	23	0	0	78	9	13	0	0	0	10	65	17	20	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	61	16	10	6	6	0	29	86	6	35	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	32	39	16	6	6	0	38	86	7	35	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	65	23	8	4	0	0	12	94	5	34	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	69	15	8	8	0	0	16	83	9	36	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	19	0	0	63	0	26	11	0	0	28	0	0	0	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	20	0	0	60	15	25	0	0	0	16	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	68	10	13	3	6	0	32	68	15	31	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	52	26	10	6	6	0	37	45	22	31	
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	A	2	0	0	50	50	0	0	0	0	12	0	0	0	
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	D	2	0	0	50	0	50	0	0	0	29	0	0	0	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	67	0	33	0	0	0	13	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	63	25	13	0	0	0	11	100	2	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	67	22	0	11	0	0	19	80	5	5	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 2004					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
PALMA DE MALLORCA																		
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	11	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	9	2	0	89	0	11	0	0	0	5	60	15	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	11	0	0	91	0	9	0	0	0	6	80	15	5	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	0	50	0	0	0	26	0	0	0	
	BIRMINGHAM	FLYBE LTD	S	A	3	0	0	67	0	0	33	0	0	27	0	0	0	
	BIRMINGHAM	FLYBE LTD	S	D	3	0	0	100	0	0	0	0	0	7	0	0	0	
	EDINBURGH	FLYGLOBESPAN	S	A	2	0	2	100	0	0	0	0	0	3	0	0	0	
	EDINBURGH	FLYGLOBESPAN	S	D	2	0	2	100	0	0	0	0	0	14	0	0	0	
	GLASGOW	FLYGLOBESPAN	S	A	4	0	1	75	25	0	0	0	0	5	0	0	0	
	GLASGOW	FLYGLOBESPAN	S	D	4	0	1	100	0	0	0	0	0	6	0	0	0	
	GATWICK	FLYJET LTD	C	A	2	0	0	50	0	50	0	0	0	24	0	0	0	
	GATWICK	FLYJET LTD	C	D	2	0	0	50	50	0	0	0	0	16	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	A	12	0	0	67	25	0	8	0	0	14	67	14	6	
	GATWICK	GB AIRWAYS LTD	S	D	12	0	0	83	17	0	0	0	0	7	67	13	6	
	GLASGOW	GREECE AIRWAYS	S	A	3	0	1	67	0	0	0	0	33	144	75	9	4	
	GLASGOW	GREECE AIRWAYS	S	D	3	0	1	100	0	0	0	0	0	0	100	4	4	
	MANCHESTER	MONARCH AIRLINES	S	A	4	0	0	100	0	0	0	0	0	0	100	0	6	
	MANCHESTER	MONARCH AIRLINES	S	D	4	0	0	100	0	0	0	0	0	0	100	3	6	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	21	0	0	62	33	5	0	0	0	11	78	27	23	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	21	0	0	95	5	0	0	0	0	5	73	32	22	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	0	100	3	8	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	11	0	37	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	14	100	8	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	78	11	11	0	0	0	9	69	27	13	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	10	0	0	90	0	0	10	0	0	14	85	16	13	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	4	75	67	4	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	10	50	21	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	3	20	162	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	2	80	10	5	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	7	100	11	1	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	3	100	0	2	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	20	0	0	26	50	86	4	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 2004					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
PALMA DE MALLORCA		BIRMINGHAM	THOMSONFLY LTD	C	A	9	0	0	100	0	0	0	0	0	4	67	24	9
		BIRMINGHAM	THOMSONFLY LTD	C	D	10	0	0	100	0	0	0	0	0	1	89	22	9
		GATWICK	THOMSONFLY LTD	C	A	8	0	0	63	25	0	0	13	0	33	56	22	9
		GATWICK	THOMSONFLY LTD	C	D	8	0	0	63	13	0	0	25	0	62	89	13	9
		GLASGOW	THOMSONFLY LTD	C	A	5	0	0	80	20	0	0	0	0	4	67	11	9
		GLASGOW	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	4	100	3	9
		LUTON	THOMSONFLY LTD	C	D	2	0	0	100	0	0	0	0	0	4	50	13	2
		MANCHESTER	THOMSONFLY LTD	C	A	9	0	0	100	0	0	0	0	0	1	44	22	9
		MANCHESTER	THOMSONFLY LTD	C	D	10	0	0	100	0	0	0	0	0	0	78	16	9
		NEWCASTLE	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	1	100	6	4
		NEWCASTLE	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	1	4
		STANSTED	THOMSONFLY LTD	C	D	2	0	0	100	0	0	0	0	0	3	25	50	4
		STANSTED	TITAN AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	9	0	0	0
		STANSTED	TITAN AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	5	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>						<b>699</b>	<b>2</b>	<b>9</b>	<b>74</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>68</b>	<b>20</b>	<b>20</b>
PANAMA CITY																		
PAPEETE																		
<b>TOTAL PAPEETE</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>32</b>	<b>0</b>	<b>0</b>	<b>0</b>
PAPHOS																		
		MANCHESTER	AIR MALTA	C	A	8	0	0	100	0	0	0	0	0	0	0	0	0
		MANCHESTER	AIR MALTA	C	D	8	0	0	88	13	0	0	0	0	7	0	0	0
		MANCHESTER	CYPRUS AIRWAYS	S	D	3	0	0	67	0	33	0	0	0	15	0	0	0
		BIRMINGHAM	EUROCYPRIA AIRLINES LTD	C	A	2	0	0	50	50	0	0	0	0	14	0	0	0
		BIRMINGHAM	EUROCYPRIA AIRLINES LTD	C	D	2	0	0	50	50	0	0	0	0	15	0	0	0
		GATWICK	EUROCYPRIA AIRLINES LTD	C	A	12	0	0	75	25	0	0	0	0	10	75	10	4
		GATWICK	EUROCYPRIA AIRLINES LTD	C	D	12	0	0	42	33	25	0	0	0	23	75	16	4
		GLASGOW	EUROCYPRIA AIRLINES LTD	C	A	2	0	0	50	50	0	0	0	0	10	0	0	0
		GLASGOW	EUROCYPRIA AIRLINES LTD	C	D	2	0	0	0	100	0	0	0	0	18	100	0	1
		MANCHESTER	EUROCYPRIA AIRLINES LTD	C	A	10	0	0	90	10	0	0	0	0	6	88	4	8
		MANCHESTER	EUROCYPRIA AIRLINES LTD	C	D	10	0	0	90	10	0	0	0	0	8	100	4	8
		BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	S	A	5	0	0	100	0	0	0	0	0	80	12	5	5
		BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	S	D	5	0	0	100	0	0	0	0	0	1	100	1	5
		GATWICK	FIRST CHOICE AIRWAYS LTD	S	A	11	0	0	73	18	9	0	0	0	10	89	3	9

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 2004				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
PAPHOS	GATWICK	FIRST CHOICE AIRWAYS LTD	S	D	11	0	0	64	9	18	9	0	0	20	89	10	9
	GLASGOW	FIRST CHOICE AIRWAYS LTD	S	A	5	0	0	100	0	0	0	0	0	5	80	13	5
	GLASGOW	FIRST CHOICE AIRWAYS LTD	S	D	5	0	0	100	0	0	0	0	0	8	40	15	5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	S	A	7	0	0	100	0	0	0	0	0	2	100	2	5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	S	D	7	0	0	86	14	0	0	0	0	3	100	0	5
	STANSTED	FIRST CHOICE AIRWAYS LTD	S	A	2	0	0	100	0	0	0	0	0	3	75	12	4
	STANSTED	FIRST CHOICE AIRWAYS LTD	S	D	2	0	0	50	0	50	0	0	0	18	75	11	4
	GATWICK	GB AIRWAYS LTD	S	A	16	0	0	69	13	6	13	0	0	20	38	19	13
	GATWICK	GB AIRWAYS LTD	S	D	17	0	0	59	24	12	6	0	0	21	54	20	13
	GATWICK	HELIOS AIRWAYS LTD	S	A	4	0	0	50	25	25	0	0	0	22	88	5	8
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	0	100	0	1
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	3	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	7	0	0	57	0	29	14	0	0	35	100	1	6
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	7	0	0	71	14	14	0	0	0	11	83	5	6
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	50	0	0	0	0	14	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	10	0	0	20	50	20	10	0	0	29	100	0	6
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	10	0	0	70	20	10	0	0	0	13	100	0	7
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	2	100	0	1
	BIRMINGHAM	THOMSONFLY LTD	C	A	7	0	0	86	0	0	14	0	0	13	80	8	5
	BIRMINGHAM	THOMSONFLY LTD	C	D	7	0	0	71	14	0	14	0	0	15	60	11	5
	GATWICK	THOMSONFLY LTD	C	A	9	0	0	56	33	0	0	11	0	36	50	20	8
	GATWICK	THOMSONFLY LTD	C	D	9	0	0	67	11	11	0	11	0	40	75	17	8
	GLASGOW	THOMSONFLY LTD	C	A	5	0	0	80	20	0	0	0	0	7	40	22	5
	GLASGOW	THOMSONFLY LTD	C	D	5	0	0	60	20	20	0	0	0	14	100	5	5
	LUTON	THOMSONFLY LTD	C	A	7	0	0	86	0	0	0	14	0	27	100	2	7
	LUTON	THOMSONFLY LTD	C	D	7	0	0	71	14	0	0	14	0	38	100	4	7
	MANCHESTER	THOMSONFLY LTD	C	A	9	0	0	89	11	0	0	0	0	4	100	1	9
	MANCHESTER	THOMSONFLY LTD	C	D	9	0	0	100	0	0	0	0	0	3	100	1	9
<b>TOTAL PAPHOS</b>					<b>290</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>16</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>80</b>	<b>9</b>	<b>9</b>
PARIS (CHARLES DE GAULLE)	HEATHROW	AIR FRANCE	S	A	352	2	0	61	16	14	9	0	0	20	52	21	384
	HEATHROW	AIR FRANCE	S	D	351	1	0	59	18	13	9	1	0	21	68	15	384
	MANCHESTER	AIR FRANCE	S	A	172	0	0	81	5	8	6	0	0	13	76	12	184

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 2004				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
PARIS (CHARLES DE GAULLE)	MANCHESTER	AIR FRANCE	S	D	172	0	0	82	5	5	7	1	0	13	85	7	184
	NEWCASTLE	AIR FRANCE	S	A	61	0	0	62	15	11	10	2	0	22	74	13	80
	NEWCASTLE	AIR FRANCE	S	D	61	0	0	67	13	11	7	0	2	23	76	10	80
	HEATHROW	BMI BRITISH MIDLAND	S	A	146	0	2	58	16	16	9	1	0	24	58	20	174
	HEATHROW	BMI BRITISH MIDLAND	S	D	146	0	2	59	20	16	5	0	0	18	60	18	174
	NEWCASTLE	BRIT AIR	S	A	15	0	0	87	7	7	0	0	0	6	0	0	0
	NEWCASTLE	BRIT AIR	S	D	14	0	0	71	29	0	0	0	0	9	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	129	0	0	76	5	10	9	1	0	17	80	11	115
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	129	0	0	78	8	7	7	1	0	15	89	9	115
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	80	0	0	75	6	8	8	4	0	23	82	7	85
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	81	0	0	63	15	10	10	2	0	27	65	13	85
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	19	0	0	84	0	5	11	0	0	16	75	6	4
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	20	0	0	90	0	5	5	0	0	8	97	4	31
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	132	0	0	72	6	8	8	5	1	29	75	10	118
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	133	0	0	80	5	4	8	4	0	21	84	7	118
	HEATHROW	BRITISH AIRWAYS PLC	S	A	294	0	0	57	15	15	11	1	1	31	69	13	331
	HEATHROW	BRITISH AIRWAYS PLC	S	D	294	0	0	57	16	16	11	0	0	23	80	8	331
	BIRMINGHAM	CITY JET	S	A	27	0	1	93	7	0	0	0	0	2	0	0	0
	BIRMINGHAM	CITY JET	S	D	28	0	0	86	11	0	0	4	0	11	0	0	0
	EDINBURGH	CITY JET	S	A	61	0	0	75	10	11	3	0	0	13	87	7	63
	EDINBURGH	CITY JET	S	D	62	0	0	60	11	18	10	2	0	26	87	6	63
	LONDON CITY	CITY JET	S	A	27	0	0	78	7	4	11	0	0	14	81	8	27
	LONDON CITY	CITY JET	S	D	21	0	0	38	24	14	24	0	0	39	61	18	23
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	86	0	3	67	17	6	6	3	0	22	87	7	138
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	89	0	0	64	17	13	4	1	0	19	75	12	138
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	81	6	6	3	3	0	15	84	6	31
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	52	35	10	0	3	0	20	84	11	31
	BIRMINGHAM	FLYBE LTD	S	A	140	0	0	71	9	9	8	4	0	24	81	8	169

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 2004					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
PARIS (CHARLES DE GAULLE)	BIRMINGHAM	FLYBE LTD		S D	143	0	0	71	8	8	10	2	0	23	71	15	170	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>					<b>3551</b>	<b>9</b>	<b>8</b>	<b>67</b>	<b>12</b>	<b>11</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>74</b>	<b>12</b>	<b>12</b>	
PARIS (LE BOURGET)																		
<b>TOTAL PARIS (LE BOURGET)</b>					<b>2</b>	<b>10</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	
PARIS (ORLY)	LONDON CITY	CITY JET		S A	100	0	0	78	12	6	4	0	0	12	80	10	115	
	LONDON CITY	CITY JET		S D	108	0	0	55	28	10	7	0	0	20	86	9	119	
<b>TOTAL PARIS (ORLY)</b>					<b>208</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>20</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>82</b>	<b>10</b>	<b>10</b>	
PAU	STANSTED	RYANAIR		S A	30	0	1	90	3	3	3	0	0	6	94	3	31	
	STANSTED	RYANAIR		S D	30	0	1	70	27	3	0	0	0	9	84	5	31	
<b>TOTAL PAU</b>					<b>60</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>15</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>4</b>	<b>4</b>	
PERPIGNAN	BIRMINGHAM	FLYBE LTD		S A	2	0	0	50	0	50	0	0	0	24	33	17	3	
	BIRMINGHAM	FLYBE LTD		S D	2	0	0	50	0	0	50	0	0	32	100	3	4	
	STANSTED	RYANAIR		S A	32	0	0	75	9	3	9	3	0	21	87	5	31	
	STANSTED	RYANAIR		S D	31	0	0	87	10	0	3	0	0	10	74	26	31	
<b>TOTAL PERPIGNAN</b>					<b>67</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>3</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>80</b>	<b>15</b>	<b>15</b>	
PERTH (AUSTRALIA)	HEATHROW	QANTAS		S A	14	0	0	93	0	7	0	0	0	4	0	0	0	
	HEATHROW	QANTAS		S D	14	0	0	50	21	29	0	0	0	21	0	0	0	
<b>TOTAL PERTH (AUSTRALIA)</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>11</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	
PERUGIA																		
<b>TOTAL PERUGIA</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	
PESCARA	STANSTED	RYANAIR		S A	31	0	0	94	3	3	0	0	0	3	97	2	31	
	STANSTED	RYANAIR		S D	31	0	0	71	23	6	0	0	0	12	81	7	31	
<b>TOTAL PESCARA</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>4</b>	<b>4</b>	
PHILADELPHIA INTERNATION	HEATHROW	BRITISH AIRWAYS PLC		S A	61	1	0	72	15	3	10	0	0	18	89	6	62	
	HEATHROW	BRITISH AIRWAYS PLC		S D	61	0	0	56	31	7	5	2	0	23	81	11	62	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
PHILADELPHIA INTERNATIONAL																		
	GATWICK	US AIRWAYS	S	A	27	0	0	7	30	22	41	0	0	59	58	26	31	
	GATWICK	US AIRWAYS	S	D	27	0	0	63	22	7	4	4	0	23	74	19	31	
	MANCHESTER	US AIRWAYS	S	A	31	0	0	10	35	35	16	3	0	52	55	27	31	
	MANCHESTER	US AIRWAYS	S	D	31	0	0	97	3	0	0	0	0	1	94	7	31	
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>					<b>239</b>	<b>1</b>	<b>0</b>	<b>54</b>	<b>23</b>	<b>11</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>77</b>	<b>14</b>	<b>14</b>	
PHOENIX																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	26	0	0	50	31	15	4	0	0	21	65	20	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	26	0	0	50	35	12	4	0	0	23	67	21	30	
<b>TOTAL PHOENIX</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>33</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>66</b>	<b>21</b>	<b>21</b>	
PISA																		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	31	0	0	94	3	0	3	0	0	7	64	16	22	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	31	0	0	100	0	0	0	0	0	1	83	8	23	
	GATWICK	BRITISH AIRWAYS PLC	S	A	67	0	0	73	13	12	1	0	0	11	88	5	66	
	GATWICK	BRITISH AIRWAYS PLC	S	D	67	0	0	81	7	9	3	0	0	12	80	7	65	
	STANSTED	RYANAIR	S	A	92	0	3	79	11	4	4	1	0	13	76	10	62	
	STANSTED	RYANAIR	S	D	93	0	0	76	15	6	2	0	0	13	73	16	62	
<b>TOTAL PISA</b>					<b>381</b>	<b>0</b>	<b>3</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>10</b>	<b>10</b>	
PLOVDIV																		
	MANCHESTER	ASTRAEUS LTD	C	A	2	0	0	0	0	50	50	0	0	65	0	0	0	
	GATWICK	BH AIR	C	A	4	0	0	100	0	0	0	0	0	1	50	15	4	
	GATWICK	BH AIR	C	D	4	0	0	75	25	0	0	0	0	9	50	160	4	
	MANCHESTER	BH AIR	C	A	3	1	0	100	0	0	0	0	0	6	67	15	3	
	MANCHESTER	BH AIR	C	D	3	1	0	67	33	0	0	0	0	11	100	2	3	
	NEWCASTLE	BH AIR	C	A	3	1	0	33	0	67	0	0	0	30	50	18	4	
	NEWCASTLE	BH AIR	C	D	3	1	0	67	0	33	0	0	0	14	100	3	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	3	0	0	33	0	67	0	0	0	24	100	3	2	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	3	0	0	33	33	33	0	0	0	24	100	0	2	
	GATWICK	THOMSONFLY LTD	C	A	2	0	0	0	50	50	0	0	0	37	50	24	2	
<b>TOTAL PLOVDIV</b>					<b>32</b>	<b>4</b>	<b>0</b>	<b>56</b>	<b>13</b>	<b>25</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>69</b>	<b>31</b>	<b>31</b>	
PLYMOUTH																		
	GATWICK	AIR SOUTHWEST	S	A	123	0	0	83	6	9	2	0	0	10	85	6	39	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 2004					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
PLYMOUTH																		
	GATWICK	AIR SOUTHWEST	S	D	31	0	0	74	10	10	6	0	0	13	87	8	53	
	MANCHESTER	AIR SOUTHWEST	S	A	52	0	0	81	6	6	8	0	0	15	70	13	50	
	MANCHESTER	AIR SOUTHWEST	S	D	52	0	0	90	2	2	6	0	0	7	85	8	46	
	NEWCASTLE	AIR WALES LTD	S	A	49	0	1	73	14	6	6	0	0	15	0	0	0	
	NEWCASTLE	AIR WALES LTD	S	D	48	0	2	81	6	8	4	0	0	12	0	0	0	
<b>TOTAL PLYMOUTH</b>					<b>355</b>	<b>0</b>	<b>3</b>	<b>81</b>	<b>7</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>9</b>	<b>9</b>	
POITIERS																		
	STANSTED	RYANAIR	S	A	23	0	0	78	13	4	4	0	0	12	94	2	31	
	STANSTED	RYANAIR	S	D	23	0	0	83	13	0	4	0	0	10	90	4	31	
<b>TOTAL POITIERS</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>92</b>	<b>3</b>	<b>3</b>	
PORLAMAR																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	50	0	50	0	0	0	31	100	0	2	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	67	0	0	33	0	0	43	100	0	2	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	33	0	33	33	0	0	63	50	11	2	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	0	100	0	2	
<b>TOTAL PORLAMAR</b>					<b>11</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>0</b>	<b>18</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>88</b>	<b>3</b>	<b>3</b>	
PORT HARCOURT																		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	78	22	0	0	0	0	7	100	0	4	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	67	11	22	0	0	0	12	60	16	10	
<b>TOTAL PORT HARCOURT</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>12</b>	<b>12</b>	
PORT OF SPAIN																		
	HEATHROW	BWIA	S	A	31	0	0	42	23	19	16	0	0	30	54	23	35	
	HEATHROW	BWIA	S	D	31	0	0	32	16	32	19	0	0	37	43	34	35	
	MANCHESTER	BWIA	S	A	8	0	0	75	0	0	25	0	0	36	75	46	4	
	MANCHESTER	BWIA	S	D	8	0	0	50	0	13	38	0	0	39	0	74	4	
<b>TOTAL PORT OF SPAIN</b>					<b>78</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>15</b>	<b>22</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>48</b>	<b>32</b>	<b>32</b>	
POZNAN																		
PRAGUE																		
	BIRMINGHAM	BMIBABY LTD	S	A	23	3	1	57	13	26	4	0	0	19	0	0	0	
	BIRMINGHAM	BMIBABY LTD	S	D	24	3	0	42	17	21	21	0	0	31	0	0	0	
	MANCHESTER	BMIBABY LTD	S	A	54	0	0	41	37	15	4	4	0	28	10	77	20	
	MANCHESTER	BMIBABY LTD	S	D	54	0	0	74	19	6	0	2	0	12	40	40	20	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 2004				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
PRAGUE	GATWICK	BRITISH AIRWAYS PLC	S	A	20	0	0	85	10	5	0	0	0	8	100	2	4
	GATWICK	BRITISH AIRWAYS PLC	S	D	20	0	0	65	10	20	5	0	0	16	100	9	4
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	61	13	14	11	1	0	24	54	22	93
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	40	23	27	10	1	0	29	64	16	92
	BIRMINGHAM	CSA	S	A	46	0	0	89	4	0	7	0	0	7	89	7	27
	BIRMINGHAM	CSA	S	D	46	0	0	89	11	0	0	0	0	5	74	14	27
	EDINBURGH	CSA	S	A	30	0	0	87	3	0	7	3	0	14	96	4	26
	EDINBURGH	CSA	S	D	30	0	0	63	27	0	3	3	3	34	46	16	26
	GATWICK	CSA	S	A	57	0	4	75	23	0	2	0	0	9	0	0	0
	GATWICK	CSA	S	D	57	0	4	88	11	0	2	0	0	6	0	0	0
	GLASGOW	CSA	S	A	34	0	0	85	12	0	3	0	0	10	0	0	0
	GLASGOW	CSA	S	D	33	0	0	82	15	0	3	0	0	10	0	0	0
	HEATHROW	CSA	S	A	89	0	0	53	18	22	7	0	0	21	57	21	89
	HEATHROW	CSA	S	D	89	0	0	73	10	13	3	0	0	13	72	14	89
	MANCHESTER	CSA	S	A	61	0	0	87	8	3	2	0	0	8	85	7	46
	MANCHESTER	CSA	S	D	61	0	0	77	15	2	2	2	3	27	91	6	46
	STANSTED	CSA	S	A	58	0	0	79	10	3	7	0	0	13	85	8	55
	STANSTED	CSA	S	D	58	0	0	67	16	9	7	2	0	22	80	11	55
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	50	15	26	10	0	0	25	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	45	24	21	10	0	0	26	0	0	0
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	87	6	3	3	0	0	9	74	14	31
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	77	16	6	0	0	0	11	84	11	31
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	61	1	1	70	11	11	5	2	0	19	75	12	93
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	52	26	16	5	2	0	26	57	19	93
	GLASGOW	FLYGLOBESPAN	S	A	31	0	0	58	23	16	3	0	0	17	0	0	0
	GLASGOW	FLYGLOBESPAN	S	D	31	0	0	77	19	3	0	0	0	11	0	0	0
	GATWICK	TRAVEL SERVICE AIRLINES	S	A	11	0	0	27	9	18	36	9	0	67	0	0	0
	GATWICK	TRAVEL SERVICE AIRLINES	S	D	11	0	0	27	18	9	36	9	0	66	0	0	0
<b>TOTAL PRAGUE</b>					<b>1523</b>	<b>10</b>	<b>10</b>	<b>67</b>	<b>16</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>67</b>	<b>18</b>	<b>18</b>
PRESTWICK	STANSTED	RYANAIR	S	A	151	1	3	85	5	3	5	2	0	14	95	4	228
	STANSTED	RYANAIR	S	D	155	0	0	85	8	3	5	0	0	11	88	7	228
<b>TOTAL PRESTWICK</b>					<b>306</b>	<b>3</b>	<b>3</b>	<b>85</b>	<b>7</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>91</b>	<b>6</b>	<b>6</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 2004				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
PRISTINA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	77	8	15	0	0	0	10	93	3	14	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	69	8	23	0	0	0	14	71	13	14	
<b>TOTAL PRISTINA</b>					<b>27</b>	<b>6</b>	<b>0</b>	<b>74</b>	<b>7</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>7</b>	<b>7</b>	
PROVIDENCIALES																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	8	0	0	75	0	0	13	13	0	33	100	2	5	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	7	0	0	71	14	0	0	14	0	49	75	9	4	
<b>TOTAL PROVIDENCIALES</b>					<b>15</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>13</b>	<b>0</b>	<b>41</b>	<b>89</b>	<b>5</b>	<b>5</b>	
PUERTO PLATA																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	6	80	12	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	16	75	10	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	20	0	0	0	0	8	100	2	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	20	0	0	0	14	100	5	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	0	20	0	20	0	57	100	0	3	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	20	0	20	20	0	75	100	0	3	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	0	0	0	20	221	80	8	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	3	100	4	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	0	20	0	20	20	398	100	0	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	0	0	40	20	0	88	100	0	4	
	GATWICK	THOMSONFLY LTD	C	A	5	0	0	80	0	20	0	0	0	7	80	4	5	
	GATWICK	THOMSONFLY LTD	C	D	6	0	0	67	33	0	0	0	0	10	100	2	4	
	MANCHESTER	THOMSONFLY LTD	C	A	5	0	0	80	0	20	0	0	0	11	80	7	5	
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	6	100	0	5	
<b>TOTAL PUERTO PLATA</b>					<b>66</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>12</b>	<b>8</b>	<b>5</b>	<b>6</b>	<b>3</b>	<b>69</b>	<b>92</b>	<b>4</b>	<b>4</b>	
PUERTO VALLARTA																		
PUNTA CANA																		
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	75	25	0	0	0	0	5	50	15	4	
	GATWICK	THOMSONFLY LTD	C	D	5	0	0	80	20	0	0	0	0	13	80	16	5	
	MANCHESTER	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	100	2	5		
	MANCHESTER	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	2	100	0	4	
<b>TOTAL PUNTA CANA</b>					<b>19</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>67</b>	<b>27</b>	<b>27</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
RALEIGH	GATWICK	AMERICAN AIRLINES	S	A	31	0	0	39	55	3	3	0	0	22	68	10	31
	GATWICK	AMERICAN AIRLINES	S	D	31	0	0	74	13	6	6	0	0	16	71	12	31
<b>TOTAL RALEIGH</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>34</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>69</b>	<b>11</b>	<b>11</b>
REUS	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	50	0	0	0	0	10	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0
	LUTON	RYANAIR	S	A	31	0	0	97	3	0	0	0	0	1	0	0	0
	LUTON	RYANAIR	S	D	31	0	0	81	13	6	0	0	0	7	0	0	0
	STANSTED	RYANAIR	S	A	46	2	2	93	7	0	0	0	0	2	97	1	62
	STANSTED	RYANAIR	S	D	47	1	0	85	6	9	0	0	0	8	84	8	62
<b>TOTAL REUS</b>					<b>162</b>	<b>3</b>	<b>2</b>	<b>89</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>90</b>	<b>5</b>	<b>5</b>
RHODES					<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>25</b>
RIGA	HEATHROW	AIR BALTIC CORPORATION SIA	S	A	31	0	0	84	10	6	0	0	0	6	100	5	4
	HEATHROW	AIR BALTIC CORPORATION SIA	S	D	31	0	0	71	16	10	3	0	0	14	100	7	4
	MANCHESTER	AIR BALTIC CORPORATION SIA	S	A	4	0	0	100	0	0	0	0	0	5	0	0	0
	MANCHESTER	AIR BALTIC CORPORATION SIA	S	D	4	0	0	75	0	25	0	0	0	15	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	27	0	0	78	11	4	7	0	0	12	86	10	22
	HEATHROW	BRITISH AIRWAYS PLC	S	D	27	0	0	41	22	30	7	0	0	24	57	18	21
	STANSTED	RYANAIR	S	A	31	0	0	90	3	6	0	0	0	6	0	0	0
	STANSTED	RYANAIR	S	D	31	0	0	71	19	6	3	0	0	14	0	0	0
<b>TOTAL RIGA</b>					<b>186</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>12</b>	<b>12</b>
RIO DE JANEIRO (GALEAO)	HEATHROW	BRITISH AIRWAYS PLC	S	A	14	0	0	71	21	0	0	0	7	37	38	39	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	69	8	15	8	0	0	25	69	13	13
	HEATHROW	VARIG	S	A	31	0	0	39	10	32	19	0	0	35	6	88	31
	HEATHROW	VARIG	S	D	31	0	0	42	32	19	6	0	0	21	48	19	29
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>					<b>89</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>19</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>29</b>	<b>35</b>	<b>46</b>	<b>46</b>
RIYADH	HEATHROW	BRITISH AIRWAYS PLC	S	A	4	0	0	100	0	0	0	0	0	0	100	1	13

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2004		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	A	13	0	0	92	8	0	0	0	0	4	100	0	12
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	12	0	0	75	17	8	0	0	0	11	83	10	12
<b>TOTAL RIYADH</b>					<b>29</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>7</b>	<b>7</b>
ROCHEFORT/SAINT-AGNANT	STANSTED	RYANAIR	S	A	22	0	0	73	9	18	0	0	0	9	0	0	0
	STANSTED	RYANAIR	S	D	22	0	0	73	9	18	0	0	0	12	0	0	0
<b>TOTAL ROCHEFORT/SAINT-AGNANT</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>9</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
ROCHESTER (USA)																	
RODEZ	STANSTED	RYANAIR	S	A	20	0	0	85	10	5	0	0	0	6	97	18	31
	STANSTED	RYANAIR	S	D	20	0	0	70	20	10	0	0	0	9	97	2	31
<b>TOTAL RODEZ</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>97</b>	<b>10</b>	<b>10</b>
ROME (CIAMPINO)	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	79	6	10	5	0	0	12	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	79	6	10	5	0	0	15	0	0	0
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	77	0	19	0	3	0	19	0	0	0
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	81	13	6	0	0	0	8	0	0	0
	LUTON	RYANAIR	S	A	31	0	0	61	26	10	0	3	0	20	0	0	0
	LUTON	RYANAIR	S	D	31	0	0	77	13	6	0	3	0	19	0	0	0
	STANSTED	RYANAIR	S	A	155	1	0	85	8	3	1	3	0	14	86	9	186
	STANSTED	RYANAIR	S	D	155	0	0	79	12	7	2	0	0	11	73	12	186
<b>TOTAL ROME (CIAMPINO)</b>					<b>558</b>	<b>11</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>79</b>	<b>10</b>	<b>10</b>
ROME (FIUMICINO)	HEATHROW	ALITALIA	S	A	153	0	0	67	17	12	3	1	0	15	50	25	153
	HEATHROW	ALITALIA	S	D	154	0	1	62	16	17	3	1	0	20	57	28	154
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	18	0	0	89	0	6	6	0	0	8	78	12	27
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	19	0	0	84	11	0	5	0	0	11	59	24	27
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	8	0	0	100	0	0	0	0	0	7	85	12	20
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	31	0	0	87	13	0	0	0	0	4	79	14	33

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2004		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	31	0	0	84	6	6	3	0	0	8	71	15	34
	GATWICK	BRITISH AIRWAYS PLC	S	A	62	0	0	56	21	16	6	0	0	21	81	12	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	62	0	0	71	18	10	2	0	0	14	81	11	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	154	0	0	55	27	13	4	1	0	21	65	19	155
	HEATHROW	BRITISH AIRWAYS PLC	S	D	154	0	0	64	18	13	4	1	0	19	70	14	155
<b>TOTAL ROME (FIUMICINO)</b>					<b>846</b>	<b>0</b>	<b>1</b>	<b>65</b>	<b>18</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>64</b>	<b>20</b>	<b>20</b>
ROTTERDAM	EDINBURGH	KLM CITYHOPPER	C	A	2	0	0	0	100	0	0	0	0	19	0	0	0
	HEATHROW	KLM CITYHOPPER	S	A	86	1	0	78	12	10	0	0	0	8	75	11	4
	HEATHROW	KLM CITYHOPPER	S	D	85	0	0	74	15	8	2	0	0	11	50	14	4
	LONDON CITY	KLM CITYHOPPER	S	A	2	0	0	0	50	50	0	0	0	30	0	0	0
	LONDON CITY	KLM CITYHOPPER	S	D	2	0	0	50	0	50	0	0	0	22	0	0	0
	STANSTED	TRANSAVIA	S	A	61	0	1	87	2	5	7	0	0	9	100	0	8
	STANSTED	TRANSAVIA	S	D	61	0	1	67	10	15	7	2	0	20	88	5	8
	LONDON CITY	VLM (BELGIUM)	S	A	213	0	7	91	6	2	0	0	0	4	94	3	172
	LONDON CITY	VLM (BELGIUM)	S	D	216	0	4	88	9	2	1	0	0	9	93	4	172
<b>TOTAL ROTTERDAM</b>					<b>728</b>	<b>6</b>	<b>16</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>6</b>	<b>6</b>
ROVANIEMI	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	50	0	0	50	0	0	35	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	3	0	0	67	0	0	33	0	0	52	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	2	0	0	50	0	0	50	0	0	34	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL ROVANIEMI</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>100</b>	<b>2</b>	<b>2</b>
RZESZOW																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 2004					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
SALONIKA																		
	GATWICK	BRITISH AIRWAYS PLC		S A	3	0	0	33	33	33	0	0	0	22	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC		S D	3	0	0	67	33	0	0	0	9	0	0	0		
	GATWICK	OLYMPIC AIRLINES		S A	20	0	2	75	20	5	0	0	10	68	9	22		
	GATWICK	OLYMPIC AIRLINES		S D	20	0	2	70	5	25	0	0	15	82	8	22		
<b>TOTAL SALONIKA</b>					<b>46</b>	<b>0</b>	<b>4</b>	<b>70</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>69</b>	<b>14</b>	<b>14</b>	
SALZBURG																		
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		C A	4	0	0	75	25	0	0	0	10	0	0	0		
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		C D	4	0	0	75	25	0	0	0	11	0	0	0		
	GATWICK	BRITISH AIRWAYS PLC		C A	4	0	0	75	25	0	0	0	5	0	0	0		
	GATWICK	BRITISH AIRWAYS PLC		C D	4	0	0	100	0	0	0	0	8	0	0	0		
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	50	25	25	0	0	20	100	0	4		
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	25	0	50	25	0	45	75	11	4		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	50	25	0	25	0	34	100	3	4		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	50	0	0	50	0	47	75	18	4		
	BIRMINGHAM	FLYBE LTD		S A	4	0	0	75	0	0	25	0	18	58	21	31		
	BIRMINGHAM	FLYBE LTD		S D	4	0	0	50	50	0	0	0	17	68	21	31		
	GATWICK	MONARCH AIRLINES		C A	4	0	0	50	0	50	0	0	18	25	13	4		
	GATWICK	MONARCH AIRLINES		C D	3	0	0	33	33	0	33	0	32	100	2	4		
	GATWICK	MY TRAVEL AIRWAYS UK		C A	4	0	0	50	0	0	50	0	65	50	20	4		
	GATWICK	MY TRAVEL AIRWAYS UK		C D	4	0	0	75	0	0	25	0	30	25	24	4		
	MANCHESTER	MY TRAVEL AIRWAYS UK		C A	4	0	0	50	0	0	25	25	88	50	21	2		
	MANCHESTER	MY TRAVEL AIRWAYS UK		C D	4	0	0	50	0	0	25	25	67	100	0	1		
	STANSTED	RYANAIR		S A	83	1	1	82	7	8	2	0	10	89	5	62		
	STANSTED	RYANAIR		S D	84	0	0	81	12	4	4	0	11	79	10	62		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD		C A	4	0	0	100	0	0	0	0	0	50	111	2		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD		C D	4	0	0	100	0	0	0	0	3	100	6	1		
	GATWICK	THOMAS COOK AIRLINES LTD		C A	4	0	0	50	25	25	0	0	16	100	3	4		
	GATWICK	THOMAS COOK AIRLINES LTD		C D	4	1	0	50	25	25	0	0	20	33	13	3		
	MANCHESTER	THOMAS COOK AIRLINES LTD		C A	8	0	0	75	13	0	0	0	13	73	100	0	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C D	7	0	0	57	29	0	0	0	14	73	100	4	3	
	BIRMINGHAM	THOMSONFLY LTD		C A	4	0	0	50	25	25	0	0	23	100	2	3		
	BIRMINGHAM	THOMSONFLY LTD		C D	3	0	0	100	0	0	0	0	0	100	10	2		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 2004				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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
<b>SALZBURG</b>																		
	GATWICK	THOMSONFLY LTD	C	A	8	0	0	75	0	13	13	0	0	17	75	21	8	
	GATWICK	THOMSONFLY LTD	C	D	8	0	0	38	25	25	13	0	0	32	50	34	8	
	GLASGOW	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	3	67	9	3	
	GLASGOW	THOMSONFLY LTD	C	D	3	0	0	100	0	0	0	0	0	2	100	3	3	
	LUTON	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	5	100	0	2	
	LUTON	THOMSONFLY LTD	C	D	3	0	0	100	0	0	0	0	0	6	100	5	1	
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	75	0	0	25	0	0	23	100	0	4	
	MANCHESTER	THOMSONFLY LTD	C	D	3	0	0	67	33	0	0	0	0	7	100	1	3	
	NEWCASTLE	THOMSONFLY LTD	C	A	4	0	0	75	0	0	25	0	0	26	100	1	3	
	NEWCASTLE	THOMSONFLY LTD	C	D	3	0	0	100	0	0	0	0	0	4	100	2	3	
	STANSTED	THOMSONFLY LTD	C	A	2	0	0	100	0	0	0	0	0	12	100	0	2	
<b>TOTAL SALZBURG</b>					<b>318</b>	<b>4</b>	<b>1</b>	<b>75</b>	<b>11</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>18</b>	<b>77</b>	<b>12</b>	<b>12</b>	
<b>SAN FRANCISCO</b>																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	73	13	5	6	0	3	49	87	6	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	60	23	10	5	2	2	39	53	27	62	
	HEATHROW	UNITED AIRLINES	S	A	62	0	0	60	31	6	3	0	0	14	84	9	62	
	HEATHROW	UNITED AIRLINES	S	D	62	0	0	87	11	2	0	0	0	5	76	8	62	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	23	29	39	10	0	0	32	35	24	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	58	19	19	3	0	0	20	48	22	31	
<b>TOTAL SAN FRANCISCO</b>					<b>310</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>20</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>26</b>	<b>68</b>	<b>15</b>	<b>15</b>	
<b>SAN JUAN (PUERTO RICO)</b>																		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	3	0	0	67	0	33	0	0	0	14	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	7	0	0	0	
<b>TOTAL SAN JUAN (PUERTO RICO)</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>SANAA</b>																		
	HEATHROW	YEMENIA	S	A	9	0	0	67	11	22	0	0	0	17	44	33	9	
	HEATHROW	YEMENIA	S	D	9	0	0	89	0	11	0	0	0	10	67	12	9	
<b>TOTAL SANAA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>6</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>56</b>	<b>22</b>	<b>22</b>	
<b>SANDEFJORD(TORP)</b>																		
	STANSTED	RYANAIR	S	A	84	1	1	82	11	6	1	0	0	7	90	8	84	
	STANSTED	RYANAIR	S	D	85	0	0	81	12	5	2	0	0	10	78	10	85	
<b>TOTAL SANDEFJORD(TORP)</b>					<b>169</b>	<b>1</b>	<b>1</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>9</b>	<b>9</b>	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

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					Actual (7)	Plan (8)												
SANFORD																		
	GATWICK	AIR ATLANTA EUROPE LTD	C	A	5	0	0	80	0	0	20	0	0	17	67	14	3	
	GATWICK	AIR ATLANTA EUROPE LTD	C	D	7	0	0	71	0	0	29	0	0	35	0	41	3	
	MANCHESTER	AIR ATLANTA EUROPE LTD	C	A	8	0	0	88	0	0	0	13	0	37	100	7	3	
	MANCHESTER	AIR ATLANTA EUROPE LTD	C	D	9	0	0	33	33	22	0	11	0	59	0	43	3	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	0	50	50	0	0	0	32	100	3	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	22	100	9	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	0	25	25	25	0	25	181	25	48	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	20	20	20	20	0	20	120	25	54	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	4	75	6	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	25	0	0	0	18	80	10	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	1	0	20	20	20	20	0	20	131	25	25	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	75	0	0	13	0	13	73	50	19	6	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	3	0	0	33	33	33	0	0	0	18	100	2	1	
	BIRMINGHAM	THOMSONFLY LTD	C	D	2	0	0	50	50	0	0	0	0	12	0	0	0	
	GATWICK	THOMSONFLY LTD	C	A	5	0	0	40	20	40	0	0	0	20	75	14	4	
	GATWICK	THOMSONFLY LTD	C	D	7	0	0	100	0	0	0	0	0	7	75	15	4	
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	50	25	25	0	0	0	21	75	13	4	
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	75	0	0	25	0	0	22	75	21	4	
<b>TOTAL SANFORD</b>					<b>93</b>	<b>1</b>	<b>0</b>	<b>55</b>	<b>15</b>	<b>14</b>	<b>10</b>	<b>2</b>	<b>4</b>	<b>49</b>	<b>63</b>	<b>19</b>	<b>19</b>	
SANTA CRUZ DE LA PALMA																		
	GATWICK	THOMSONFLY LTD	C	A	5	0	0	40	20	20	20	0	0	33	0	0	0	
	GATWICK	THOMSONFLY LTD	C	D	5	0	0	80	0	0	20	0	0	14	0	0	0	
<b>TOTAL SANTA CRUZ DE LA PALMA</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>10</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>67</b>	<b>43</b>	<b>43</b>	
SANTANDER																		
	STANSTED	RYANAIR	S	A	31	0	0	87	10	3	0	0	0	4	0	0	0	
	STANSTED	RYANAIR	S	D	31	0	0	32	45	23	0	0	0	21	0	0	0	
<b>TOTAL SANTANDER</b>					<b>62</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>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	
SANTIAGO DE COMPOSTELA																		
	HEATHROW	IBERIA	S	A	31	0	0	87	3	3	6	0	0	12	74	19	31	
	HEATHROW	IBERIA	S	D	31	0	0	77	16	3	3	0	0	11	77	14	30	
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	100	0	0	0	0	0	4	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0	
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>					<b>68</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>17</b>	<b>17</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
SEATTLE (TACOMA)	HEATHROW	BRITISH AIRWAYS PLC		S A	31	0	0	94	6	0	0	0	0	2	94	12	31
	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	0	39	45	13	3	0	0	22	48	33	31
<b>TOTAL SEATTLE (TACOMA)</b>					<b>62</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>26</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>22</b>	<b>22</b>
SEOUL (INCHEON)	HEATHROW	ASIANA AIRLINES		S A	14	0	1	71	14	14	0	0	0	12	69	11	13
	HEATHROW	ASIANA AIRLINES		S D	14	0	1	79	14	7	0	0	0	7	92	5	13
	HEATHROW	KOREAN AIR		S A	31	0	0	74	23	3	0	0	0	8	68	9	22
	HEATHROW	KOREAN AIR		S D	31	0	0	58	42	0	0	0	0	12	77	9	22
<b>TOTAL SEOUL (INCHEON)</b>					<b>90</b>	<b>0</b>	<b>2</b>	<b>69</b>	<b>27</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>8</b>	<b>8</b>
SEVILLE	GATWICK	GB AIRWAYS LTD		S A	31	0	0	65	19	13	3	0	0	15	81	10	27
	GATWICK	GB AIRWAYS LTD		S D	31	0	0	48	39	6	6	0	0	18	74	14	27
	HEATHROW	IBERIA		S A	31	0	0	77	23	0	0	0	0	8	74	14	31
	HEATHROW	IBERIA		S D	31	0	0	87	10	3	0	0	0	6	90	7	31
	STANSTED	RYANAIR		S A	32	0	0	88	0	13	0	0	0	6	0	0	0
	STANSTED	RYANAIR		S D	32	0	0	81	16	3	0	0	0	7	0	0	0
<b>TOTAL SEVILLE</b>					<b>192</b>	<b>2</b>	<b>0</b>	<b>74</b>	<b>17</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>23</b>	<b>23</b>
SEYCHELLES	HEATHROW	AIR SEYCHELLES		S A	9	0	0	22	56	11	11	0	0	26	50	24	8
	HEATHROW	AIR SEYCHELLES		S D	8	0	0	75	25	0	0	0	0	8	50	31	8
<b>TOTAL SEYCHELLES</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>41</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>66</b>	<b>18</b>	<b>18</b>
SHANGHAI (PU DONG)	HEATHROW	CHINA EASTERN AIRLINES		S A	18	0	0	22	22	22	33	0	0	44	0	0	0
	HEATHROW	CHINA EASTERN AIRLINES		S D	18	0	0	67	22	6	0	0	6	85	0	0	0
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	22	0	0	50	23	18	9	0	0	22	78	9	18
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	22	0	0	59	27	14	0	0	0	14	61	18	18
<b>TOTAL SHANGHAI (PU DONG)</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>24</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>39</b>	<b>69</b>	<b>13</b>	<b>13</b>
SHANNON	HEATHROW	AER LINGUS		S A	98	0	0	73	12	8	3	2	1	19	51	25	97
	HEATHROW	AER LINGUS		S D	97	0	0	68	12	11	6	2	0	19	56	27	96
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	31	1	0	90	3	3	3	0	0	5	77	18	30

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					Actual (7)	Plan (8)											
SHANNON	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	31	1	0	90	0	6	3	0	0	6	76	16	33
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	61	26	10	3	0	0	13	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	68	19	10	3	0	0	15	0	0	0
	BIRMINGHAM	FLYBE LTD	S	A	28	0	1	68	18	11	4	0	0	12	77	15	31
	BIRMINGHAM	FLYBE LTD	S	D	29	0	0	52	28	14	7	0	0	20	65	23	31
	STANSTED	RYANAIR	S	A	92	1	1	70	17	5	4	3	0	22	94	17	62
	STANSTED	RYANAIR	S	D	93	0	1	73	16	6	3	1	0	18	89	8	62
<b>TOTAL SHANNON</b>					<b>562</b>	<b>4</b>	<b>3</b>	<b>71</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>70</b>	<b>20</b>	<b>20</b>
SHARM EL SHEIKH (OPHIRA)	GATWICK	AIR ATLANTA EUROPE LTD	C	A	4	0	0	50	0	0	25	25	0	67	0	0	0
	GATWICK	AIR ATLANTA EUROPE LTD	C	D	4	0	0	50	25	0	25	0	0	52	0	0	0
	GATWICK	ASTRAEUS LTD	S	A	4	0	0	50	25	0	25	0	0	34	0	0	0
	GATWICK	ASTRAEUS LTD	S	D	4	0	0	50	25	0	25	0	0	26	0	0	0
	HEATHROW	EGYPT AIR	S	A	3	0	0	67	0	0	33	0	0	34	50	15	4
	GATWICK	EXCEL AIRWAYS LTD	C	A	9	0	0	22	11	44	22	0	0	53	17	55	6
	GATWICK	EXCEL AIRWAYS LTD	C	D	11	0	0	45	36	0	18	0	0	26	40	33	5
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	20	0	60	20	0	0	50	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	7	0	0	29	57	14	0	0	0	21	0	0	0
	GATWICK	FLYJET LTD	C	A	4	0	0	50	0	25	25	0	0	45	0	0	0
	GATWICK	FLYJET LTD	C	D	4	0	0	25	50	25	0	0	0	27	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	22	0	22	44	11	0	91	63	20	8
	GATWICK	MONARCH AIRLINES	C	D	10	0	0	50	20	10	10	10	0	42	88	19	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	10	0	0	20	10	30	40	0	0	45	38	134	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	10	0	0	70	10	20	0	0	0	14	63	52	8
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	45	0	0	0
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	42	0	0	0
	GATWICK	THOMSONFLY LTD	C	A	8	0	0	75	13	0	13	0	0	26	80	8	5
	GATWICK	THOMSONFLY LTD	C	D	8	0	0	88	13	0	0	0	0	6	75	9	4
	LUTON	THOMSONFLY LTD	C	A	5	0	0	20	40	20	20	0	0	34	0	0	0
	LUTON	THOMSONFLY LTD	C	D	5	0	0	80	20	0	0	0	0	6	0	0	0
	NEWCASTLE	THOMSONFLY LTD	C	A	5	0	0	60	20	0	0	0	20	92	0	0	0
	NEWCASTLE	THOMSONFLY LTD	C	D	5	0	0	80	0	20	0	0	0	13	0	0	0

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					Actual (7)	Plan (8)											
<b>SHARM EL SHEIKH (OPHIRA)</b>					<b>142</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>17</b>	<b>14</b>	<b>17</b>	<b>2</b>	<b>1</b>	<b>38</b>	<b>60</b>	<b>40</b>	<b>40</b>
<b>SINGAPORE</b>																	
	HEATHROW	SINGAPORE AIRLINES	S	A	92	1	1	75	8	15	1	0	1	17	87	6	87
	HEATHROW	SINGAPORE AIRLINES	S	D	93	0	0	68	20	10	1	1	0	17	63	17	93
	MANCHESTER	SINGAPORE AIRLINES	S	A	31	0	0	52	16	26	6	0	0	20	71	11	28
	MANCHESTER	SINGAPORE AIRLINES	S	D	31	0	0	87	0	10	3	0	0	8	87	10	31
<b>TOTAL SINGAPORE</b>					<b>247</b>	<b>1</b>	<b>1</b>	<b>71</b>	<b>13</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>76</b>	<b>11</b>	<b>11</b>
<b>SION</b>																	
	GATWICK	FLYBE LTD	C	A	4	0	0	50	25	0	0	25	0	63	50	42	4
	GATWICK	FLYBE LTD	C	D	4	0	0	0	50	25	0	25	0	76	50	16	4
	HEATHROW	SWISS AIRLINES	S	A	4	0	0	0	0	50	25	25	0	100	0	52	4
	HEATHROW	SWISS AIRLINES	S	D	4	0	0	0	0	0	75	25	0	137	0	54	4
<b>TOTAL SION</b>					<b>16</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>19</b>	<b>19</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>94</b>	<b>25</b>	<b>41</b>	<b>41</b>
<b>SOFIA</b>																	
	GATWICK	BH AIR	C	A	4	0	0	75	25	0	0	0	0	7	50	17	2
	GATWICK	BH AIR	C	D	4	0	0	50	25	0	25	0	0	31	50	24	2
	MANCHESTER	BH AIR	C	A	3	1	0	100	0	0	0	0	0	1	0	0	0
	MANCHESTER	BH AIR	C	D	3	1	0	100	0	0	0	0	0	0	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	58	23	13	6	0	0	19	65	20	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	71	10	13	6	0	0	14	68	15	31
	GATWICK	BULGARIA AIR	S	A	31	0	0	71	6	6	13	3	0	28	92	4	24
	GATWICK	BULGARIA AIR	S	D	31	0	0	52	23	6	16	3	0	31	79	8	24
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	80	0	0	20	0	0	23	33	36	3
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	0	0	25	0	0	20	50	23	2
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	7	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	2	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	0	0	25	113	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	3	0	0	67	0	0	0	0	33	154	0	0	0
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	50	0	25	0	25	0	74	100	3	3
	GATWICK	THOMSONFLY LTD	C	D	3	0	0	67	0	0	0	33	0	85	100	0	2
	MANCHESTER	THOMSONFLY LTD	C	A	2	0	0	0	50	0	50	0	0	48	0	62	2
<b>TOTAL SOFIA</b>					<b>174</b>	<b>2</b>	<b>0</b>	<b>66</b>	<b>13</b>	<b>7</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>28</b>	<b>73</b>	<b>14</b>	<b>14</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 2004					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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
SOUTHAMPTON																		
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	99	0	0	78	9	9	4	0	0	11	78	14	128	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	99	0	0	77	14	6	3	0	0	11	80	12	128	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	99	0	0	78	12	8	2	0	0	11	75	13	126	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	99	0	0	85	5	7	3	0	0	9	82	11	123	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	133	0	0	84	8	5	3	0	0	9	82	9	115	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	135	0	0	87	2	4	7	0	0	9	86	6	116	
	NEWCASTLE	EASTERN AIRWAYS	S	A	69	0	0	80	13	6	1	0	0	10	88	8	73	
	NEWCASTLE	EASTERN AIRWAYS	S	D	69	0	0	91	4	3	1	0	0	6	92	6	73	
	EDINBURGH	FLYBE LTD	S	A	87	0	3	78	10	5	7	0	0	12	52	21	81	
	EDINBURGH	FLYBE LTD	S	D	87	0	3	66	14	14	7	0	0	17	51	28	81	
	GLASGOW	FLYBE LTD	S	A	80	0	2	88	6	1	4	1	0	8	0	0	0	
	GLASGOW	FLYBE LTD	S	D	80	0	2	88	8	1	3	1	0	9	0	0	0	
	MANCHESTER	FLYBE LTD	S	A	77	0	0	74	14	6	4	1	0	14	0	0	0	
	MANCHESTER	FLYBE LTD	S	D	77	0	0	84	9	3	4	0	0	9	0	0	0	
	NEWCASTLE	FLYBE LTD	S	A	31	0	0	77	19	0	3	0	0	8	0	0	0	
	NEWCASTLE	FLYBE LTD	S	D	31	0	0	71	23	3	3	0	0	11	0	0	0	
<b>TOTAL SOUTHAMPTON</b>					<b>1352</b>	<b>2</b>	<b>10</b>	<b>81</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>12</b>	<b>12</b>	
SPLIT																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	3	0	0	100	0	0	0	0	0	2	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	3	0	0	100	0	0	0	0	0	10	0	0	0	
	GATWICK	CROATIA AIRLINES	S	D	2	0	0	100	0	0	0	0	0	5	0	0	0	
<b>TOTAL SPLIT</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	
ST ETIENNE																		
	STANSTED	RYANAIR	S	A	30	0	1	50	23	23	3	0	0	20	97	3	31	
	STANSTED	RYANAIR	S	D	30	0	1	27	40	27	7	0	0	26	100	2	31	
<b>TOTAL ST ETIENNE</b>					<b>60</b>	<b>0</b>	<b>2</b>	<b>38</b>	<b>32</b>	<b>25</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>98</b>	<b>3</b>	<b>3</b>	
ST KITTS																		
	GATWICK	EXCEL AIRWAYS LTD	C	A	3	0	0	33	0	33	33	0	0	37	50	75	4	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	0	0	50	50	0	0	64	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
ST KITTS																	
<b>TOTAL ST KITTS</b>					<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>43</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>50</b>	<b>75</b>	<b>75</b>
ST LUCIA (HEWANORRA)																	
	MANCHESTER	BMI BRITISH MIDLAND	S	A	8	1	1	88	0	13	0	0	0	5	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	S	D	8	0	0	88	0	13	0	0	0	5	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	89	0	0	11	0	0	14	78	9	9
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	67	11	11	11	0	0	28	89	18	9
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	13	0	0	85	8	0	8	0	0	14	79	7	14
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	13	0	0	77	8	8	0	8	0	24	38	23	13
<b>TOTAL ST LUCIA (HEWANORRA)</b>					<b>60</b>	<b>1</b>	<b>1</b>	<b>82</b>	<b>5</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>14</b>	<b>14</b>
ST PETERSBURG																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	81	13	3	3	0	0	7	91	3	23
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	77	13	3	6	0	0	11	78	7	23
	GATWICK	PULKOVO AVIATION ENTERPRISE	S	A	2	0	0	100	0	0	0	0	0	9	0	0	0
	GATWICK	PULKOVO AVIATION ENTERPRISE	S	D	2	0	0	0	50	50	0	0	0	24	0	0	0
	HEATHROW	PULKOVO AVIATION ENTERPRISE	S	A	4	0	0	100	0	0	0	0	0	2	0	0	0
	HEATHROW	PULKOVO AVIATION ENTERPRISE	S	D	4	0	0	100	0	0	0	0	0	5	0	0	0
<b>TOTAL ST PETERSBURG</b>					<b>75</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>72</b>	<b>13</b>	<b>13</b>
ST THOMAS ISLANDS																	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	33	0	67	0	0	0	32	25	42	4
<b>TOTAL ST THOMAS ISLANDS</b>					<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>25</b>	<b>42</b>	<b>42</b>
STANSTED																	
	MANCHESTER	EASTERN AIRWAYS	S	A	63	0	0	90	2	6	2	0	0	8	91	9	69
	MANCHESTER	EASTERN AIRWAYS	S	D	63	0	0	98	0	2	0	0	0	1	99	3	69
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	166	0	4	72	9	10	7	2	0	21	85	10	172
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	166	0	4	58	22	9	7	4	0	27	78	12	172
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	143	0	0	85	5	4	6	0	0	9	90	5	143
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	143	0	0	85	8	2	4	0	0	9	92	5	143
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	116	0	1	79	6	8	4	3	0	16	74	16	119
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	116	0	1	81	8	7	3	1	0	12	67	18	119
<b>TOTAL STANSTED</b>					<b>979</b>	<b>18</b>	<b>10</b>	<b>78</b>	<b>9</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>83</b>	<b>10</b>	<b>10</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAR 2004					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
STAVANGER																		
	HEATHROW	SAS		S A	49	0	0	71	10	14	2	2	0	16	78	11	54	
	HEATHROW	SAS		S D	49	0	0	61	16	18	0	4	0	21	83	11	54	
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S		S A	24	0	3	83	13	4	0	0	0	7	84	9	50	
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S		S D	24	0	3	79	13	8	0	0	0	11	78	15	50	
<b>TOTAL STAVANGER</b>					<b>146</b>	<b>0</b>	<b>6</b>	<b>71</b>	<b>13</b>	<b>13</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>81</b>	<b>12</b>	<b>12</b>	
STOCKHOLM (ARLANDA)																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	178	0	0	63	17	12	6	2	0	21	70	14	178	
	HEATHROW	BRITISH AIRWAYS PLC		S D	178	0	0	60	17	16	7	1	0	22	73	11	178	
	EDINBURGH	SAS		S A	13	0	0	62	23	8	8	0	0	16	50	14	4	
	EDINBURGH	SAS		S D	13	0	0	62	31	0	8	0	0	14	25	23	4	
	HEATHROW	SAS		S A	167	0	0	74	14	10	2	0	0	11	71	13	177	
	HEATHROW	SAS		S D	166	0	0	72	14	11	2	0	1	15	80	11	177	
	MANCHESTER	SAS		S A	38	0	0	71	16	11	3	0	0	13	75	17	4	
	MANCHESTER	SAS		S D	38	0	0	89	5	5	0	0	0	5	75	17	4	
	BIRMINGHAM	SKYWAYS EXPRESS		S A	32	0	1	94	6	0	0	0	0	4	0	0	0	
	BIRMINGHAM	SKYWAYS EXPRESS		S D	33	0	0	76	21	3	0	0	0	9	0	0	0	
<b>TOTAL STOCKHOLM (ARLANDA)</b>					<b>856</b>	<b>1</b>	<b>1</b>	<b>69</b>	<b>15</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>78</b>	<b>11</b>	<b>11</b>	
STOCKHOLM (SKAVSTA)																		
	STANSTED	RYANAIR		S A	89	0	0	82	8	3	7	0	0	12	96	8	89	
	STANSTED	RYANAIR		S D	89	0	0	81	8	7	4	0	0	11	87	7	89	
<b>TOTAL STOCKHOLM (SKAVSTA)</b>					<b>178</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>91</b>	<b>7</b>	<b>7</b>	
STORNOWAY																		
	EDINBURGH	BMI REGIONAL		S A	25	0	0	96	0	4	0	0	0	2	100	0	31	
	EDINBURGH	BMI REGIONAL		S D	25	0	0	64	12	24	0	0	0	16	97	1	31	
	EDINBURGH	LOGANAIR		S A	28	0	0	93	4	4	0	0	0	4	100	2	7	
	EDINBURGH	LOGANAIR		S D	53	1	0	58	19	11	8	4	0	28	78	11	54	
	GLASGOW	LOGANAIR		S A	54	0	0	96	2	2	0	0	0	1	0	0	0	
	GLASGOW	LOGANAIR		S D	54	0	0	89	6	6	0	0	0	7	0	0	0	
<b>TOTAL STORNOWAY</b>					<b>239</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>91</b>	<b>5</b>	<b>5</b>	
STRASBOURG																		
	GATWICK	BRIT AIR		S A	54	0	0	81	15	2	2	0	0	8	83	8	72	
	GATWICK	BRIT AIR		S D	54	0	0	74	15	6	4	2	0	14	96	5	72	

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					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
STRASBOURG																	
<b>TOTAL STRASBOURG</b>					<b>110</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>90</b>	<b>7</b>	<b>7</b>
STUTTGART																	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	66	0	0	92	3	5	0	0	0	4	67	17	75
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	68	0	0	90	3	4	3	0	0	7	89	5	75
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	42	0	0	83	14	2	0	0	0	6	93	6	28
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	42	0	0	95	5	0	0	0	0	2	86	5	29
	HEATHROW	BRITISH AIRWAYS PLC	S	A	91	0	0	68	13	18	1	0	0	13	70	15	93
	HEATHROW	BRITISH AIRWAYS PLC	S	D	91	0	0	75	12	9	4	0	0	13	77	9	93
	STANSTED	EUROWINGS LUFTVERKEHRS	S	A	59	0	0	81	10	8	0	0	0	8	0	0	0
	STANSTED	EUROWINGS LUFTVERKEHRS	S	D	59	0	0	58	25	14	3	0	0	17	0	0	0
	MANCHESTER	HAPAG LLOYD EXPRESS	S	A	13	0	0	62	38	0	0	0	0	13	0	0	0
	MANCHESTER	HAPAG LLOYD EXPRESS	S	D	13	0	0	46	46	8	0	0	0	13	0	0	0
	HEATHROW	LUFTHANSA CITY LINE	S	A	59	1	0	90	8	0	2	0	0	4	78	10	89
	HEATHROW	LUFTHANSA CITY LINE	S	D	59	0	0	90	5	3	2	0	0	4	76	10	89
<b>TOTAL STUTTGART</b>					<b>662</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>11</b>	<b>11</b>
SUMBURGH																	
	EDINBURGH	LOGANAIR	S	A	54	0	0	76	7	9	7	0	0	15	77	12	31
	EDINBURGH	LOGANAIR	S	D	53	1	0	62	17	11	8	2	0	22	87	13	31
	GLASGOW	LOGANAIR	S	A	57	0	0	89	4	5	2	0	0	6	100	2	31
	GLASGOW	LOGANAIR	S	D	58	0	0	79	10	2	7	2	0	15	87	8	31
<b>TOTAL SUMBURGH</b>					<b>222</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>9</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>87</b>	<b>10</b>	<b>10</b>
SWANSEA																	
SYDNEY																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	65	13	15	3	3	2	43	95	2	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	65	24	10	2	0	0	15	63	16	62
	HEATHROW	QANTAS	S	A	75	0	0	67	16	8	7	1	1	34	89	6	63
	HEATHROW	QANTAS	S	D	78	0	0	47	28	17	4	1	3	37	53	18	72
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	48	19	26	6	0	0	23	0	0	0
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	42	35	16	6	0	0	22	0	0	0
<b>TOTAL SYDNEY</b>					<b>339</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>22</b>	<b>14</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>31</b>	<b>74</b>	<b>11</b>	<b>11</b>



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2004					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	8	1	0	50	13	25	13	0	0	26	54	26	13		
	GATWICK	ASTRAEUS LTD	C	D	11	0	0	36	18	36	9	0	0	29	67	13	15		
	MANCHESTER	ASTRAEUS LTD	C	A	4	0	0	75	25	0	0	0	0	9	0	0	0		
	MANCHESTER	ASTRAEUS LTD	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0		
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	0	0	25	75	0	0	89	80	6	5		
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	0	25	0	75	0	0	83	83	9	6		
	GATWICK	FLYJET LTD	C	A	3	0	0	100	0	0	0	0	0	4	0	0	0		
	GATWICK	FLYJET LTD	C	D	4	0	0	25	75	0	0	0	0	19	0	0	0		
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	88	13	0	0	0	0	3	100	2	1		
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	100	0	0	0	0	0	1	100	0	1		
<b>TOTAL TABA</b>					<b>58</b>	<b>1</b>	<b>0</b>	<b>59</b>	<b>16</b>	<b>12</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>68</b>	<b>15</b>	<b>15</b>		
TAIPEI																			
	HEATHROW	EVA AIR	S	A	23	0	0	22	22	43	13	0	0	37	50	18	22		
	HEATHROW	EVA AIR	S	D	23	0	0	30	22	35	13	0	0	31	55	22	22		
<b>TOTAL TAIPEI</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>22</b>	<b>39</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>52</b>	<b>20</b>	<b>20</b>		
TALLIN																			
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	68	16	10	6	0	0	18	0	0	0		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	55	32	10	3	0	0	20	0	0	0		
	GATWICK	ESTONIAN AIR	S	A	38	0	0	68	21	8	3	0	0	14	85	10	27		
	GATWICK	ESTONIAN AIR	S	D	38	0	0	68	16	13	3	0	0	14	92	9	26		
<b>TOTAL TALLIN</b>					<b>138</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>16</b>	<b>89</b>	<b>9</b>	<b>9</b>		
TAMPA																			
	GATWICK	BRITISH AIRWAYS PLC	S	A	21	0	0	71	5	10	14	0	0	25	64	18	22		
	GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	68	18	9	5	0	0	18	71	22	21		
<b>TOTAL TAMPA</b>					<b>43</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>12</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>67</b>	<b>20</b>	<b>20</b>		
TAMPERE																			
	STANSTED	RYANAIR	S	A	30	1	1	90	7	0	3	0	0	5	100	0	26		
	STANSTED	RYANAIR	S	D	31	0	0	94	3	3	0	0	0	5	97	2	31		
<b>TOTAL TAMPERE</b>					<b>61</b>	<b>1</b>	<b>1</b>	<b>92</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>97</b>	<b>3</b>	<b>3</b>		
TANGIERS (IBN BATUTA)																			
	HEATHROW	ROYAL AIR MAROC	S	A	9	0	0	56	22	11	11	0	0	24	0	0	0		
	HEATHROW	ROYAL AIR MAROC	S	D	9	0	0	56	0	33	11	0	0	21	0	0	0		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 2004				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
TANGIERS (IBN BATUTA)																	
<b>TOTAL TANGIERS (IBN BATUTA)</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>11</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>
TARBES-LOURDES INTERNA																	
	STANSTED	AIR MEDITERRANEE	C	D	3	0	0	67	0	33	0	0	0	19	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	3	0	0	67	33	0	0	0	0	15	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	7	0	0	0
	STANSTED	EXCEL AIRWAYS LTD	C	D	3	0	0	0	0	67	33	0	0	83	0	0	0
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>					<b>15</b>	<b>1</b>	<b>0</b>	<b>47</b>	<b>20</b>	<b>27</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>50</b>	<b>19</b>	<b>19</b>
TASHKENT																	
	HEATHROW	BMED	S	A	13	0	0	54	38	8	0	0	0	12	54	16	13
	HEATHROW	BMED	S	D	13	0	0	46	0	46	8	0	0	31	38	43	13
	BIRMINGHAM	UZBEKISTAN AIRLINES	S	A	16	0	1	69	19	0	13	0	0	19	38	49	13
	BIRMINGHAM	UZBEKISTAN AIRLINES	S	D	16	0	1	25	31	19	19	6	0	51	23	62	13
	HEATHROW	UZBEKISTAN AIRLINES	S	A	17	0	0	65	24	6	6	0	0	14	59	60	17
	HEATHROW	UZBEKISTAN AIRLINES	S	D	17	0	0	47	29	12	12	0	0	25	47	64	17
<b>TOTAL TASHKENT</b>					<b>92</b>	<b>0</b>	<b>2</b>	<b>51</b>	<b>24</b>	<b>14</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>44</b>	<b>50</b>	<b>50</b>
TBILISI																	
	HEATHROW	BMED	S	A	9	0	0	67	11	0	11	11	0	43	0	0	0
	HEATHROW	BMED	S	D	9	0	0	11	22	33	33	0	0	45	0	0	0
<b>TOTAL TBILISI</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>17</b>	<b>17</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>
TEHRAN																	
	HEATHROW	BMED	S	A	23	0	0	48	30	13	4	4	0	28	71	19	17
	HEATHROW	BMED	S	D	23	0	0	52	22	17	4	4	0	28	35	18	17
	HEATHROW	IRAN AIR	S	A	14	0	0	0	14	29	57	0	0	61	38	42	13
	HEATHROW	IRAN AIR	S	D	14	0	0	7	21	43	29	0	0	51	23	56	13
	BIRMINGHAM	MAHAN AIR	S	A	8	0	0	0	13	25	63	0	0	78	0	0	0
	BIRMINGHAM	MAHAN AIR	S	D	8	0	0	0	25	13	63	0	0	79	0	0	0
<b>TOTAL TEHRAN</b>					<b>90</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>22</b>	<b>22</b>	<b>27</b>	<b>2</b>	<b>0</b>	<b>46</b>	<b>43</b>	<b>32</b>	<b>32</b>
TEL AVIV																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	61	19	13	5	0	2	21	65	20	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	66	18	8	6	0	2	22	85	11	62
	HEATHROW	EL AL	S	A	53	0	0	60	25	8	8	0	0	17	64	20	53
	HEATHROW	EL AL	S	D	54	0	0	67	17	11	6	0	0	15	53	22	55

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAR 2004						
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)													
TEL AVIV																			
	STANSTED	EL AL		S A	5	0	0	100	0	0	0	0	0	6	83	4	6		
	STANSTED	EL AL		S D	4	0	0	50	50	0	0	0	0	13	17	34	6		
	STANSTED	ISRAIR LTD		C A	8	0	0	50	13	38	0	0	0	21	0	0	0		
	STANSTED	ISRAIR LTD		C D	8	0	0	13	25	38	25	0	0	43	0	0	0		
<b>TOTAL TEL AVIV</b>					<b>257</b>	<b>3</b>	<b>0</b>	<b>62</b>	<b>19</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>65</b>	<b>18</b>	<b>18</b>		
TENERIFE (NORTE LOS ROD																			
	GATWICK	GB AIRWAYS LTD		S A	9	0	0	67	11	11	11	0	0	20	100	1	8		
	GATWICK	GB AIRWAYS LTD		S D	9	0	0	67	11	0	22	0	0	26	88	10	8		
	BIRMINGHAM	THOMSONFLY LTD		C A	4	0	0	50	50	0	0	0	0	15	100	6	3		
	BIRMINGHAM	THOMSONFLY LTD		C D	4	0	0	100	0	0	0	0	0	0	75	17	4		
	GATWICK	THOMSONFLY LTD		C A	4	0	0	100	0	0	0	0	0	5	100	4	4		
	GATWICK	THOMSONFLY LTD		C D	4	0	0	100	0	0	0	0	0	3	100	5	4		
	MANCHESTER	THOMSONFLY LTD		C A	4	0	0	25	25	50	0	0	0	28	0	39	4		
	MANCHESTER	THOMSONFLY LTD		C D	4	0	0	75	0	25	0	0	0	11	50	22	4		
<b>TOTAL TENERIFE (NORTE LOS RODEOS)</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>12</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>63</b>	<b>17</b>	<b>17</b>		
TENERIFE (SURREINA SOFIA)																			
	MANCHESTER	AIR MALTA		C A	29	0	0	48	21	17	7	3	3	46	42	22	12		
	MANCHESTER	AIR MALTA		C D	29	0	0	72	7	17	0	0	3	29	58	10	12		
	GATWICK	ASTRAEUS LTD		C A	9	0	0	44	33	22	0	0	0	17	14	31	7		
	GATWICK	ASTRAEUS LTD		C D	9	0	0	33	44	11	0	0	11	59	57	13	7		
	GATWICK	EXCEL AIRWAYS LTD		C A	16	0	0	50	25	13	13	0	0	25	62	19	13		
	GATWICK	EXCEL AIRWAYS LTD		C D	16	0	0	69	19	13	0	0	0	9	92	7	13		
	MANCHESTER	EXCEL AIRWAYS LTD		C A	12	0	0	50	33	8	8	0	0	18	33	46	9		
	MANCHESTER	EXCEL AIRWAYS LTD		C D	12	0	0	100	0	0	0	0	0	3	78	32	9		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C A	9	0	0	89	11	0	0	0	0	3	90	5	10		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C D	9	0	0	89	11	0	0	0	0	5	90	7	10		
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	23	0	0	74	9	17	0	0	0	11	93	4	14		
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	23	0	0	65	22	13	0	0	0	13	93	9	14		
	GLASGOW	FIRST CHOICE AIRWAYS LTD		C A	9	0	0	100	0	0	0	0	0	1	89	7	9		
	GLASGOW	FIRST CHOICE AIRWAYS LTD		C D	9	0	0	100	0	0	0	0	0	4	100	2	9		
	LUTON	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	75	0	0	25	0	0	33	100	0	4		
	LUTON	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	75	0	0	25	0	0	35	100	2	4		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	26	0	0	81	12	0	4	4	0	19	78	23	27		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 2004					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
TENERIFE (SURREINA SOFIA)																		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	26	0	0	96	0	0	0	0	4	15	74	26	27	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	89	11	0	0	0	4	100	1	9		
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	67	33	0	0	0	10	89	6	9		
	GLASGOW	FLYGLOBESPAN	S	A	9	0	0	22	22	22	22	11	0	68	0	0	0	
	GLASGOW	FLYGLOBESPAN	S	D	9	0	0	33	33	22	0	11	0	53	0	0	0	
	GATWICK	FLYJET LTD	C	A	2	0	0	0	0	50	0	0	50	371	0	0	0	
	GATWICK	FLYJET LTD	C	D	2	0	0	0	0	50	0	0	50	374	0	0	0	
	MANCHESTER	FLYJET LTD	C	A	11	0	0	0	0	45	55	0	0	72	0	0	0	
	MANCHESTER	FLYJET LTD	C	D	11	0	0	18	27	36	18	0	0	36	0	0	0	
	EDINBURGH	FUTURA AIRLINES	C	A	4	0	0	75	0	25	0	0	0	10	0	0	0	
	EDINBURGH	FUTURA AIRLINES	C	D	4	0	0	75	0	25	0	0	0	15	0	0	0	
	GATWICK	FUTURA AIRLINES	C	A	5	0	0	80	20	0	0	0	4	63	14	8		
	GATWICK	FUTURA AIRLINES	C	D	5	0	0	60	20	0	20	0	0	20	71	10	7	
	NEWCASTLE	FUTURA AIRLINES	C	A	4	0	0	75	0	0	25	0	0	32	75	14	4	
	NEWCASTLE	FUTURA AIRLINES	C	D	4	0	0	50	0	0	25	25	0	75	75	13	4	
	GATWICK	GB AIRWAYS LTD	S	A	46	1	0	54	33	7	4	2	0	21	79	13	29	
	GATWICK	GB AIRWAYS LTD	S	D	47	0	0	66	26	6	2	0	0	14	67	12	33	
	EDINBURGH	IBERWORLD	C	A	4	0	0	75	25	0	0	0	0	7	75	10	4	
	EDINBURGH	IBERWORLD	C	D	4	0	0	75	0	25	0	0	0	11	75	7	4	
	BIRMINGHAM	MONARCH AIRLINES	C	A	13	0	0	69	15	8	8	0	0	16	46	28	13	
	BIRMINGHAM	MONARCH AIRLINES	C	D	13	0	0	77	8	0	15	0	0	15	85	9	13	
	GATWICK	MONARCH AIRLINES	C	A	19	0	0	68	21	5	5	0	0	15	79	35	14	
	GATWICK	MONARCH AIRLINES	C	D	19	0	0	79	5	11	5	0	0	10	64	30	14	
	LUTON	MONARCH AIRLINES	S	A	21	0	0	81	10	0	5	5	0	18	76	10	17	
	LUTON	MONARCH AIRLINES	S	D	21	0	0	86	5	5	0	5	0	14	88	5	17	
	MANCHESTER	MONARCH AIRLINES	S	A	32	0	0	63	19	9	9	0	0	19	70	17	30	
	MANCHESTER	MONARCH AIRLINES	C	A	15	0	0	80	7	7	7	0	0	11	46	24	13	
	MANCHESTER	MONARCH AIRLINES	S	D	31	0	0	87	3	6	3	0	0	10	84	8	31	
	MANCHESTER	MONARCH AIRLINES	C	D	15	0	0	87	7	0	7	0	0	9	38	29	13	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	9	0	0	78	0	22	0	0	0	11	89	4	9	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	9	0	0	78	11	11	0	0	0	8	89	12	9	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	20	0	0	0	0	5	79	8	14	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	20	0	0	0	15	100	4	14	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

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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)																		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	9	0	0	11	44	44	0	0	0	33	56	14	9	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	9	0	0	67	11	22	0	0	0	16	89	9	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	20	0	0	55	35	5	5	0	0	17	59	18	22	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	20	0	0	90	10	0	0	0	3	68	16	22		
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	9	0	0	67	11	22	0	0	0	14	75	19	8	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	9	0	0	100	0	0	0	0	0	1	89	8	9	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	8	0	0	100	0	0	0	0	0	0	88	2	8	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	11	0	0	0	0	6	88	5	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	17	0	0	65	6	12	6	12	0	46	88	4	17	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	17	0	0	82	6	6	0	6	0	20	89	6	19	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	16	0	0	81	13	6	0	0	0	7	92	10	12	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	16	0	0	75	25	0	0	0	0	8	92	4	13	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	37	0	0	73	14	5	3	5	0	26	86	30	29	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	38	0	0	82	0	11	3	5	0	25	86	13	28	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	9	100	1	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	1	4	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	1	0	75	0	0	25	0	0	27	100	0	4	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	33	100	1	4	
	BIRMINGHAM	THOMSONFLY LTD	C	A	12	1	0	100	0	0	0	0	0	1	93	4	14	
	BIRMINGHAM	THOMSONFLY LTD	C	D	13	0	0	69	15	15	0	0	0	13	85	12	13	
	GATWICK	THOMSONFLY LTD	C	A	21	0	0	81	10	10	0	0	0	7	96	3	28	
	GATWICK	THOMSONFLY LTD	C	D	22	0	0	77	5	9	9	0	0	11	92	6	26	
	GLASGOW	THOMSONFLY LTD	C	A	9	0	0	89	11	0	0	0	0	3	100	1	9	
	GLASGOW	THOMSONFLY LTD	C	D	9	0	0	100	0	0	0	0	0	4	100	1	8	
	LUTON	THOMSONFLY LTD	C	A	9	0	0	89	0	0	11	0	0	15	89	8	9	
	LUTON	THOMSONFLY LTD	C	D	9	0	0	56	22	11	11	0	0	23	78	13	9	
	MANCHESTER	THOMSONFLY LTD	C	A	21	0	0	86	5	5	5	0	0	8	91	45	23	
	MANCHESTER	THOMSONFLY LTD	C	D	21	0	0	95	5	0	0	0	0	3	77	9	22	
	NEWCASTLE	THOMSONFLY LTD	C	A	8	1	0	100	0	0	0	0	0	0	100	0	9	
	NEWCASTLE	THOMSONFLY LTD	C	D	9	0	0	100	0	0	0	0	0	2	100	0	8	
	STANSTED	THOMSONFLY LTD	C	A	9	0	0	78	22	0	0	0	0	7	75	26	8	
	STANSTED	THOMSONFLY LTD	C	D	9	0	0	78	0	22	0	0	0	9	50	43	8	
	BIRMINGHAM	VOLAR AIRLINES	C	A	6	0	0	83	17	0	0	0	0	7	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 2004					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
TENERIFE (SURREINA SOFIA)																		
	BIRMINGHAM	VOLAR AIRLINES	C	D	6	0	0	33	50	17	0	0	0	19	0	0	0	0
	GATWICK	VOLAR AIRLINES	C	A	3	0	0	33	0	33	33	0	0	66	0	0	0	0
	GATWICK	VOLAR AIRLINES	C	D	3	0	0	33	0	33	33	0	0	65	0	0	0	0
	GLASGOW	VOLAR AIRLINES	C	A	4	0	0	75	0	25	0	0	0	9	50	19	4	4
	GLASGOW	VOLAR AIRLINES	C	D	4	0	0	75	0	25	0	0	0	11	50	24	4	4
	MANCHESTER	VOLAR AIRLINES	C	A	8	0	0	63	25	13	0	0	0	12	0	0	0	0
	MANCHESTER	VOLAR AIRLINES	C	D	8	0	0	50	13	38	0	0	0	20	0	0	0	0
	NEWCASTLE	VOLAR AIRLINES	C	A	4	0	0	75	0	25	0	0	0	11	50	47	4	4
	NEWCASTLE	VOLAR AIRLINES	C	D	4	0	0	75	0	25	0	0	0	9	25	36	4	4
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>					<b>1177</b>	<b>5</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>19</b>	<b>76</b>	<b>16</b>	<b>16</b>	<b>16</b>
TIREE																		
	GLASGOW	LOGANAIR	S	A	25	0	0	72	8	12	8	0	0	17	91	4	23	23
	GLASGOW	LOGANAIR	S	D	25	0	0	60	28	4	8	0	0	17	100	2	27	27
<b>TOTAL TIREE</b>					<b>50</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>18</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>96</b>	<b>3</b>	<b>3</b>	<b>3</b>
TOBAGO																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	12	0	0	83	0	8	0	8	0	20	92	3	12	12
	GATWICK	BRITISH AIRWAYS PLC	S	D	12	0	0	83	8	8	0	0	0	10	83	9	12	12
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	60	0	0	20	20	0	83	75	67	4	4
	GATWICK	EXCEL AIRWAYS LTD	C	D	10	0	0	40	20	20	10	10	0	60	42	79	12	12
<b>TOTAL TOBAGO</b>					<b>39</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>8</b>	<b>10</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>35</b>	<b>73</b>	<b>34</b>	<b>34</b>	<b>34</b>
TOKYO (NARITA)																		
	HEATHROW	ALL NIPPON AIRWAYS	S	A	31	0	0	84	10	3	3	0	0	8	87	16	31	31
	HEATHROW	ALL NIPPON AIRWAYS	S	D	31	0	0	77	16	0	6	0	0	17	81	16	31	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	81	8	5	6	0	0	13	77	11	62	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	53	26	19	2	0	0	18	47	24	62	62
	HEATHROW	JAPAN AIRLINES	S	A	61	1	1	67	15	11	5	2	0	18	72	12	61	61
	HEATHROW	JAPAN AIRLINES	S	D	62	0	0	63	27	8	2	0	0	15	65	12	62	62
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	26	5	5	77	8	8	8	0	0	12	67	58	30	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	42	32	13	13	0	0	29	45	21	31	31
<b>TOTAL TOKYO (NARITA)</b>					<b>366</b>	<b>6</b>	<b>6</b>	<b>67</b>	<b>18</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>67</b>	<b>19</b>	<b>19</b>	<b>19</b>
TORONTO																		
	HEATHROW	AIR CANADA	S	A	124	0	0	30	23	31	14	2	0	37	48	24	122	122

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
TORONTO	HEATHROW	AIR CANADA	S	D	124	1	0	72	19	7	2	0	0	13	59	28	122
	GATWICK	AIR TRANSAT	S	A	13	0	0	23	15	38	23	0	0	44	67	10	9
	GATWICK	AIR TRANSAT	S	D	13	0	0	46	0	38	15	0	0	33	44	17	9
	GLASGOW	AIR TRANSAT	S	A	5	0	0	40	20	20	20	0	0	31	100	5	2
	GLASGOW	AIR TRANSAT	S	D	5	0	0	40	0	20	40	0	0	49	100	0	2
	MANCHESTER	AIR TRANSAT	S	A	5	0	0	40	0	20	40	0	0	46	75	7	4
	MANCHESTER	AIR TRANSAT	S	D	5	0	0	40	0	40	20	0	0	41	100	3	4
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	2	62	21	10	7	0	0	16	89	7	61
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	48	29	15	8	0	0	25	47	45	62
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	8	1	1	13	25	50	0	13	0	65	100	9	1
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	9	0	0	78	0	11	0	11	0	48	100	7	1
	GATWICK	ZOOM AIRLINES	S	A	9	0	0	22	56	11	11	0	0	26	0	0	0
	GATWICK	ZOOM AIRLINES	S	D	8	0	0	63	0	13	13	13	0	43	0	0	0
	GLASGOW	ZOOM AIRLINES	S	A	6	0	0	50	17	17	17	0	0	28	0	0	0
	GLASGOW	ZOOM AIRLINES	S	D	4	0	0	25	0	0	50	25	0	89	0	0	0
<b>TOTAL TORONTO</b>					<b>463</b>	<b>4</b>	<b>3</b>	<b>50</b>	<b>21</b>	<b>18</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>58</b>	<b>25</b>	<b>25</b>
TORREJON DE ARDOZ																	
TOULON / HYERES																	
TOULOUSE (BLAGNAC)																	
	MANCHESTER	BMI REGIONAL	S	A	31	0	0	81	19	0	0	0	0	7	96	4	27
	MANCHESTER	BMI REGIONAL	S	D	31	0	0	84	13	3	0	0	0	4	100	1	27
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	4	0	0	50	50	0	0	0	0	10	50	21	4
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	4	0	0	100	0	0	0	0	0	0	50	11	4
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	4	0	0	75	25	0	0	0	0	9	67	6	3
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	3	0	0	100	0	0	0	0	0	2	100	1	3
	GATWICK	BRITISH AIRWAYS PLC	S	A	89	0	0	81	9	7	3	0	0	11	86	7	93
	GATWICK	BRITISH AIRWAYS PLC	S	D	89	0	0	75	12	11	1	0	0	12	85	7	92
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	57	0	1	75	11	5	9	0	0	16	85	5	62
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	57	0	1	67	16	9	9	0	0	21	85	9	62
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	9	100	0	4

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																	MATCHED
TOULOUSE (BLAGNAC)	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	5	3
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	25	25	25	13	13	0	50	50	40	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	38	38	13	13	0	0	28	50	43	4
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	25	0	0	25	0	55	100	3	4
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	5	100	0	3
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	0	50	0	0	0	23	100	0	1
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	25	50	0	25	0	0	45	67	7	3
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	19	100	0	2
	BIRMINGHAM	FLYBE LTD	S	A	18	0	1	83	0	6	11	0	0	13	76	68	29
	BIRMINGHAM	FLYBE LTD	C	A	4	0	0	50	0	25	0	25	0	63	50	16	4
	BIRMINGHAM	FLYBE LTD	C	D	3	0	0	100	0	0	0	0	0	10	100	10	3
	BIRMINGHAM	FLYBE LTD	S	D	19	0	1	89	11	0	0	0	0	7	79	11	29
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	33	22	11	11	11	11	192	63	26	8
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	88	0	0	0	13	0	36	75	7	8
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	25	0	0	50	25	285	50	20	2
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	0	50	0	25	201	100	0	1
	NEWCASTLE	SN BRUSSELS AIRLINES	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	NEWCASTLE	SN BRUSSELS AIRLINES	C	D	4	0	0	100	0	0	0	0	0	5	0	0	0
	STANSTED	SN BRUSSELS AIRLINES	C	A	4	0	0	50	25	0	25	0	0	21	0	0	0
	STANSTED	SN BRUSSELS AIRLINES	C	D	4	0	0	50	0	25	25	0	0	41	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	0	25	25	0	100	100	0	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	0	50	25	0	0	57	100	8	3
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	0	50	0	0	61	75	6	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	50	0	0	0	27	100	7	3
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	50	0	25	25	0	0	36	100	5	4
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	2	75	4	4
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	50	0	25	25	0	0	48	100	0	3
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	75	0	0	25	0	0	24	100	4	3
<b>TOTAL TOULOUSE (BLAGNAC)</b>					<b>535</b>	<b>0</b>	<b>4</b>	<b>73</b>	<b>12</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>23</b>	<b>80</b>	<b>14</b>	<b>14</b>
TOURS	STANSTED	RYANAIR	S	A	16	0	1	81	6	6	6	0	0	11	97	3	31
	STANSTED	RYANAIR	S	D	16	0	1	44	38	6	13	0	0	26	97	4	31



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						Plan (8)											
TOURS																	
<b>TOTAL TOURS</b>					<b>32</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>22</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>97</b>	<b>3</b>	<b>3</b>
TREVISO																	
	LUTON	RYANAIR	S	A	31	1	0	65	13	16	3	3	0	20	0	0	0
	LUTON	RYANAIR	S	D	31	0	0	55	26	13	6	0	0	22	0	0	0
	STANSTED	RYANAIR	S	A	90	0	2	88	9	0	3	0	0	7	87	5	93
	STANSTED	RYANAIR	S	D	93	0	0	72	23	2	3	0	0	12	82	9	93
<b>TOTAL TREVISO</b>					<b>245</b>	<b>1</b>	<b>2</b>	<b>75</b>	<b>17</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>84</b>	<b>7</b>	<b>7</b>
TRIESTE (RONCHI DEI LEGIO)																	
	STANSTED	RYANAIR	S	A	31	0	1	84	6	3	3	3	0	18	74	11	31
	STANSTED	RYANAIR	S	D	30	0	1	80	13	3	3	0	0	11	42	19	31
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>					<b>62</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>11</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>58</b>	<b>15</b>	<b>15</b>
TRIPOLI																	
	GATWICK	AFRIQIYAH AIRWAYS	S	A	17	0	0	35	41	24	0	0	0	20	0	0	0
	GATWICK	AFRIQIYAH AIRWAYS	S	D	17	0	0	29	18	41	12	0	0	33	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	87	10	0	3	0	0	7	65	15	17
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	90	3	3	3	0	0	9	76	14	17
	HEATHROW	LIBYAN ARAB AIRLINES	S	A	9	0	0	22	44	22	11	0	0	28	89	7	9
	HEATHROW	LIBYAN ARAB AIRLINES	S	D	9	0	0	33	33	22	11	0	0	31	100	1	9
<b>TOTAL TRIPOLI</b>					<b>114</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>18</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>79</b>	<b>11</b>	<b>11</b>
TRIVANDRUM																	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	3	50	200	4
	GATWICK	MONARCH AIRLINES	C	D	3	0	0	100	0	0	0	0	0	4	100	1	4
<b>TOTAL TRIVANDRUM</b>					<b>7</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>75</b>	<b>101</b>	<b>101</b>
TRONDHEIM (VAERNES)																	
	STANSTED	NORWEGIAN AIR SHUTTLE	S	A	18	0	0	83	11	0	6	0	0	12	0	0	0
	STANSTED	NORWEGIAN AIR SHUTTLE	S	D	17	0	0	71	18	12	0	0	0	10	0	0	0
<b>TOTAL TRONDHEIM (VAERNES)</b>					<b>35</b>	<b>0</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>0</b>	<b>0</b>	<b>0</b>
TUNIS																	
	GATWICK	GB AIRWAYS LTD	S	A	17	1	0	59	18	18	6	0	0	19	100	3	18
	GATWICK	GB AIRWAYS LTD	S	D	17	0	0	65	29	0	6	0	0	16	78	7	18
	GATWICK	THOMSONFLY LTD	C	D	3	0	0	100	0	0	0	0	0	7	0	0	0
	HEATHROW	TUNISAIR	S	A	17	0	0	59	35	6	0	0	0	15	41	48	17

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					Actual (7)	Plan (8)											
TUNIS	HEATHROW	TUNISAIR		S D	17	0	0	41	24	35	0	0	0	22	35	45	17
<b>TOTAL TUNIS</b>					<b>72</b>	<b>1</b>	<b>0</b>	<b>58</b>	<b>25</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>64</b>	<b>25</b>	<b>25</b>
TURIN	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		C A	8	0	0	38	13	25	25	0	0	33	63	19	8
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		C D	8	0	0	75	25	0	0	0	0	11	57	16	7
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		C A	4	0	0	100	0	0	0	0	0	33	21	3	3
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		C D	3	0	0	100	0	0	0	0	0	10	0	39	3
	GATWICK	BRITISH AIRWAYS PLC		S A	31	0	0	45	26	19	10	0	0	26	71	11	58
	GATWICK	BRITISH AIRWAYS PLC		C A	4	0	0	50	50	0	0	0	0	12	0	0	0
	GATWICK	BRITISH AIRWAYS PLC		C D	4	0	0	50	25	25	0	0	0	25	0	0	0
	GATWICK	BRITISH AIRWAYS PLC		S D	31	0	0	58	26	10	6	0	0	16	79	9	58
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	30	0	1	53	7	30	10	0	0	26	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	30	0	1	57	17	17	10	0	0	21	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	8	0	0	88	13	0	0	0	0	3	63	11	8
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	8	0	0	75	13	13	0	0	0	10	63	17	8
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	8	0	0	88	0	0	13	0	0	14	67	16	6
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	8	0	0	88	0	0	13	0	0	17	100	10	4
	STANSTED	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	75	0	0	25	0	0	35	100	4	4
	STANSTED	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	50	25	0	25	0	0	40	100	2	5
	BIRMINGHAM	FLYBE LTD		C A	4	0	0	50	0	0	25	25	0	82	75	85	4
	BIRMINGHAM	FLYBE LTD		C D	4	0	0	25	0	25	25	25	0	98	33	128	3
	NEWCASTLE	FLYBE LTD		C A	4	0	0	25	0	25	25	0	25	133	0	30	3
	NEWCASTLE	FLYBE LTD		C D	3	0	0	67	33	0	0	0	0	9	0	36	2
	GATWICK	MONARCH AIRLINES		C A	4	0	0	0	0	25	25	25	25	214	100	3	4
	GATWICK	MONARCH AIRLINES		C D	4	0	0	75	0	0	0	25	0	64	100	2	4
	GATWICK	MY TRAVEL AIRWAYS UK		C A	4	0	0	0	25	25	25	25	0	119	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK		C D	4	0	0	50	0	25	0	25	0	85	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK		C A	4	0	0	0	0	50	50	0	0	59	100	3	4
	MANCHESTER	MY TRAVEL AIRWAYS UK		C D	4	0	0	100	0	0	0	0	0	7	100	0	4
	STANSTED	RYANAIR		S A	62	0	0	65	15	19	2	0	0	16	60	15	62
	STANSTED	RYANAIR		S D	62	0	0	66	26	6	2	0	0	13	47	21	62

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 2004					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
TURIN	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	0	50	0	50	0	0	48	58	20	12	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	5	91	10	11	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	25	0	0	25	120	100	3	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	0	0	25	106	100	0	3	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	0	50	25	0	0	37	75	7	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	4	100	0	3	
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	50	0	50	0	0	0	23	100	2	4	
	BIRMINGHAM	THOMSONFLY LTD	C	D	3	0	0	100	0	0	0	0	0	3	100	2	4	
	GATWICK	THOMSONFLY LTD	C	A	8	0	0	75	0	25	0	0	0	17	75	8	8	
	GATWICK	THOMSONFLY LTD	C	D	9	0	0	89	0	11	0	0	0	5	88	6	8	
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	25	0	0	75	0	0	63	25	70	4	
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	75	0	0	25	0	0	20	100	0	4	
	STANSTED	THOMSONFLY LTD	C	A	4	0	0	0	0	100	0	0	0	42	67	13	3	
	STANSTED	THOMSONFLY LTD	C	D	4	0	0	50	25	25	0	0	0	18	50	12	2	
<b>TOTAL TURIN</b>					<b>423</b>	<b>0</b>	<b>2</b>	<b>59</b>	<b>15</b>	<b>15</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>27</b>	<b>67</b>	<b>16</b>	<b>16</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 2004			
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
VALENCIA	MANCHESTER	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	A	13	0	0	23	31	46	0	0	0	30	0	0	0
	MANCHESTER	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	D	13	0	0	77	23	0	0	0	0	6	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	84	6	6	0	0	3	42	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	87	10	3	0	0	0	8	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	30	0	1	73	13	7	7	0	0	17	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	30	0	1	67	20	7	7	0	0	20	0	0	0
	GATWICK	GB AIRWAYS LTD	S	A	26	0	0	31	31	15	23	0	0	42	67	17	27
	GATWICK	GB AIRWAYS LTD	S	D	26	0	0	54	19	15	12	0	0	30	67	20	27
	HEATHROW	IBERIA	S	A	31	0	0	81	10	0	10	0	0	15	74	9	31
	HEATHROW	IBERIA	S	D	31	0	0	84	3	3	10	0	0	14	87	5	31
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	50	50	0	0	0	0	18	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	50	50	0	0	0	0	14	0	0	0
	STANSTED	RYANAIR	S	A	61	1	0	67	13	16	2	2	0	18	0	0	0
	STANSTED	RYANAIR	S	D	61	1	0	66	21	10	3	0	0	14	0	0	0
	STANSTED	THOMSONFLY LTD	C	A	2	0	0	0	0	0	100	0	0	127	0	0	0
<b>TOTAL VALENCIA</b>					<b>392</b>	<b>2</b>	<b>2</b>	<b>68</b>	<b>16</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>74</b>	<b>12</b>	<b>12</b>
VALLADOLID	STANSTED	RYANAIR	S	A	32	0	0	94	3	0	3	0	0	5	100	1	31
	STANSTED	RYANAIR	S	D	31	0	0	74	19	6	0	0	0	11	84	8	31
<b>TOTAL VALLADOLID</b>					<b>63</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>92</b>	<b>4</b>	<b>4</b>
VANCOUVER	HEATHROW	AIR CANADA	S	A	33	0	0	55	21	18	6	0	0	21	71	34	31
	HEATHROW	AIR CANADA	S	D	33	0	0	55	21	12	12	0	0	24	45	25	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	35	35	19	10	0	0	29	90	8	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	16	45	29	10	0	0	33	61	26	31
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	4	0	0	75	0	0	25	0	0	41	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	4	0	0	25	0	75	0	0	0	36	0	0	0
	GATWICK	ZOOM AIRLINES	S	A	13	0	0	46	23	15	8	8	0	37	0	0	0
	GATWICK	ZOOM AIRLINES	S	D	14	0	0	79	0	14	7	0	0	17	0	0	0
	GLASGOW	ZOOM AIRLINES	S	A	5	0	0	100	0	0	0	0	0	1	0	0	0
	GLASGOW	ZOOM AIRLINES	S	D	5	0	0	80	0	20	0	0	0	7	0	0	0
<b>TOTAL VANCOUVER</b>					<b>176</b>	<b>1</b>	<b>0</b>	<b>47</b>	<b>24</b>	<b>19</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>67</b>	<b>23</b>	<b>23</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 2004					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
VARADERO																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	25	0	25	0	25	135	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	0	0	0	25	130	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	20	20	20	20	0	20	111	0	0	0	
	GATWICK	THOMSONFLY LTD	C	A	5	0	0	60	20	20	0	0	17	0	0	0		
	GATWICK	THOMSONFLY LTD	C	D	5	0	0	60	0	20	20	0	0	30	0	0	0	
<b>TOTAL VARADERO</b>					<b>23</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>17</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>80</b>	<b>67</b>	<b>5</b>	<b>5</b>	
VASTERAS																		
	LUTON	RYANAIR	S	A	62	0	0	76	8	8	8	0	0	17	0	0	0	
	LUTON	RYANAIR	S	D	62	0	0	69	18	5	8	0	0	17	0	0	0	
<b>TOTAL VASTERAS</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>73</b>	<b>10</b>	<b>10</b>	
VENICE																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	30	0	0	70	17	7	7	0	0	16	35	42	31	
	HEATHROW	BMI BRITISH MIDLAND	S	D	30	0	0	73	13	7	7	0	0	16	45	34	31	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	31	0	0	77	10	6	6	0	0	13	77	9	31	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	31	0	0	87	3	3	6	0	0	12	81	10	32	
	GATWICK	BRITISH AIRWAYS PLC	S	A	67	0	0	76	12	10	0	1	0	15	89	5	65	
	GATWICK	BRITISH AIRWAYS PLC	S	D	67	0	0	78	16	6	0	0	0	10	85	7	66	
	MANCHESTER	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	A	12	0	1	67	17	17	0	0	0	12	0	0	0	
	MANCHESTER	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	D	13	0	0	54	31	15	0	0	0	14	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	74	16	0	10	0	0	16	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	79	10	3	8	0	0	14	0	0	0	
<b>TOTAL VENICE</b>					<b>405</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>13</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>13</b>	<b>13</b>	
VERONA VILLAFRANCA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	35	0	0	80	14	6	0	0	0	7	71	18	35	
	GATWICK	BRITISH AIRWAYS PLC	S	D	35	0	0	77	14	9	0	0	0	10	63	19	35	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	100	0	3	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	7	100	1	4	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	25	25	50	0	0	73	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	50	0	0	0	0	12	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	25	0	0	0	14	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 2004						
					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records			
					Actual (7)	Plan (8)													
VERONA VILLAFRANCA																			
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	11	0	0	0		
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	0	25	75	0	0	0	36	50	19	4		
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	11	75	7	4			
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	0	50	25	25	0	0	39	25	47	4		
	MANCHESTER	THOMSONFLY LTD	C	D	3	0	0	33	33	33	0	0	17	67	12	3			
<b>TOTAL VERONA VILLAFRANCA</b>					<b>110</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>69</b>	<b>17</b>	<b>17</b>		
VIENNA																			
	HEATHROW	AUSTRIAN AIRLINES	S	A	152	0	1	64	21	11	3	1	0	15	52	26	153		
	HEATHROW	AUSTRIAN AIRLINES	S	D	152	0	1	59	18	17	5	1	0	20	32	29	153		
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	27	0	0	85	7	7	0	0	0	6	0	0	0		
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	27	0	0	93	4	0	4	0	0	4	0	0	0		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	30	1	0	87	7	3	3	0	0	8	29	36	31		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	31	0	0	84	13	3	0	0	0	7	42	20	31		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	124	0	0	68	11	13	7	1	0	19	67	17	123		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	124	0	0	64	18	12	6	0	0	18	62	16	123		
	STANSTED	NIKI	S	A	36	0	0	72	17	6	6	0	0	15	0	0	0		
	STANSTED	NIKI	S	D	36	0	0	64	28	3	6	0	0	14	0	0	0		
<b>TOTAL VIENNA</b>					<b>740</b>	<b>1</b>	<b>2</b>	<b>68</b>	<b>16</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>54</b>	<b>22</b>	<b>22</b>		
VIGO																			
VILNIUS																			
	GATWICK	AIR BALTIC CORPORATION SIA	S	A	31	0	0	87	10	3	0	0	0	5	0	0	0		
	GATWICK	AIR BALTIC CORPORATION SIA	S	D	31	0	0	87	6	6	0	0	0	5	0	0	0		
	GATWICK	BRITISH AIRWAYS PLC	S	A	3	0	0	33	0	33	33	0	0	38	0	0	0		
	GATWICK	BRITISH AIRWAYS PLC	S	D	3	0	0	67	0	0	33	0	0	31	0	0	0		
	GATWICK	LITHUANIAN AIRLINES	S	A	60	0	0	88	3	5	3	0	0	8	100	3	42		
	GATWICK	LITHUANIAN AIRLINES	S	D	60	0	0	85	7	5	3	0	0	8	98	3	42		
<b>TOTAL VILNIUS</b>					<b>188</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>99</b>	<b>3</b>	<b>3</b>		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2004				
					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)												
WARSAW																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	69	11	14	5	1	0	18	80	13	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	59	24	13	4	0	0	18	78	12	93	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	53	0	1	79	8	4	9	0	0	14	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	54	0	0	69	13	13	6	0	0	19	0	0	0	
	GATWICK	LOT-POLISH AIRLINES	S	A	27	0	0	56	30	11	4	0	0	16	0	0	0	
	GATWICK	LOT-POLISH AIRLINES	S	D	27	0	0	63	19	7	11	0	0	17	0	0	0	
	HEATHROW	LOT-POLISH AIRLINES	S	A	91	0	0	52	26	19	3	0	0	20	66	16	93	
	HEATHROW	LOT-POLISH AIRLINES	S	D	91	0	0	81	12	4	2	0	0	10	81	9	93	
	MANCHESTER	LOT-POLISH AIRLINES	S	A	27	0	0	70	15	11	0	4	0	19	96	2	27	
	MANCHESTER	LOT-POLISH AIRLINES	S	D	27	0	0	93	7	0	0	0	0	3	100	0	27	
	STANSTED	SKY EUROPE	S	A	30	0	1	87	7	3	0	3	0	11	0	0	0	
	STANSTED	SKY EUROPE	S	D	30	0	1	60	17	10	7	7	0	33	0	0	0	
	LUTON	WIZZ AIR	S	A	47	0	0	70	9	9	6	4	2	31	0	0	0	
	LUTON	WIZZ AIR	S	D	47	0	0	17	19	40	17	4	2	57	0	0	0	
<b>TOTAL WARSAW</b>					<b>738</b>	<b>2</b>	<b>3</b>	<b>65</b>	<b>16</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>80</b>	<b>11</b>	<b>11</b>	
WASHINGTON (DULLES)																		
	MANCHESTER	BMI BRITISH MIDLAND	S	A	24	0	0	75	8	13	4	0	0	14	85	12	26	
	MANCHESTER	BMI BRITISH MIDLAND	S	D	24	0	0	83	8	4	4	0	0	11	69	15	26	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	89	0	0	73	17	7	3	0	0	14	92	6	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	66	17	11	4	1	1	31	76	13	93	
	HEATHROW	UNITED AIRLINES	S	A	91	1	0	47	30	13	8	1	1	30	68	14	93	
	HEATHROW	UNITED AIRLINES	S	D	91	0	0	85	8	4	3	0	0	10	74	13	93	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	23	32	39	6	0	0	33	65	16	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	55	19	23	3	0	0	21	48	22	31	
<b>TOTAL WASHINGTON (DULLES)</b>					<b>471</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>75</b>	<b>13</b>	<b>13</b>	
WATERFORD																		
	LUTON	AER ARRAN	S	A	31	0	0	74	13	10	3	0	0	11	94	2	31	
	LUTON	AER ARRAN	S	D	31	0	0	74	10	10	3	3	0	18	97	3	31	
	MANCHESTER	AER ARRAN	S	A	13	0	1	92	8	0	0	0	0	2	0	0	0	
	MANCHESTER	AER ARRAN	S	D	14	0	0	100	0	0	0	0	0	1	0	0	0	
<b>TOTAL WATERFORD</b>					<b>89</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>95</b>	<b>2</b>	<b>2</b>	
WICK																		

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 2004					
			CHARTER/ SCHED	ARR/ DEP	MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
WROCLAW																	
	STANSTED	RYANAIR	S	A	8	0	0	88	13	0	0	0	0	3	0	0	0
	STANSTED	RYANAIR	S	D	8	0	0	38	38	25	0	0	0	21	0	0	0
<b>TOTAL WROCLAW</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2005

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
ZAGREB	HEATHROW	CROATIA AIRLINES	S	A	31	0	0	61	23	13	3	0	0	17	63	22	32
	HEATHROW	CROATIA AIRLINES	S	D	31	0	0	52	35	10	3	0	0	20	63	22	32
<b>TOTAL ZAGREB</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>29</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>63</b>	<b>22</b>	<b>22</b>
ZARAGOZA	STANSTED	RYANAIR	S	A	31	0	0	77	13	6	3	0	0	11	0	0	0
	STANSTED	RYANAIR	S	D	31	0	0	74	16	6	3	0	0	12	0	0	0
<b>TOTAL ZARAGOZA</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
ZURICH	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	55	0	0	71	20	5	4	0	0	12	72	11	58
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	55	0	0	87	7	4	2	0	0	7	88	5	58
	GATWICK	BRITISH AIRWAYS PLC	S	A	62	0	0	71	13	11	5	0	0	14	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	62	0	0	77	11	6	5	0	0	12	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	180	0	0	68	18	11	4	0	0	14	70	13	181
	HEATHROW	BRITISH AIRWAYS PLC	S	D	180	0	0	65	16	13	7	0	0	18	67	13	181
	GATWICK	HELVETIC AIRWAYS	S	A	30	0	0	93	7	0	0	0	0	3	0	0	0
	GATWICK	HELVETIC AIRWAYS	S	D	30	0	0	93	7	0	0	0	0	4	0	0	0
	BIRMINGHAM	SWISS AIRLINES	S	A	88	0	0	82	13	6	0	0	0	10	77	10	88
	BIRMINGHAM	SWISS AIRLINES	S	D	88	0	0	61	30	8	1	0	0	15	77	12	86
	HEATHROW	SWISS AIRLINES	S	A	186	0	0	68	18	13	1	0	0	12	67	15	215
	HEATHROW	SWISS AIRLINES	S	D	186	0	0	67	20	11	3	0	0	15	73	12	214
	LONDON CITY	SWISS AIRLINES	S	A	128	0	3	81	12	3	4	0	0	8	85	9	104
	LONDON CITY	SWISS AIRLINES	S	D	126	0	4	44	27	21	8	0	0	27	57	16	103
	MANCHESTER	SWISS AIRLINES	S	A	92	0	0	59	26	12	3	0	0	16	85	8	62
	MANCHESTER	SWISS AIRLINES	S	D	92	0	0	74	16	7	3	0	0	13	95	3	62
<b>TOTAL ZURICH</b>					<b>1640</b>	<b>2</b>	<b>8</b>	<b>69</b>	<b>18</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>13</b>	<b>13</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2005

Reporting Airport: BIRMINGHAM (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2004			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	685	20	0	76	11	7	5	1	0	14	77	21	661
SCHEDULED FLIGHTS(ALL ROUTES)	8010	50	103	78	10	6	5	0	0	13	81	12	8645
AIRPORT TOTAL	8695	70	103	78	10	6	5	1	0	13	81	13	9306

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2005

Reporting Airport: EDINBURGH (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2004			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	114	22	0	62	18	11	8	1	0	20	52	25	163
SCHEDULED FLIGHTS(ALL ROUTES)	8746	29	118	73	12	8	5	1	0	16	78	11	8438
AIRPORT TOTAL	8860	51	118	73	13	8	5	1	0	16	78	12	8601

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2005

Reporting Airport: GATWICK (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2004			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	2834	65	0	60	14	13	9	2	1	32	70	23	2636
SCHEDULED FLIGHTS(ALL ROUTES)	16466	48	144	72	13	9	5	1	0	16	82	10	14732
AIRPORT TOTAL	19300	113	144	70	14	10	6	1	0	19	80	12	17368

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2005

Reporting Airport: GLASGOW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2004			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	443	2	0	80	13	5	2	0	0	12	74	18	524
SCHEDULED FLIGHTS(ALL ROUTES)	6691	41	44	80	9	6	4	0	0	12	82	10	6338
AIRPORT TOTAL	7134	43	44	80	10	6	4	0	0	12	81	10	6862

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2005

Reporting Airport: HEATHROW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2004			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	22	13	0	59	27	9	5	0	0	15	44	26	9
SCHEDULED FLIGHTS(ALL ROUTES)	39297	50	143	64	17	13	6	1	0	19	69	16	39216
AIRPORT TOTAL	39319	63	143	64	17	13	6	1	0	19	69	16	39225

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2005

Reporting Airport: LONDON CITY (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2004			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	4967	1	109	75	13	7	4	0	0	14	82	10	4717
AIRPORT TOTAL	4967	6	109	75	13	7	4	0	0	14	82	10	4717

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2005

Reporting Airport: LUTON (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2004			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	202	84	0	71	14	7	7	1	0	16	76	15	207
SCHEDULED FLIGHTS(ALL ROUTES)	5433	49	59	69	13	9	6	1	0	19	81	10	4322
AIRPORT TOTAL	5635	133	59	69	14	9	6	1	0	19	81	10	4529



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2005

Reporting Airport: MANCHESTER (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2004			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	2302	63	0	71	10	8	8	2	1	27	73	19	2028
SCHEDULED FLIGHTS(ALL ROUTES)	14583	27	114	80	10	6	4	1	0	12	81	11	13500
AIRPORT TOTAL	16885	90	114	78	10	7	4	1	0	14	80	12	15528

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2005

Reporting Airport: NEWCASTLE (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2004			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	333	13	0	78	8	7	5	1	1	22	73	17	327
SCHEDULED FLIGHTS(ALL ROUTES)	3808	4	37	77	10	7	5	1	0	14	81	11	3355
AIRPORT TOTAL	4141	17	37	77	10	7	5	1	0	14	80	11	3682

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2005

Reporting Airport: STANSTED (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2004			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	315	36	0	59	11	15	12	3	0	30	72	22	334
SCHEDULED FLIGHTS(ALL ROUTES)	13010	64	121	73	14	8	4	1	0	15	82	10	13023
AIRPORT TOTAL	13325	100	121	72	14	8	5	1	0	16	81	10	13357