

# Punctuality Statistics

Economic Regulation Group  
Aviation Data Unit



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

**Full and Summary Analysis**

**July 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:

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

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

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

#### 2.4 Coverage

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

## INTRODUCTORY NOTES

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

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

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

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

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



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

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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	10	0	0	70	30	0	0	0	0	8	100	2	10
<b>TOTAL INNSBRUCK</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>100</b>	<b>2</b>	<b>10</b>
SALZBURG	EXCEL AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	4	100	0	8
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	60	40	0	0	0	0	9	80	20	10
<b>TOTAL SALZBURG</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>9</b>	<b>80</b>	
VIENNA	BRITISH AIRWAYS CITIEXPRESS L	S	52	0	0	90	8	2	0	0	0	4	75	14	51
<b>TOTAL VIENNA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>75</b>	<b>14</b>	<b>51</b>
<b>TOTAL AUSTRIA</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>10</b>	<b>141</b>
<b>BELGIUM</b>															
BRUSSELS	SN BRUSSELS AIRLINES	S	176	0	2	89	6	5	0	0	0	5	83	7	183
<b>TOTAL BRUSSELS</b>			<b>176</b>	<b>0</b>	<b>2</b>	<b>89</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>7</b>	<b>183</b>
<b>TOTAL BELGIUM</b>			<b>176</b>	<b>0</b>	<b>2</b>	<b>89</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>7</b>	<b>183</b>
<b>BULGARIA</b>															
BURGAS	BH AIR	C	13	0	0	54	23	8	15	0	0	22	20	29	10
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	70	20	10	0	0	0	11	0	0	0
<b>TOTAL BURGAS</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>22</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>20</b>	<b>29</b>	<b>10</b>
VARNA	BH AIR	C	10	0	0	50	0	50	0	0	0	19	70	12	10
<b>TOTAL VARNA</b>			<b>10</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>19</b>	<b>70</b>	<b>12</b>	<b>10</b>
<b>TOTAL BULGARIA</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>15</b>	<b>21</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>45</b>	<b>21</b>	<b>20</b>
<b>CANADA</b>															
TORONTO	AIR INDIA	S	27	0	0	19	22	22	19	4	15	229	0	0	0
	AIR TRANSAT	S	18	0	0	78	11	11	0	0	0	9	61	22	18
	THOMAS COOK AIRLINES LTD	S	10	0	0	90	0	10	0	0	0	9	90	5	20
<b>TOTAL TORONTO</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>15</b>	<b>16</b>	<b>9</b>	<b>2</b>	<b>7</b>	<b>117</b>	<b>65</b>	<b>18</b>	<b>48</b>
<b>TOTAL CANADA</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>15</b>	<b>16</b>	<b>9</b>	<b>2</b>	<b>7</b>	<b>117</b>	<b>63</b>	<b>18</b>	<b>49</b>
<b>CROATIA</b>															
DUBROVNIK	FLYBE.BRITISH EUROPEAN	C	10	0	0	80	10	10	0	0	0	11	88	8	8
<b>TOTAL DUBROVNIK</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>8</b>	<b>8</b>
SPLIT	FLYBE.BRITISH EUROPEAN	C	10	0	0	30	20	40	10	0	0	31	40	24	10
<b>TOTAL SPLIT</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>20</b>	<b>40</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>40</b>	<b>24</b>	<b>10</b>
<b>TOTAL CROATIA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>15</b>	<b>25</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>61</b>	<b>17</b>	<b>18</b>
<b>CYPRUS</b>															
LARNACA	AIR MALTA	C	4	0	0	100	0	0	0	0	0	0	100	6	6
	BRITANNIA AIRWAYS AND THOMS	C	10	0	0	70	10	0	20	0	0	19	89	5	9
	CYPRUS AIRWAYS	S	16	0	2	69	31	0	0	0	0	10	78	10	18
	EUROCYPRIA AIRLINES LTD	C	10	0	0	30	40	10	20	0	0	39	42	70	19
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	38	0	0	0	0	12	75	12	8
	HELIOS AIRWAYS LTD	S	18	0	0	17	44	28	11	0	0	28	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)
LARNACA	MY TRAVEL AIRWAYS UK	C	7	1	0	100	0	0	0	0	0	4	75	7	8
	THOMAS COOK AIRLINES LTD	C	16	0	0	100	0	0	0	0	0	2	75	8	8
<b>TOTAL LARNACA</b>			<b>89</b>	<b>1</b>	<b>2</b>	<b>63</b>	<b>24</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>71</b>	<b>24</b>	<b>76</b>
PAPHOS	AIR MALTA	C	5	5	0	80	20	0	0	0	0	9	0	0	0
	BRITANNIA AIRWAYS AND THOMS	C	18	0	0	72	28	0	0	0	0	7	89	6	18
	FIRST CHOICE AIRWAYS LTD	S	8	0	0	25	50	25	0	0	0	19	88	7	8
	MONARCH AIRLINES	C	18	0	0	50	17	28	6	0	0	20	75	9	8
	MY TRAVEL AIRWAYS UK	C	9	0	0	89	11	0	0	0	0	4	63	35	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	13	0	0	0	8	88	4	8
<b>TOTAL PAPHOS</b>			<b>66</b>	<b>5</b>	<b>0</b>	<b>65</b>	<b>21</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>11</b>	<b>50</b>
<b>TOTAL CYPRUS</b>			<b>155</b>	<b>6</b>	<b>2</b>	<b>64</b>	<b>23</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>19</b>	<b>126</b>
CZECH REPUBLIC															
PRAGUE	BMIBABY LTD	S	62	0	0	45	19	21	15	0	0	29	0	0	0
	CSA	S	114	0	0	63	29	5	3	0	0	13	75	12	89
<b>TOTAL PRAGUE</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>26</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>75</b>	<b>12</b>	<b>89</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>26</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>75</b>	<b>12</b>	<b>89</b>
DENMARK															
BILLUND	SUN AIR OF SCANDINAVIA	S	2	0	50	50	50	0	0	0	0	11	0	0	0
<b>TOTAL BILLUND</b>			<b>2</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
COPENHAGEN	MAERSK AIR	C	3	0	0	33	67	0	0	0	0	18	0	0	0
	SAS	S	114	0	0	82	10	7	2	0	0	10	75	11	106
<b>TOTAL COPENHAGEN</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>11</b>	<b>106</b>
<b>TOTAL DENMARK</b>			<b>122</b>	<b>0</b>	<b>50</b>	<b>80</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>11</b>	<b>106</b>
DOMINICAN REPUBLIC															
PUERTO PLATA	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	88	0	13	0	0	0	11	88	14	8
<b>TOTAL PUERTO PLATA</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>11</b>	<b>83</b>	<b>17</b>	<b>12</b>
<b>TOTAL DOMINICAN REPUBLIC</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>11</b>	<b>83</b>	<b>17</b>	<b>12</b>
EGYPT															
LUXOR	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL LUXOR</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
SHARM EL SHEIKH (OPHIRA)	EXCEL AIRWAYS LTD	C	7	0	0	86	14	0	0	0	0	8	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</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>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL EGYPT</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
FINLAND															
HELSINKI	CITY AIRLINE	S	24	0	0	75	17	8	0	0	0	10	89	6	18
<b>TOTAL HELSINKI</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>89</b>	<b>6</b>	<b>18</b>
<b>TOTAL FINLAND</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>89</b>	<b>6</b>	<b>18</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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>FRANCE</b>															
BASTIA	FLYBE.BRITISH EUROPEAN	C	10	0	0	70	10	0	20	0	0	27	88	3	8
<b>TOTAL BASTIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>88</b>	<b>3</b>	<b>8</b>
BERGERAC	FLYBE.BRITISH EUROPEAN	S	46	0	0	52	22	7	15	4	0	35	0	0	0
<b>TOTAL BERGERAC</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>22</b>	<b>7</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>
BORDEAUX	BMIBABY LTD	S	62	0	0	65	23	11	2	0	0	14	0	0	0
<b>TOTAL BORDEAUX</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>23</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
BREST	FLYBE.BRITISH EUROPEAN	S	36	0	0	56	17	17	8	3	0	33	0	0	0
<b>TOTAL BREST</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>17</b>	<b>17</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>
LA ROCHELLE	FLYBE.BRITISH EUROPEAN	S	44	1	2	57	9	18	11	5	0	34	0	0	0
<b>TOTAL LA ROCHELLE</b>			<b>44</b>	<b>1</b>	<b>2</b>	<b>57</b>	<b>9</b>	<b>18</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>
LYON	BRITISH AIRWAYS CITIEXPRESS L	S	104	0	0	83	10	8	0	0	0	7	77	16	96
<b>TOTAL LYON</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>77</b>	<b>16</b>	<b>96</b>
NICE	BMIBABY LTD	S	62	0	0	23	31	39	8	0	0	33	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	10	0	0	100	0	0	0	0	0	2	60	13	10
<b>TOTAL NICE</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>26</b>	<b>33</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>60</b>	<b>13</b>	<b>10</b>
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS CITIEXPRESS L	S	264	0	0	88	4	5	3	0	0	8	84	9	226
	CITY JET	S	330	0	0	85	7	5	2	0	0	9	0	0	0
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>594</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>9</b>	<b>81</b>	<b>11</b>	<b>560</b>
PERPIGNAN	FLYBE.BRITISH EUROPEAN	S	46	0	0	37	11	28	22	2	0	44	65	15	62
<b>TOTAL PERPIGNAN</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>11</b>	<b>28</b>	<b>22</b>	<b>2</b>	<b>0</b>	<b>44</b>	<b>65</b>	<b>15</b>	<b>62</b>
TOULOUSE (BLAGNAC)	FLYBE.BRITISH EUROPEAN	S	62	0	0	40	13	19	24	3	0	45	76	16	62
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>13</b>	<b>19</b>	<b>24</b>	<b>3</b>	<b>0</b>	<b>45</b>	<b>76</b>	<b>16</b>	<b>62</b>
<b>TOTAL FRANCE</b>			<b>1077</b>	<b>1</b>	<b>2</b>	<b>73</b>	<b>10</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>79</b>	<b>12</b>	<b>799</b>
<b>GERMANY</b>															
COLOGNE (BONN)	EUROWINGS LUFTVERKEHRS	S	52	0	0	88	8	0	4	0	0	10	0	0	0
<b>TOTAL COLOGNE (BONN)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>100</b>	<b>0</b>	<b>1</b>
DUSSELDORF	BRITISH AIRWAYS CITIEXPRESS L	S	199	0	0	95	3	2	1	0	0	3	85	8	211
	EUROWINGS LUFTVERKEHRS	S	132	0	0	84	11	5	0	0	0	6	78	10	150
<b>TOTAL DUSSELDORF</b>			<b>331</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>82</b>	<b>9</b>	<b>361</b>
FRANKFURT MAIN	BRITISH AIRWAYS CITIEXPRESS L	S	243	0	0	89	4	4	3	0	0	6	87	8	249
	LUFTHANSA	S	220	0	2	89	8	3	0	0	0	6	88	8	186
<b>TOTAL FRANKFURT MAIN</b>			<b>463</b>	<b>0</b>	<b>2</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>8</b>	<b>435</b>
HAMBURG	BRITISH AIRWAYS CITIEXPRESS L	S	93	0	0	95	1	2	2	0	0	4	92	5	95
<b>TOTAL HAMBURG</b>			<b>93</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>92</b>	<b>5</b>	<b>95</b>
HANOVER	BRITISH AIRWAYS CITIEXPRESS L	S	61	0	0	90	7	3	0	0	0	3	90	8	62
<b>TOTAL HANOVER</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>90</b>	<b>8</b>	<b>62</b>
MUNICH	LUFTHANSA CITY LINE	S	174	0	0	78	11	8	3	0	0	11	81	11	62

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Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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 MUNICH</b>			<b>174</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>9</b>	177
MUNSTER-OSNABRUCK	EUROPEAN AIR CHARTER	C	10	0	0	60	30	10	0	0	0	14	70	23	10
<b>TOTAL MUNSTER-OSNABRUCK</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>23</b>	10
PADERBORN	EUROPEAN AIR CHARTER	C	10	0	0	20	0	50	30	0	0	47	100	0	8
<b>TOTAL PADERBORN</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>50</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>100</b>	<b>0</b>	8
STUTT GART	BRITISH AIRWAYS CITIEXPRESS L	S	146	0	0	84	6	6	3	0	0	9	85	6	146
<b>TOTAL STUTT GART</b>			<b>146</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>9</b>	<b>85</b>	<b>6</b>	146
<b>TOTAL GERMANY</b>			<b>1340</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>8</b>	1295
<b>GREECE</b>															
CHANIA	AEGEAN AIRLINES	C	8	0	0	38	25	38	0	0	0	23	0	0	0
<b>TOTAL CHANIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>43</b>	8
<b>CORFU</b>															
	AIR MALTA	C	8	0	0	0	13	50	38	0	0	67	25	151	8
	BRITANNIA AIRWAYS AND THOMS	C	10	0	0	90	0	10	0	0	0	6	83	22	18
	EUROPEAN AIR CHARTER	C	8	0	0	50	25	0	0	25	0	80	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	83	6	11	0	0	0	10	88	11	8
	MONARCH AIRLINES	C	11	0	0	91	9	0	0	0	0	4	100	1	14
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	25	0	0	0	13	75	6	8
<b>TOTAL CORFU</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>8</b>	<b>14</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>72</b>	<b>71</b>	64
<b>HERAKLION</b>															
	BRITANNIA AIRWAYS AND THOMS	C	9	0	0	89	11	0	0	0	0	5	50	14	8
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	90	0	10	0	0	0	10	80	21	10
	MONARCH AIRLINES	C	24	0	0	71	17	4	8	0	0	20	70	15	23
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	0	25	0	49	78	13	18
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	1	100	1	8
<b>TOTAL HERAKLION</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>75</b>	<b>15</b>	75
KALAMATA	EXCEL AIRWAYS LTD	C	10	0	0	30	30	10	30	0	0	46	0	0	0
<b>TOTAL KALAMATA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>30</b>	<b>10</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>88</b>	<b>7</b>	8
KAVALLA	BRITANNIA AIRWAYS AND THOMS	C	10	0	0	90	0	0	0	10	0	20	100	0	8
<b>TOTAL KAVALLA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>20</b>	<b>100</b>	<b>0</b>	8
<b>KEFALLINIA</b>															
	BMI BRITISH MIDLAND	C	9	0	0	44	11	0	33	0	11	79	0	0	0
	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	100	0	0	0	0	0	2	80	8	10
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	88	37	8
<b>TOTAL KEFALLINIA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>4</b>	<b>29</b>	<b>85</b>	<b>14</b>	34
<b>KOS</b>															
	BMI BRITISH MIDLAND	C	10	0	0	30	30	30	10	0	0	29	0	0	0
	BRITANNIA AIRWAYS AND THOMS	C	10	0	0	60	10	10	20	0	0	35	67	23	9
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	100	0	9
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	13	13	0	0	18	40	86	10
<b>TOTAL KOS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>11</b>	<b>14</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>70</b>	<b>31</b>	46
<b>RHODES</b>															
	AIR MALTA	C	8	0	0	63	13	25	0	0	0	15	50	24	8
	BMI BRITISH MIDLAND	C	10	0	0	80	20	0	0	0	0	8	0	0	0
	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	88	13	0	0	0	0	5	75	10	8
	MONARCH AIRLINES	C	6	0	0	50	33	17	0	0	0	16	50	22	6
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	1	78	10	9

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
RHODES	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	0	100	0	9
<b>TOTAL RHODES</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>10</b>	62
SALONIKA	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	88	0	13	0	0	7	50	49	8	
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	13	0	0	8	70	32	10	
<b>TOTAL SALONIKA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>61</b>	<b>39</b>	18	
SKIATHOS	AIR MALTA	C	8	0	0	50	25	0	13	0	13	64	17	43	6
<b>TOTAL SKIATHOS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>64</b>	<b>17</b>	<b>43</b>	6
THIRA (SANTORINI)	AEGEAN AIRLINES	C	7	0	0	0	0	0	100	0	137	0	0	0	
<b>TOTAL THIRA (SANTORINI)</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>137</b>	<b>0</b>	<b>0</b>	0	
VOLOS	AIR MALTA	C	2	0	0	100	0	0	0	0	0	25	63	4	
<b>TOTAL VOLOS</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>25</b>	<b>63</b>	4	
ZAKINTHOS	AIR MALTA	C	10	0	0	50	0	40	10	0	25	0	92	8	
	BRITANNIA AIRWAYS AND THOMS	C	10	0	0	100	0	0	0	0	4	100	1	10	
	EUROPEAN AIR CHARTER	C	8	0	0	38	0	13	25	25	102	0	0	0	
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	1	100	2	8	
	MONARCH AIRLINES	C	9	0	0	56	11	22	11	0	20	0	52	10	
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	0	0	13	0	16	100	2	8	
	THOMAS COOK AIRLINES LTD	C	9	0	0	56	33	11	0	0	14	80	10	10	
<b>TOTAL ZAKINTHOS</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>6</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>25</b>	<b>63</b>	<b>26</b>	54	
<b>TOTAL GREECE</b>			<b>355</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>9</b>	<b>9</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>24</b>	<b>70</b>	<b>29</b>	387
<b>INDIA</b>															
DELHI	AIR INDIA	S	27	0	0	26	15	26	15	4	15	225	0	0	0
<b>TOTAL DELHI</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>15</b>	<b>26</b>	<b>15</b>	<b>4</b>	<b>15</b>	<b>225</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL INDIA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>15</b>	<b>26</b>	<b>15</b>	<b>4</b>	<b>15</b>	<b>225</b>	<b>0</b>	<b>0</b>	0
<b>IRAN</b>															
TEHRAN	MAHAN AIR	S	20	0	8	50	30	10	10	0	24	25	59	20	
<b>TOTAL TEHRAN</b>			<b>20</b>	<b>0</b>	<b>8</b>	<b>50</b>	<b>30</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>24</b>	<b>25</b>	<b>59</b>	20	
<b>TOTAL IRAN</b>			<b>20</b>	<b>0</b>	<b>8</b>	<b>50</b>	<b>30</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>24</b>	<b>25</b>	<b>59</b>	20	
<b>IRISH REPUBLIC</b>															
CONNAUGHT	BMIBABY LTD	S	86	0	0	47	20	12	21	1	35	0	0	0	
<b>TOTAL CONNAUGHT</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>20</b>	<b>12</b>	<b>21</b>	<b>1</b>	<b>35</b>	<b>24</b>	<b>47</b>	62	
CORK	AER ARRAN	S	115	0	0	82	5	10	3	0	10	57	26	114	
	BMIBABY LTD	S	62	1	0	50	11	10	23	6	49	0	0	0	
<b>TOTAL CORK</b>			<b>177</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>7</b>	<b>10</b>	<b>10</b>	<b>2</b>	<b>24</b>	<b>57</b>	<b>26</b>	114	
DUBLIN	AER LINGUS	S	201	1	1	67	19	7	7	0	17	80	11	212	
	RYANAIR	S	152	0	0	80	13	3	4	0	10	72	13	160	
<b>TOTAL DUBLIN</b>			<b>353</b>	<b>1</b>	<b>1</b>	<b>73</b>	<b>16</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>13</b>	503	
GALWAY	AER ARRAN	S	29	0	1	100	0	0	0	0	3	65	13	52	
<b>TOTAL GALWAY</b>			<b>29</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>65</b>	<b>13</b>	52	
SHANNON	FLYBE.BRITISH EUROPEAN	S	62	0	0	32	16	26	19	6	52	84	11	62	

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ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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 SHANNON			62	0	0	32	16	26	19	6	0	52	84	11	62
TOTAL IRISH REPUBLIC			707	2	2	66	14	9	10	1	0	22	68	17	793
<b>ITALY</b>															
ALGHERO/SASSARI	FLYBE.BRITISH EUROPEAN	C	10	0	0	30	30	40	0	0	0	23	100	4	10
TOTAL ALGHERO/SASSARI			10	0	0	30	30	40	0	0	0	23	100	4	10
BERGAMO	EUROPEAN AIR CHARTER	C	9	0	0	67	0	0	33	0	0	37	80	7	10
TOTAL BERGAMO			9	0	0	67	0	0	33	0	0	37	84	7	19
BOLOGNA	EUROFLY SPA	C	2	0	0	50	0	0	50	0	0	32	100	0	1
TOTAL BOLOGNA			2	0	0	50	0	0	50	0	0	32	100	0	1
BRESCIA/MONTICHIARI	EXCEL AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	10	100	0	2
TOTAL BRESCIA/MONTICHIARI			2	0	0	100	0	0	0	0	0	10	100	0	2
MILAN (MALPENSA)	ALITALIA	S	122	0	2	82	11	6	2	0	0	10	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	153	0	0	83	6	6	5	1	0	11	90	7	162
TOTAL MILAN (MALPENSA)			275	0	2	83	8	6	3	0	0	11	90	7	162
NAPLES	BRITANNIA AIRWAYS AND THOMS	C	10	0	0	90	0	10	0	0	0	5	80	12	10
	EUROPEAN AIR CHARTER	C	10	0	0	30	40	30	0	0	0	21	0	0	0
TOTAL NAPLES			20	0	0	60	20	20	0	0	0	13	70	19	20
PISA	BRITISH AIRWAYS CITIEXPRESS L	C	10	0	0	80	10	10	0	0	0	10	70	31	10
TOTAL PISA			10	0	0	80	10	10	0	0	0	10	70	31	10
ROME (FIUMICINO)	BLUE PANORAMA	C	2	0	0	0	0	100	0	0	0	46	0	41	2
	BRITISH AIRWAYS CITIEXPRESS L	S	60	2	0	78	12	8	2	0	0	10	74	14	62
TOTAL ROME (FIUMICINO)			62	2	0	76	11	11	2	0	0	11	72	15	64
VERONA VILLAFRANCA	BRITANNIA AIRWAYS AND THOMS	C	18	0	0	89	11	0	0	0	0	5	67	20	18
TOTAL VERONA VILLAFRANCA			18	0	0	89	11	0	0	0	0	5	67	20	18
TOTAL ITALY			408	2	2	79	10	8	3	0	0	11	82	11	314
<b>MALTA</b>															
MALTA	AIR MALTA	S	26	0	0	88	0	4	8	0	0	11	68	14	28
	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	100	0	0	0	0	0	2	75	47	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	0	25	0	62	100	4	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	25	0	0	0	12	63	15	8
TOTAL MALTA			50	0	0	86	0	6	4	4	0	18	73	18	52
TOTAL MALTA			50	0	0	86	0	6	4	4	0	18	73	18	52
<b>MEXICO</b>															
CANCUN	BRITANNIA AIRWAYS AND THOMS	C	7	0	0	71	14	0	14	0	0	16	0	0	0
TOTAL CANCUN			7	0	0	71	14	0	14	0	0	16	75	10	4
TOTAL MEXICO			7	0	0	71	14	0	14	0	0	16	75	10	4
<b>NETHERLANDS</b>															
AMSTERDAM	BMIBABY LTD	S	112	0	2	55	18	9	16	2	0	30	0	0	0
	KLM	S	172	0	0	83	8	7	2	0	0	9	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)										
AMSTERDAM	KLM CITYHOPPER	S	66	0	0	53	12	18	17	0	0	26	75	15	349
<b>TOTAL AMSTERDAM</b>			<b>350</b>	<b>0</b>	<b>2</b>	<b>68</b>	<b>12</b>	<b>10</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>75</b>	<b>15</b>	<b>349</b>
<b>TOTAL NETHERLANDS</b>			<b>350</b>	<b>0</b>	<b>2</b>	<b>68</b>	<b>12</b>	<b>10</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>75</b>	<b>15</b>	<b>349</b>
PAKISTAN															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	44	0	0	75	16	2	5	2	0	18	94	6	36
<b>TOTAL ISLAMABAD</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>16</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>94</b>	<b>6</b>	<b>36</b>
<b>TOTAL PAKISTAN</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>16</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>95</b>	<b>5</b>	<b>38</b>
PORTUGAL(EXCLUDING MADEIRA)															
FARO	AIR MALTA	C	8	0	0	100	0	0	0	0	0	0	80	7	20
	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	75	0	13	13	0	0	15	94	2	18
	EUROPEAN AIR CHARTER	C	10	0	0	0	0	40	40	20	0	97	63	17	8
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	72	22	6	0	0	0	9	70	15	20
	FLYBE.BRITISH EUROPEAN	S	42	0	0	55	17	14	5	10	0	41	0	0	0
	MONARCH AIRLINES	S	8	0	0	100	0	0	0	0	0	2	0	0	0
	MY TRAVEL AIRWAYS UK	S	46	0	0	96	2	2	0	0	0	2	59	37	44
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	1	100	0	10
	THOMAS COOK AIRLINES LTD	C	20	0	0	75	10	0	5	10	0	36	52	29	25
<b>TOTAL FARO</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>8</b>	<b>8</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>23</b>	<b>69</b>	<b>20</b>	<b>163</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>8</b>	<b>8</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>23</b>	<b>69</b>	<b>20</b>	<b>163</b>
PORTUGAL(MADEIRA)															
FUNCHAL	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	100	3	8
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>3</b>	<b>8</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>3</b>	<b>8</b>
SLOVAK REPUBLIC															
BRATISLAVA	AIR SLOVAKIA BWJ	S	13	0	10	38	15	15	31	0	0	32	44	60	25
<b>TOTAL BRATISLAVA</b>			<b>13</b>	<b>0</b>	<b>10</b>	<b>38</b>	<b>15</b>	<b>15</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>44</b>	<b>60</b>	<b>25</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>13</b>	<b>0</b>	<b>10</b>	<b>38</b>	<b>15</b>	<b>15</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>44</b>	<b>60</b>	<b>25</b>
SPAIN															
ALICANTE	AIR MALTA	C	10	0	0	10	10	50	10	20	0	74	0	0	0
	BMIBABY LTD	S	52	0	0	73	6	12	6	4	0	24	0	0	0
	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	75	0	25	0	0	0	13	82	5	17
	BRITISH AIRWAYS CITIEXPRESS L	C	3	0	0	33	67	0	0	0	0	17	30	43	10
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	1	78	17	18
	FLYBE.BRITISH EUROPEAN	S	46	0	0	67	22	11	0	0	0	14	0	0	0
	MONARCH AIRLINES	S	22	0	0	59	23	9	9	0	0	23	0	0	0
	MY TRAVEL AIRWAYS UK	S	61	0	4	95	2	2	2	0	0	5	58	28	112
	MY TRAVEL AIRWAYS UK	C	10	0	0	90	0	10	0	0	0	7	71	23	17
	THOMAS COOK AIRLINES LTD	C	10	0	0	60	10	30	0	0	0	17	60	39	10
<b>TOTAL ALICANTE</b>			<b>232</b>	<b>0</b>	<b>4</b>	<b>75</b>	<b>10</b>	<b>11</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>60</b>	<b>28</b>	<b>194</b>
ALMERIA	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	100	1	10
	FLYBE.BRITISH EUROPEAN	S	28	0	0	29	36	21	11	4	0	44	0	0	0
	MY TRAVEL AIRWAYS UK	S	36	0	0	97	0	0	3	0	0	3	68	43	28



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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 ALMERIA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>79</b>	<b>29</b>	<b>42</b>
<b>BARCELONA</b>	BRITISH AIRWAYS CITIEXPRESS L	S	62	0	0	85	3	3	8	0	0	11	89	6	62
	EUROPEAN AIR CHARTER	C	2	0	0	0	0	0	100	0	0	70	0	0	0
	TITAN AIRWAYS LTD	C	4	0	0	50	50	0	0	0	0	17	0	0	0
<b>TOTAL BARCELONA</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>3</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>68</b>	<b>19</b>	<b>124</b>
<b>GERONA</b>	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	100	0	0	0	0	0	3	100	0	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	10	20	10	0	0	18	44	30	9
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	0	20	0	0	0	9	100	0	10
<b>TOTAL GERONA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>4</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>10</b>	<b>27</b>
<b>IBIZA</b>	BRITANNIA AIRWAYS AND THOMS	C	31	0	0	84	6	10	0	0	0	9	82	8	28
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	1	75	9	8
	MY TRAVEL AIRWAYS UK	C	20	0	0	90	0	0	10	0	0	13	89	5	18
	MY TRAVEL AIRWAYS UK	S	27	0	0	93	0	4	4	0	0	8	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	60	0	20	10	10	0	41	89	19	9
<b>TOTAL IBIZA</b>			<b>98</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>2</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>84</b>	<b>9</b>	<b>79</b>
<b>MADRID</b>	BRITISH AIRWAYS CITIEXPRESS L	S	62	0	0	66	18	5	11	0	0	19	84	10	62
	SPANAIR	C	3	0	0	0	67	0	33	0	0	43	0	0	0
<b>TOTAL MADRID</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>20</b>	<b>5</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>84</b>	<b>10</b>	<b>62</b>
<b>MAHON</b>	BRITANNIA AIRWAYS AND THOMS	C	18	0	0	100	0	0	0	0	0	0	67	14	18
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	78	0	22	0	0	0	10	100	1	8
	MONARCH AIRLINES	C	20	0	0	95	0	5	0	0	0	6	45	20	20
	MY TRAVEL AIRWAYS UK	C	10	0	0	100	0	0	0	0	0	2	60	25	20
	MY TRAVEL AIRWAYS UK	S	26	0	0	92	0	0	0	0	8	38	0	0	0
	THOMAS COOK AIRLINES LTD	C	20	0	0	90	0	0	10	0	0	10	89	37	18
<b>TOTAL MAHON</b>			<b>103</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>14</b>	<b>68</b>	<b>22</b>	<b>84</b>
<b>MALAGA</b>	AIR MALTA	C	4	0	0	50	25	25	0	0	0	17	0	0	0
	BMIBABY LTD	S	71	0	0	25	20	23	25	7	0	61	0	0	0
	BRITANNIA AIRWAYS AND THOMS	C	18	0	0	89	11	0	0	0	0	4	100	0	18
	BRITISH AIRWAYS CITIEXPRESS L	C	4	0	0	100	0	0	0	0	0	1	0	0	0
	FLYBE.BRITISH EUROPEAN	S	62	0	0	69	6	10	11	3	0	30	0	0	0
	MONARCH AIRLINES	S	62	0	0	74	16	10	0	0	0	11	0	0	0
	MY TRAVEL AIRWAYS UK	S	63	0	0	87	3	5	3	2	0	11	75	33	125
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	0	0	0	0	20	97	40	19	10
<b>TOTAL MALAGA</b>			<b>295</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>11</b>	<b>11</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>29</b>	<b>73</b>	<b>27</b>	<b>197</b>
<b>MURCIA SAN JAVIER</b>	BMIBABY LTD	S	10	0	0	90	10	0	0	0	0	4	0	0	0
	FLYBE.BRITISH EUROPEAN	S	44	0	0	36	39	14	11	0	0	25	0	0	0
	MY TRAVEL AIRWAYS UK	S	62	0	0	87	3	8	2	0	0	7	52	25	62
<b>TOTAL MURCIA SAN JAVIER</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>17</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>56</b>	<b>23</b>	<b>72</b>
<b>PALMA DE MALLORCA</b>	AIR MALTA	C	18	0	0	72	17	0	11	0	0	18	50	24	10
	BMIBABY LTD	S	62	0	0	48	21	11	16	2	2	37	0	0	0
	BRITANNIA AIRWAYS AND THOMS	C	48	0	0	81	15	2	0	0	2	15	87	8	63
	BRITISH AIRWAYS CITIEXPRESS L	C	13	0	0	62	23	15	0	0	0	16	50	19	16
	EUROPEAN AIR CHARTER	C	8	0	0	75	13	0	0	13	0	30	100	3	8
	FIRST CHOICE AIRWAYS LTD	C	45	0	0	76	11	13	0	0	0	10	82	11	45
	FLYBE.BRITISH EUROPEAN	S	26	0	0	62	23	12	4	0	0	15	0	0	0

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			Actual (7)	Plan (8)											
PALMA DE MALLORCA	MONARCH AIRLINES	C	10	0	0	10	30	40	20	0	0	45	0	79	10
	MY TRAVEL AIRWAYS UK	S	61	0	1	77	11	8	0	3	0	15	24	54	59
	MY TRAVEL AIRWAYS UK	C	18	0	0	100	0	0	0	0	0	3	45	44	56
	THOMAS COOK AIRLINES LTD	C	34	0	0	82	3	9	0	0	6	49	70	26	37
<b>TOTAL PALMA DE MALLORCA</b>			<b>343</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>14</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>23</b>	<b>59</b>	<b>29</b>	<b>304</b>
REUS	BRITANNIA AIRWAYS AND THOMS	C	10	0	0	100	0	0	0	0	2	80	15	10	
	EUROPEAN AIR CHARTER	C	6	0	0	67	0	0	0	33	0	81	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	83	17	0	0	0	0	6	75	10	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	100	0	0	0	0	0	0	94	13	16
<b>TOTAL REUS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>14</b>	<b>85</b>	<b>13</b>	<b>34</b>
<b>TOTAL SPAIN</b>			<b>1464</b>	<b>1</b>	<b>5</b>	<b>73</b>	<b>11</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>20</b>	<b>67</b>	<b>24</b>	<b>1219</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR EUROPA	C	8	0	0	100	0	0	0	0	0	7	0	0	0
	AIR MALTA	C	8	0	0	100	0	0	0	0	0	2	50	18	4
	BRITANNIA AIRWAYS AND THOMS	C	10	0	0	60	10	10	0	0	20	100	100	1	8
	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	2	40	31	10
	MY TRAVEL AIRWAYS UK	C	17	0	0	88	0	0	0	0	12	101	28	56	18
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	0	80	6	10
<b>TOTAL ARRECIFE</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>47</b>	<b>50</b>	<b>28</b>	<b>60</b>
FUERTEVENTURA	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	100	0	0	0	0	0	1	75	39	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	100	1	8
	MY TRAVEL AIRWAYS UK	C	7	1	0	71	0	14	14	0	0	24	100	0	9
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	0	100	0	8
<b>TOTAL FUERTEVENTURA</b>			<b>31</b>	<b>1</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>94</b>	<b>10</b>	<b>33</b>	
LAS PALMAS	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	75	0	25	0	0	0	11	72	26	18
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	2	78	13	9
	MONARCH AIRLINES	C	3	0	0	33	67	0	0	0	0	14	0	0	0
	MY TRAVEL AIRWAYS UK	C	18	0	0	89	0	0	11	0	0	11	56	30	27
	THOMAS COOK AIRLINES LTD	C	15	0	0	73	0	13	13	0	0	25	77	20	13
<b>TOTAL LAS PALMAS</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>4</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>13</b>	<b>68</b>	<b>24</b>	<b>68</b>	
TENERIFE (SURREINA SOFIA)	AIR EUROPA	C	3	0	0	67	0	33	0	0	0	16	0	0	0
	AIR MALTA	C	10	0	0	50	10	10	10	20	0	83	50	38	10
	BRITANNIA AIRWAYS AND THOMS	C	18	0	0	94	6	0	0	0	0	3	89	4	18
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	72	22	6	0	0	0	10	67	114	21
	MONARCH AIRLINES	S	61	0	1	82	13	3	2	0	0	8	0	0	0
	MY TRAVEL AIRWAYS UK	C	18	0	0	94	0	6	0	0	0	4	89	5	18
	THOMAS COOK AIRLINES LTD	C	20	0	0	100	0	0	0	0	0	0	95	2	20
	VOLAR AIRLINES	C	15	0	0	67	0	0	20	13	0	53	65	20	20
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>163</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>15</b>	<b>79</b>	<b>28</b>	<b>123</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>307</b>	<b>1</b>	<b>1</b>	<b>85</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>20</b>	<b>72</b>	<b>25</b>	<b>284</b>
<b>SWEDEN</b>															
GOTEBORG	CITY AIRLINE	S	24	0	0	63	25	13	0	0	0	15	92	5	48
<b>TOTAL GOTEBORG</b>			<b>24</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>92</b>	<b>5</b>	<b>48</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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			24	0	0	63	25	13	0	0	0	15	90	7	144
SWITZERLAND															
ZURICH	SWISS AIRLINES	S	159	0	4	68	25	7	1	0	0	13	50	19	168
TOTAL ZURICH			159	0	4	68	25	7	1	0	0	13	50	19	168
TOTAL SWITZERLAND			159	0	4	68	25	7	1	0	0	13	67	13	264
TUNISIA															
MONASTIR	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	75	25	0	0	0	0	7	100	5	9
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	4	75	9	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	100	0	0	0	0	0	2	63	17	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	50	30	20	0	0	0	17	63	91	8
TOTAL MONASTIR			38	0	0	82	13	5	0	0	0	7	76	30	33
TOTAL TUNISIA			38	0	0	82	13	5	0	0	0	7	76	30	33
TURKEY															
ANTALYA	THOMAS COOK AIRLINES LTD	C	17	0	0	88	0	0	12	0	0	18	88	28	8
TOTAL ANTALYA			17	0	0	88	0	0	12	0	0	18	88	28	8
BODRUM (MILAS)															
	BRITANNIA AIRWAYS AND THOMS	C	9	0	0	67	11	11	11	0	0	25	100	3	6
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	1	100	0	8
	MONARCH AIRLINES	C	9	0	0	100	0	0	0	0	0	0	63	17	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	0	13	0	0	0	7	75	10	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	0	0	50	0	0	60	100	1	8
TOTAL BODRUM (MILAS)			43	0	0	81	2	5	12	0	0	18	87	6	38
DALAMAN															
	BMI BRITISH MIDLAND	C	10	0	0	50	30	20	0	0	0	17	0	0	0
	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	88	13	0	0	0	0	6	63	33	8
	EXCEL AIRWAYS LTD	C	8	0	0	13	38	13	38	0	0	57	60	17	10
	FIRST CHOICE AIRWAYS LTD	C	15	0	0	93	7	0	0	0	0	3	94	3	18
	MY TRAVEL AIRWAYS UK	C	26	2	0	92	0	0	0	4	4	30	93	12	28
	THOMAS COOK AIRLINES LTD	C	18	0	0	72	6	6	6	0	11	92	80	5	10
TOTAL DALAMAN			86	2	0	74	12	5	5	1	3	37	83	11	82
IZMIR (ADNAM MENDERES)	THOMAS COOK AIRLINES LTD	C	9	0	0	78	0	0	0	22	0	47	75	38	8
TOTAL IZMIR (ADNAM MENDERES)			9	0	0	78	0	0	0	22	0	47	75	38	8
TOTAL TURKEY			155	2	0	78	7	4	7	2	2	30	84	13	136
TURKMENISTAN															
ASHKHABAD	TURKMENISTAN AIRLINES	S	36	0	0	81	17	3	0	0	0	8	69	16	36
TOTAL ASHKHABAD			36	0	0	81	17	3	0	0	0	8	69	16	36
TOTAL TURKMENISTAN			36	0	0	81	17	3	0	0	0	8	69	16	36
UNITED ARAB EMIRATES															
DUBAI	EMIRATES	S	123	0	1	80	9	9	2	0	0	9	71	15	62
TOTAL DUBAI			123	0	1	80	9	9	2	0	0	9	71	15	62
TOTAL UNITED ARAB EMIRATES			123	0	1	80	9	9	2	0	0	9	71	15	62

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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>UNITED KINGDOM</b>															
ABERDEEN	BRITISH AIRWAYS CITIEXPRESS L	S	156	0	0	92	1	3	4	0	0	6	87	8	158
<b>TOTAL ABERDEEN</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>8</b>	<b>158</b>
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	370	3	4	64	17	11	8	1	0	21	83	12	369
<b>TOTAL BELFAST CITY</b>			<b>370</b>	<b>3</b>	<b>4</b>	<b>64</b>	<b>17</b>	<b>11</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>83</b>	<b>12</b>	<b>369</b>
BELFAST INTERNATIONAL	BMIBABY LTD	S	135	0	7	39	22	27	13	0	0	34	0	0	0
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>135</b>	<b>0</b>	<b>7</b>	<b>39</b>	<b>22</b>	<b>27</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>
CITY OF DERRY (EGLINTON)	AER ARRAN	S	36	0	0	83	8	6	3	0	0	8	87	9	52
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>9</b>	<b>52</b>
<b>EDINBURGH</b>															
	BMIBABY LTD	S	124	0	0	65	22	5	8	0	0	18	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	330	11	0	82	10	6	2	0	0	9	89	5	331
	FLYBE.BRITISH EUROPEAN	S	302	1	10	70	11	10	8	1	0	20	86	8	322
<b>TOTAL EDINBURGH</b>			<b>756</b>	<b>12</b>	<b>10</b>	<b>75</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>87</b>	<b>7</b>	<b>653</b>
<b>GLASGOW</b>															
	BRITISH AIRWAYS CITIEXPRESS L	S	277	1	0	91	4	2	3	0	0	7	84	7	315
	FLYBE.BRITISH EUROPEAN	S	298	0	4	71	15	5	6	3	0	22	77	12	325
<b>TOTAL GLASGOW</b>			<b>575</b>	<b>1</b>	<b>4</b>	<b>81</b>	<b>10</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>80</b>	<b>10</b>	<b>640</b>
<b>GUERNSEY</b>															
	AURIGNY AIR SERVICES	C	2	0	0	100	0	0	0	0	0	11	0	0	0
	FLYBE.BRITISH EUROPEAN	S	59	0	2	41	22	25	12	0	0	30	79	15	67
<b>TOTAL GUERNSEY</b>			<b>61</b>	<b>0</b>	<b>2</b>	<b>43</b>	<b>21</b>	<b>25</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>79</b>	<b>15</b>	<b>67</b>
<b>INVERNESS</b>															
	EASTERN AIRWAYS	S	135	0	1	79	12	8	1	0	0	9	90	7	139
<b>TOTAL INVERNESS</b>			<b>135</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>12</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>90</b>	<b>7</b>	<b>139</b>
<b>ISLE OF MAN</b>															
	EASTERN AIRWAYS	S	135	0	1	96	1	1	1	0	0	3	98	2	140
	FLYBE.BRITISH EUROPEAN	S	62	0	0	52	16	13	16	0	3	45	77	10	62
<b>TOTAL ISLE OF MAN</b>			<b>197</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>6</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>92</b>	<b>4</b>	<b>202</b>
<b>JERSEY</b>															
	BRITISH AIRWAYS CITIEXPRESS L	C	2	0	0	50	0	0	50	0	0	57	0	0	0
	FLYBE.BRITISH EUROPEAN	S	82	0	1	32	33	24	10	1	0	33	65	25	85
<b>TOTAL JERSEY</b>			<b>84</b>	<b>0</b>	<b>1</b>	<b>32</b>	<b>32</b>	<b>24</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>34</b>	<b>62</b>	<b>26</b>	<b>95</b>
<b>NEWCASTLE</b>															
	EASTERN AIRWAYS	S	168	0	0	93	3	1	2	0	0	5	95	4	175
<b>TOTAL NEWCASTLE</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>95</b>	<b>4</b>	<b>175</b>
<b>NEWQUAY</b>															
	BMIBABY LTD	S	59	0	2	61	15	15	8	0	0	21	0	0	0
<b>TOTAL NEWQUAY</b>			<b>59</b>	<b>0</b>	<b>2</b>	<b>61</b>	<b>15</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>2734</b>	<b>24</b>	<b>32</b>	<b>73</b>	<b>12</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>85</b>	<b>9</b>	<b>2550</b>
<b>USA</b>															
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	124	0	0	65	18	6	10	1	0	19	73	33	124
<b>TOTAL NEW YORK (NEWARK)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>6</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>73</b>	<b>33</b>	<b>124</b>
SANFORD	BRITANNIA AIRWAYS AND THOMS	C	19	0	0	74	11	16	0	0	0	14	100	3	10
<b>TOTAL SANFORD</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>14</b>	<b>76</b>	<b>25</b>	<b>29</b>
<b>TOTAL USA</b>			<b>143</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>17</b>	<b>8</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>74</b>	<b>31</b>	<b>153</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)											
UZBEKISTAN															
TASHKENT	UZBEKISTAN AIRLINES	S	24	0	10	96	4	0	0	0	0	3	89	6	35
TOTAL TASHKENT			24	0	10	96	4	0	0	0	0	3	89	6	35
TOTAL UZBEKISTAN			24	0	10	96	4	0	0	0	0	3	89	6	35
TOTAL BIRMINGHAM			10654	39	135	75	11	8	5	1	0	17	78	14	9926

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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	10	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL INNSBRUCK</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>2</b>	<b>10</b>
VIENNA	AUSTRIAN AIRLINES	C	8	1	0	50	13	13	25	0	0	28	0	0	0
<b>TOTAL VIENNA</b>			<b>8</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL AUSTRIA</b>			<b>18</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>6</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>100</b>	<b>2</b>	<b>10</b>
<b>BELGIUM</b>															
BRUSSELS	BMI REGIONAL	S	143	0	0	94	1	2	2	0	0	5	88	5	154
<b>TOTAL BRUSSELS</b>			<b>143</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>5</b>	<b>154</b>
<b>TOTAL BELGIUM</b>			<b>143</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>5</b>	<b>154</b>
<b>BULGARIA</b>															
BURGAS	BH AIR	C	28	0	0	50	36	11	4	0	0	18	41	44	34
<b>TOTAL BURGAS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>36</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>41</b>	<b>44</b>	<b>34</b>
VARNA	BH AIR	C	8	0	0	50	25	13	13	0	0	23	0	56	8
<b>TOTAL VARNA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>56</b>	<b>8</b>
<b>TOTAL BULGARIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>33</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>33</b>	<b>46</b>	<b>42</b>
<b>CANADA</b>															
TORONTO	AIR TRANSAT	S	10	0	0	80	20	0	0	0	0	9	10	47	10
	THOMAS COOK AIRLINES LTD	S	10	0	0	80	20	0	0	0	0	6	90	11	10
<b>TOTAL TORONTO</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>52</b>	<b>28</b>	<b>21</b>
<b>TOTAL CANADA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>52</b>	<b>28</b>	<b>21</b>
<b>CYPRUS</b>															
LARNACA	EUROCYPRIA AIRLINES LTD	C	10	0	0	30	50	0	0	0	20	307	50	68	8
<b>TOTAL LARNACA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>307</b>	<b>50</b>	<b>68</b>	<b>8</b>
<b>TOTAL CYPRUS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>307</b>	<b>67</b>	<b>40</b>	<b>15</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	CSA	S	88	0	0	70	18	10	1	0	0	11	70	11	115
	FLYGLOBESPAN	S	58	0	0	81	9	2	5	3	0	20	0	0	0
<b>TOTAL PRAGUE</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>70</b>	<b>11</b>	<b>115</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>70</b>	<b>11</b>	<b>115</b>
<b>DENMARK</b>															
BILLUND	SUN AIR OF SCANDINAVIA	S	14	0	0	93	7	0	0	0	0	3	89	5	18
<b>TOTAL BILLUND</b>			<b>14</b>	<b>1</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>5</b>	<b>18</b>
COPENHAGEN	BMI REGIONAL	S	104	0	0	90	5	3	2	0	0	6	96	8	104
	STERLING EUROPEAN AIRLINES	S	18	0	0	61	39	0	0	0	0	15	0	0	0
<b>TOTAL COPENHAGEN</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>96</b>	<b>8</b>	<b>104</b>
<b>TOTAL DENMARK</b>			<b>136</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>95</b>	<b>8</b>	<b>122</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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>FAROE ISLANDS</b>															
VAGAR	ATLANTIC AIRWAYS	S	9	0	1	78	0	0	22	0	0	32	0	0	0
TOTAL VAGAR			9	0	1	78	0	0	22	0	0	32	0	0	0
TOTAL FAROE ISLANDS			9	0	1	78	0	0	22	0	0	32	0	0	0
<b>FRANCE</b>															
BASTIA	BRITISH AIRWAYS CITIEXPRESS L	C	10	0	0	20	30	10	40	0	0	48	0	0	0
TOTAL BASTIA			10	0	0	20	30	10	40	0	0	48	75	8	8
NICE	CHANNEL EXPRESS (INCORP: JET FLYGLOBESPAN)	S S	45 9	0 0	0 0	53 56	27 33	16 0	4 0	0 11	0 0	18 45	50 0	18 0	18 0
TOTAL NICE			54	0	0	54	28	13	4	2	0	22	50	18	18
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS CITIEXPRESS L CITY JET	S S	171 134	0 0	0 0	50 73	19 18	25 7	6 1	0 0	0 1	21 14	72 71	14 15	176 133
TOTAL PARIS (CHARLES DE GAULLE)			305	0	0	60	18	17	4	0	0	18	72	14	309
PARIS (ORLY)	CITY JET	S	10	0	0	70	10	20	0	0	0	11	89	4	9
TOTAL PARIS (ORLY)			10	0	0	70	10	20	0	0	0	11	89	4	9
TARBES-LOURDES INTERNATIONAL	AIR MEDITERRANEE	C	3	0	0	33	0	0	67	0	0	65	0	0	0
TOTAL TARBES-LOURDES INTERNATIONAL			5	0	0	40	0	0	60	0	0	56	50	21	4
TOTAL FRANCE			384	1	0	58	20	16	5	0	0	20	71	14	348
<b>GERMANY</b>															
COLOGNE (BONN)	EUROWINGS LUFTVERKEHRS	S	62	0	0	79	8	8	2	3	0	17	52	17	62
TOTAL COLOGNE (BONN)			62	0	0	79	8	8	2	3	0	17	52	17	62
FRANKFURT MAIN	LUFTHANSA	S	186	0	0	77	12	9	2	0	0	10	0	0	0
TOTAL FRANKFURT MAIN			186	0	0	77	12	9	2	0	0	10	84	8	186
HAMBURG	HAPAG LLOYD EXPRESS	S	35	1	1	74	20	0	6	0	0	10	0	0	0
TOTAL HAMBURG			35	1	1	74	20	0	6	0	0	10	0	0	0
TOTAL GERMANY			283	1	1	77	12	8	2	1	0	12	76	10	255
<b>GREECE</b>															
ZAKINTHOS	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	0	100	3	10
TOTAL ZAKINTHOS			8	0	0	100	0	0	0	0	0	0	100	3	10
TOTAL GREECE			8	0	0	100	0	0	0	0	0	0	95	3	19
<b>IRISH REPUBLIC</b>															
CORK	AER ARRAN	S	64	0	0	75	13	11	0	2	0	12	44	36	52
TOTAL CORK			64	0	0	75	13	11	0	2	0	12	44	36	52
DUBLIN	AER LINGUS RYANAIR	S S	62 176	0 0	0 0	53 76	24 15	18 4	5 3	0 1	0 0	23 13	36 78	29 9	88 178
TOTAL DUBLIN			238	1	0	70	18	8	4	1	0	15	64	16	268
GALWAY	AER ARRAN	S	52	0	0	88	8	2	2	0	0	7	40	44	52

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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 GALWAY</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>40</b>	<b>44</b>	52
<b>TOTAL IRISH REPUBLIC</b>			<b>354</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>58</b>	<b>23</b>	372
<b>ITALY</b>															
<b>BOLOGNA</b>	WINDJET SPA	C	10	0	0	10	20	50	20	0	0	43	0	0	0
<b>TOTAL BOLOGNA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>20</b>	<b>50</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>18</b>	<b>65</b>	11
<b>MILAN (MALPENSA)</b>	BRITISH AIRWAYS CITIEXPRESS L	S	48	0	0	81	8	6	4	0	0	12	97	1	29
	WINDJET SPA	C	10	0	0	10	40	20	30	0	0	56	0	0	0
<b>TOTAL MILAN (MALPENSA)</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>14</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>78</b>	<b>18</b>	40
<b>ROME (FIUMICINO)</b>	BRITISH AIRWAYS CITIEXPRESS L	S	23	0	0	83	4	9	4	0	0	10	96	6	26
	CHANNEL EXPRESS (INCORP: JET	S	26	0	0	31	23	38	8	0	0	31	33	21	9
<b>TOTAL ROME (FIUMICINO)</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>14</b>	<b>24</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>78</b>	<b>11</b>	37
<b>TOTAL ITALY</b>			<b>117</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>15</b>	<b>19</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>66</b>	<b>23</b>	102
<b>NETHERLANDS</b>															
<b>AMSTERDAM</b>	EASYJET AIRLINE COMPANY LTD	S	62	0	0	53	24	13	10	0	0	25	54	24	124
	KLM CITYHOPPER	S	308	1	0	72	14	11	3	0	0	13	74	17	306
<b>TOTAL AMSTERDAM</b>			<b>370</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>15</b>	<b>68</b>	<b>19</b>	430
<b>TOTAL NETHERLANDS</b>			<b>370</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>15</b>	<b>68</b>	<b>19</b>	430
<b>NORWAY</b>															
<b>BERGEN</b>	WIDEROE FLYVESELSKAP A/S	C	2	0	0	50	50	0	0	0	0	12	0	454	1
<b>TOTAL BERGEN</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>12</b>	<b>0</b>	<b>454</b>	1
<b>TOTAL NORWAY</b>			<b>2</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>459</b>	2
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
<b>FARO</b>	BMI BRITISH MIDLAND	C	10	0	0	60	0	20	20	0	0	28	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	9	80	12	10
	FLYGLOBESPAN	S	18	0	0	67	6	6	22	0	0	28	0	0	0
	MONARCH AIRLINES	C	10	0	0	80	0	0	20	0	0	33	100	2	20
<b>TOTAL FARO</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>4</b>	<b>9</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>85</b>	<b>57</b>	40
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>4</b>	<b>9</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>85</b>	<b>57</b>	40
<b>RUSSIA</b>															
<b>MOSCOW (DOMODEDOVO)</b>	TRANSAERO AIRLINES	S	4	0	0	100	0	0	0	0	0	0	38	18	8
<b>TOTAL MOSCOW (DOMODEDOVO)</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>38</b>	<b>18</b>	8
<b>TOTAL RUSSIA</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>38</b>	<b>18</b>	8
<b>SPAIN</b>															
<b>ALICANTE</b>	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	88	13	0	0	0	0	8	0	0	0
	FLYGLOBESPAN	S	54	0	1	83	6	2	9	0	0	13	0	0	0
	GREECE AIRWAYS	S	12	0	0	58	17	25	0	0	0	17	63	25	24
	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	0	5	94	3	16
<b>TOTAL ALICANTE</b>			<b>82</b>	<b>8</b>	<b>1</b>	<b>80</b>	<b>9</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>14</b>	56
<b>BARCELONA</b>	AIR EUROPA	C	8	0	0	63	25	13	0	0	0	12	88	13	8



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			Actual (7)	Plan (8)											
BARCELONA	CHANNEL EXPRESS (INCORP: JET	S	18	0	28	61	39	0	0	0	0	11	67	13	18
	FLYGLOBESPAN	S	41	0	1	59	17	2	20	2	0	29	0	0	0
<b>TOTAL BARCELONA</b>			<b>67</b>	<b>0</b>	<b>29</b>	<b>60</b>	<b>24</b>	<b>3</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>70</b>	<b>13</b>	<b>27</b>
IBIZA	BRITANNIA AIRWAYS AND THOMS	C	10	0	0	80	20	0	0	0	0	8	0	0	0
<b>TOTAL IBIZA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>13</b>	<b>25</b>
MADRID	AIR EUROPA	C	8	0	0	50	0	13	38	0	0	59	63	13	8
	BRITISH AIRWAYS CITIEXPRESS L	S	43	0	0	81	7	7	5	0	0	10	87	7	46
	SPANAIR	C	2	0	0	0	50	0	50	0	0	47	0	0	0
<b>TOTAL MADRID</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>8</b>	<b>8</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>83</b>	<b>8</b>	<b>54</b>
MAHON	FUTURA AIRLINES	C	10	0	0	30	40	20	10	0	0	36	80	11	10
	SPANAIR	C	10	0	0	50	10	10	30	0	0	33	0	0	0
<b>TOTAL MAHON</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>25</b>	<b>15</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>80</b>	<b>10</b>	<b>20</b>
MALAGA	CHANNEL EXPRESS (INCORP: JET	S	10	0	0	70	20	10	0	0	0	14	75	11	28
	FLYGLOBESPAN	S	62	0	0	60	18	10	10	3	0	27	0	0	0
	FUTURA AIRLINES	C	10	0	0	70	30	0	0	0	0	10	0	0	0
	GREECE AIRWAYS	S	18	0	0	50	22	22	6	0	0	22	56	18	18
<b>TOTAL MALAGA</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>73</b>	<b>27</b>	<b>62</b>
PALMA DE MALLORCA	AIR EUROPA	C	17	0	0	82	18	0	0	0	0	7	90	6	20
	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	75	25	0	0	0	0	5	60	10	10
	BRITISH AIRWAYS CITIEXPRESS L	C	10	0	0	50	10	40	0	0	0	24	0	0	0
	CHANNEL EXPRESS (INCORP: JET	S	10	0	0	90	10	0	0	0	0	8	89	7	28
	FLYGLOBESPAN	S	62	0	0	81	11	0	8	0	0	15	0	0	0
	IBERWORLD	C	8	0	0	63	13	25	0	0	0	14	80	16	25
MONARCH AIRLINES	C	10	0	0	70	10	20	0	0	0	12	83	7	18	
<b>TOTAL PALMA DE MALLORCA</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>83</b>	<b>9</b>	<b>101</b>
<b>TOTAL SPAIN</b>			<b>457</b>	<b>9</b>	<b>30</b>	<b>69</b>	<b>15</b>	<b>7</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>78</b>	<b>14</b>	<b>354</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	SPANAIR	C	7	1	0	100	0	0	0	0	0	4	0	0	0
	VOLAR AIRLINES	C	8	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL ARRECIFE</b>			<b>15</b>	<b>1</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>29</b>	<b>47</b>	<b>28</b>
LAS PALMAS	MONARCH AIRLINES	C	8	0	0	75	0	13	13	0	0	15	75	126	8
<b>TOTAL LAS PALMAS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>126</b>	<b>8</b>
TENERIFE (SURREINA SOFIA)	ASTRAEUS LTD	C	6	0	0	100	0	0	0	0	0	3	0	0	0
	IBERWORLD	C	10	0	0	100	0	0	0	0	0	4	80	8	10
	MONARCH AIRLINES	C	10	0	0	60	30	10	0	0	0	13	100	3	10
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>90</b>	<b>5</b>	<b>20</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>49</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>57</b>	<b>44</b>	<b>56</b>
<b>SWEDEN</b>															
GOTEBORG	SAS	C	2	0	0	0	0	100	0	0	0	49	0	0	0
<b>TOTAL GOTEBORG</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>49</b>	<b>0</b>	<b>0</b>	<b>0</b>
STOCKHOLM (ARLANDA)	SAS	S	18	0	0	83	6	0	11	0	0	14	92	4	52

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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 STOCKHOLM (ARLANDA)			18	0	0	83	6	0	11	0	0	14	92	4	52
TOTAL SWEDEN			20	0	0	75	5	10	10	0	0	18	92	4	52
SWITZERLAND															
BERNE	CIRRUS LUFTFAHRT	C	10	0	0	50	20	30	0	0	0	16	0	0	0
TOTAL BERNE			10	0	0	50	20	30	0	0	0	16	0	0	0
ZURICH	ATLANTIC AIRWAYS	C	9	1	0	56	22	11	0	11	0	36	0	0	0
TOTAL ZURICH			9	1	0	56	22	11	0	11	0	36	30	24	20
TOTAL SWITZERLAND			19	1	0	53	21	21	0	5	0	25	30	24	20
TUNISIA															
MONASTIR	NOUVELAIR TUNISIE	C	8	0	0	50	25	25	0	0	0	18	38	25	8
TOTAL MONASTIR			8	0	0	50	25	25	0	0	0	18	38	25	8
TOTAL TUNISIA			8	0	0	50	25	25	0	0	0	18	38	25	8
TURKEY															
BODRUM (MILAS)	ONUR AIR	C	8	0	0	63	38	0	0	0	0	12	75	13	8
TOTAL BODRUM (MILAS)			8	0	0	63	38	0	0	0	0	12	75	13	8
DALAMAN	MONARCH AIRLINES	C	10	0	0	50	20	10	20	0	0	27	90	4	10
	PEGASUS AIRLINES	C	8	0	0	75	0	25	0	0	0	14	0	0	0
TOTAL DALAMAN			18	0	0	61	11	17	11	0	0	21	72	10	18
TOTAL TURKEY			26	0	0	62	19	12	8	0	0	18	73	11	26
UNITED KINGDOM															
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	218	0	0	71	15	6	8	0	0	18	84	8	220
TOTAL BELFAST CITY			218	0	0	71	15	6	8	0	0	18	84	8	220
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	220	0	0	70	15	10	4	0	0	15	69	16	229
TOTAL BELFAST INTERNATIONAL			220	0	0	70	15	10	4	0	0	15	69	16	229
BIRMINGHAM	BMIBABY LTD	S	124	0	42	71	15	6	8	0	0	17	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	226	0	0	86	8	5	1	0	0	7	90	5	224
	FLYBE.BRITISH EUROPEAN	S	302	0	10	72	9	10	8	1	0	20	88	7	322
TOTAL BIRMINGHAM			653	0	52	77	10	8	6	0	0	15	89	6	546
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	253	0	0	77	13	6	3	0	0	12	85	7	217
	EASYJET AIRLINE COMPANY LTD	S	176	0	0	65	16	13	5	1	0	19	68	14	156
TOTAL BRISTOL			429	0	0	72	14	9	4	1	0	15	78	10	373
CARDIFF WALES	BMIBABY LTD	S	148	0	0	72	15	10	3	0	0	12	53	30	156
TOTAL CARDIFF WALES			148	0	0	72	15	10	3	0	0	12	53	30	156
EXETER	FLYBE.BRITISH EUROPEAN	S	114	0	0	54	17	23	6	0	0	24	69	11	62
TOTAL EXETER			114	0	0	54	17	23	6	0	0	24	69	11	62
GATWICK	BRITISH AIRWAYS PLC	S	360	0	0	47	18	23	13	0	0	28	72	13	362
	EASYJET AIRLINE COMPANY LTD	S	238	0	0	58	19	15	7	0	0	19	58	22	238
TOTAL GATWICK			598	0	0	51	18	20	11	0	0	25	66	16	601

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)										
HEATHROW	BMI BRITISH MIDLAND	S	476	0	0	72	14	12	1	0	0	13	66	16	475
	BRITISH AIRWAYS PLC	S	713	0	1	53	22	17	8	0	0	22	61	19	668
	VIRGIN ATLANTIC AIRWAYS LTD	C	2	1	0	0	0	50	50	0	0	62	0	0	0
<b>TOTAL HEATHROW</b>			<b>1191</b>	<b>1</b>	<b>1</b>	<b>61</b>	<b>19</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>63</b>	<b>18</b>	1143
INVERNESS	LOGANAIR	S	81	0	0	86	10	4	0	0	6	81	11	67	
<b>TOTAL INVERNESS</b>			<b>81</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>11</b>	67	
JERSEY	BMI REGIONAL	S	10	0	0	80	20	0	0	0	5	67	14	15	
	BRITISH AIRWAYS CITIEXPRESS L	C	10	0	0	80	10	10	0	0	10	90	6	10	
	FLYBE.BRITISH EUROPEAN	S	20	0	0	30	25	5	30	10	0	76	20	40	10
<b>TOTAL JERSEY</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>20</b>	<b>5</b>	<b>15</b>	<b>5</b>	<b>42</b>	<b>62</b>	<b>15</b>	78	
KENT INTERNATIONAL	EUJET	S	75	0	5	83	13	3	1	0	8	0	0	0	
<b>TOTAL KENT INTERNATIONAL</b>			<b>75</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	0	
KIRKWALL	LOGANAIR	S	69	0	0	74	17	7	1	0	13	81	11	88	
<b>TOTAL KIRKWALL</b>			<b>69</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>17</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>81</b>	<b>11</b>	88	
LEEDS BRADFORD	BMI REGIONAL	S	143	0	0	89	8	3	0	0	5	92	5	140	
<b>TOTAL LEEDS BRADFORD</b>			<b>143</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>92</b>	<b>5</b>	140	
LIVERPOOL	FLYBE.BRITISH EUROPEAN	S	62	0	0	73	6	8	13	0	20	0	0	0	
<b>TOTAL LIVERPOOL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>6</b>	<b>8</b>	<b>13</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	0	
LONDON CITY	BRITISH AIRWAYS CITIEXPRESS L	S	237	0	0	71	14	9	7	0	16	83	7	139	
	SCOT AIRWAYS	S	336	5	44	78	15	7	0	0	9	86	7	393	
<b>TOTAL LONDON CITY</b>			<b>573</b>	<b>5</b>	<b>44</b>	<b>75</b>	<b>14</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>85</b>	<b>7</b>	532	
LUTON	EASYJET AIRLINE COMPANY LTD	S	331	0	1	71	12	11	6	0	15	70	18	334	
<b>TOTAL LUTON</b>			<b>331</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>12</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>15</b>	<b>70</b>	<b>18</b>	334	
MANCHESTER	BMI REGIONAL	S	230	0	0	86	10	3	1	0	7	91	6	243	
	BRITISH AIRWAYS CITIEXPRESS L	S	308	0	0	75	15	6	3	0	12	77	11	310	
	CHANNEL EXPRESS (INCORP: JET	S	160	0	5	73	13	13	2	0	11	0	0	0	
<b>TOTAL MANCHESTER</b>			<b>698</b>	<b>0</b>	<b>5</b>	<b>78</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>9</b>	554	
NORWICH	EASTERN AIRWAYS	S	160	0	18	77	20	3	1	0	8	90	5	139	
	FLYBE.BRITISH EUROPEAN	S	62	0	0	39	29	16	13	3	36	0	0	0	
<b>TOTAL NORWICH</b>			<b>222</b>	<b>0</b>	<b>18</b>	<b>66</b>	<b>23</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>16</b>	<b>90</b>	<b>5</b>	139	
NOTTINGHAM EAST MIDLANDS INT'L	BMIBABY LTD	S	112	0	2	76	9	6	7	2	19	68	23	158	
	EASYJET AIRLINE COMPANY LTD	S	54	0	0	78	9	7	6	0	15	60	23	106	
<b>TOTAL NOTTINGHAM EAST MIDLANDS INT'L</b>			<b>166</b>	<b>0</b>	<b>2</b>	<b>77</b>	<b>9</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>17</b>	<b>65</b>	<b>23</b>	264	
SOUTHAMPTON	BRITISH AIRWAYS CITIEXPRESS L	S	208	0	0	61	14	23	2	0	16	79	12	254	
	FLYBE.BRITISH EUROPEAN	S	253	0	7	53	23	14	8	2	26	66	15	154	
<b>TOTAL SOUTHAMPTON</b>			<b>461</b>	<b>0</b>	<b>7</b>	<b>57</b>	<b>19</b>	<b>18</b>	<b>5</b>	<b>1</b>	<b>22</b>	<b>74</b>	<b>13</b>	408	
STANSTED	AIR ATLANTA ICELANDIC	C	6	0	0	33	33	0	0	33	0	80	0	0	
	AIR HORIZONS	C	3	0	0	100	0	0	0	0	1	0	0	0	
	EASYJET AIRLINE COMPANY LTD	S	335	0	1	63	19	13	4	1	17	64	21	332	
	FLYGLOBESPAN	S	103	0	1	64	22	10	1	3	0	22	0	0	
<b>TOTAL STANSTED</b>			<b>447</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>20</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>19</b>	<b>64</b>	<b>21</b>	332	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)										
STORNOWAY	BMI REGIONAL	S	50	0	0	98	2	0	0	0	0	2	95	2	60
	LOGANAIR	S	63	5	0	60	25	10	5	0	0	17	64	13	67
<b>TOTAL STORNOWAY</b>			<b>113</b>	<b>5</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>8</b>	<b>127</b>
SUMBURGH	LOGANAIR	S	99	8	0	65	16	12	7	0	0	19	81	15	58
<b>TOTAL SUMBURGH</b>			<b>99</b>	<b>8</b>	<b>0</b>	<b>65</b>	<b>16</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>81</b>	<b>15</b>	<b>58</b>
WICK	LOGANAIR	S	2	0	0	50	50	0	0	0	0	18	0	0	0
<b>TOTAL WICK</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>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>7153</b>	<b>20</b>	<b>137</b>	<b>68</b>	<b>15</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>74</b>	<b>14</b>	<b>6612</b>
USA															
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	88	0	0	61	14	10	13	2	0	26	52	22	62
<b>TOTAL NEW YORK (NEWARK)</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>14</b>	<b>10</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>52</b>	<b>22</b>	<b>62</b>
<b>TOTAL USA</b>			<b>88</b>	<b>1</b>	<b>0</b>	<b>61</b>	<b>14</b>	<b>10</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>52</b>	<b>22</b>	<b>62</b>
<b>TOTAL EDINBURGH</b>			<b>9906</b>	<b>41</b>	<b>169</b>	<b>69</b>	<b>15</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>73</b>	<b>15</b>	<b>9251</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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	44	0	0	36	20	20	23	0	0	40	34	43	44
<b>TOTAL ALGIERS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>20</b>	<b>20</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>34</b>	<b>43</b>	<b>44</b>
HASSI MESSAOUD	AIR ALGERIE	C	18	0	0	56	11	11	11	6	6	59	44	18	18
	ASTRAEUS LTD	C	24	0	0	79	8	4	8	0	0	15	81	11	36
	BRITISH AIRWAYS PLC	S	16	0	0	81	19	0	0	0	0	7	0	0	0
<b>TOTAL HASSI MESSAOUD</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>12</b>	<b>5</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>26</b>	<b>69</b>	<b>13</b>	<b>54</b>
<b>TOTAL ALGERIA</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>16</b>	<b>12</b>	<b>14</b>	<b>1</b>	<b>1</b>	<b>32</b>	<b>53</b>	<b>27</b>	<b>98</b>
<b>ANTIGUA AND BARBUDA</b>															
ANTIGUA	FIRST CHOICE AIRWAYS LTD	C	10	0	0	30	0	40	20	10	0	63	40	316	10
	VIRGIN ATLANTIC AIRWAYS LTD	S	28	0	0	57	25	18	0	0	0	16	57	19	28
<b>TOTAL ANTIGUA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>18</b>	<b>24</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>53</b>	<b>97</b>	<b>38</b>
<b>TOTAL ANTIGUA AND BARBUDA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>18</b>	<b>24</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>53</b>	<b>97</b>	<b>38</b>
<b>AUSTRIA</b>															
INNSBRUCK	FIRST CHOICE AIRWAYS LTD	C	18	0	0	89	6	6	0	0	0	5	72	16	18
	LAUDA-AIR	S	28	0	0	89	11	0	0	0	0	4	93	3	44
<b>TOTAL INNSBRUCK</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>87</b>	<b>7</b>	<b>62</b>
SALZBURG	ASTRAEUS LTD	C	2	0	0	50	0	50	0	0	0	31	86	5	7
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	83	17	0	0	0	0	8	72	10	18
<b>TOTAL SALZBURG</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>9</b>	<b>25</b>
<b>TOTAL AUSTRIA</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>7</b>	<b>87</b>
<b>AZERBAIJAN</b>															
BAKU ( HEYDER ALIYEV INT'L )	AZERBAIJAN AIRLINES ( AZAL )	S	26	0	0	65	31	4	0	0	0	12	65	12	26
<b>TOTAL BAKU ( HEYDER ALIYEV INT'L )</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>31</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>65</b>	<b>12</b>	<b>26</b>
<b>TOTAL AZERBAIJAN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>31</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>65</b>	<b>12</b>	<b>26</b>
<b>BAHAMAS</b>															
NASSAU	VIRGIN ATLANTIC AIRWAYS LTD	S	8	0	0	50	25	25	0	0	0	18	0	0	0
<b>TOTAL NASSAU</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL BAHAMAS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>BARBADOS</b>															
BRIDGETOWN	BRITISH AIRWAYS PLC	S	62	0	1	68	18	6	3	0	5	72	79	11	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	45	0	0	44	18	11	24	2	0	41	69	13	36
<b>TOTAL BRIDGETOWN</b>			<b>107</b>	<b>0</b>	<b>1</b>	<b>58</b>	<b>18</b>	<b>8</b>	<b>12</b>	<b>1</b>	<b>3</b>	<b>59</b>	<b>73</b>	<b>12</b>	<b>106</b>
<b>TOTAL BARBADOS</b>			<b>107</b>	<b>0</b>	<b>1</b>	<b>58</b>	<b>18</b>	<b>8</b>	<b>12</b>	<b>1</b>	<b>3</b>	<b>59</b>	<b>73</b>	<b>12</b>	<b>106</b>
<b>BELARUS</b>															
MINSK	BELAVIA (BELARUSSIAN AIRLINES)	S	28	0	0	43	50	4	0	4	0	24	27	39	26
<b>TOTAL MINSK</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>50</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>24</b>	<b>27</b>	<b>39</b>	<b>26</b>
<b>TOTAL BELARUS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>50</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>24</b>	<b>27</b>	<b>39</b>	<b>26</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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>															
BRUSSELS	SN BRUSSELS AIRLINES	S	94	0	0	70	23	6	0	0	0	12	71	12	86
TOTAL BRUSSELS			94	0	0	70	23	6	0	0	0	12	71	12	86
TOTAL BELGIUM			94	0	0	70	23	6	0	0	0	12	71	12	86
<b>BERMUDA</b>															
BERMUDA	BRITISH AIRWAYS PLC	S	44	0	0	82	16	0	2	0	0	12	86	5	43
TOTAL BERMUDA			44	0	0	82	16	0	2	0	0	12	86	5	43
TOTAL BERMUDA			44	0	0	82	16	0	2	0	0	12	86	5	43
<b>BULGARIA</b>															
BURGAS	BH AIR	C	12	0	0	42	8	33	17	0	0	30	100	6	8
	BRITANNIA AIRWAYS AND THOMS	C	10	0	0	70	10	0	0	20	0	68	100	1	8
	FIRST CHOICE AIRWAYS LTD	C	26	0	0	58	19	8	15	0	0	24	63	23	16
	THOMAS COOK AIRLINES LTD	C	8	0	0	0	25	25	25	25	0	89	75	8	8
TOTAL BURGAS			56	0	0	48	16	14	14	7	0	42	80	12	40
SOFIA	BRITISH AIRWAYS PLC	S	27	0	0	85	7	4	0	4	0	11	0	0	0
	BULGARIA AIR	S	61	0	1	72	13	8	7	0	0	16	79	9	62
TOTAL SOFIA			88	0	1	76	11	7	5	1	0	15	79	9	62
VARNA	BH AIR	C	12	0	0	83	0	0	17	0	0	17	50	21	10
	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	38	38	13	13	0	0	21	88	9	8
	BULGARIA AIR	S	26	0	0	65	8	19	8	0	0	21	100	3	18
	FIRST CHOICE AIRWAYS LTD	C	17	0	0	76	24	0	0	0	0	9	70	15	10
TOTAL VARNA			63	0	0	68	14	10	8	0	0	17	80	11	46
TOTAL BULGARIA			207	0	1	66	14	10	8	2	0	23	80	10	148
<b>CANADA</b>															
DEER LAKE (NEWFOUNDLAND)	ASTRAEUS LTD	C	8	0	0	75	25	0	0	0	0	6	0	0	0
TOTAL DEER LAKE (NEWFOUNDLAND)			8	0	0	75	25	0	0	0	0	6	0	0	0
HALIFAX INT	THOMAS COOK AIRLINES LTD	S	9	0	0	100	0	0	0	0	0	1	67	25	9
TOTAL HALIFAX INT			9	0	0	100	0	0	0	0	0	1	67	25	9
MONTREAL (DORVAL)	AIR TRANSAT	S	8	0	0	63	25	13	0	0	0	11	0	0	0
	THOMAS COOK AIRLINES LTD	S	13	0	0	62	31	8	0	0	0	11	50	15	8
TOTAL MONTREAL (DORVAL)			21	0	0	62	29	10	0	0	0	11	50	15	8
OTTAWA INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	8	0	0	50	13	25	13	0	0	24	100	1	8
	ZOOM AIRLINES	S	9	0	0	44	11	0	33	0	11	186	0	0	0
TOTAL OTTAWA INTERNATIONAL			17	0	0	47	12	12	24	0	6	110	100	1	8
QUEBEC	THOMAS COOK AIRLINES LTD	S	8	0	0	100	0	0	0	0	0	3	0	0	0
TOTAL QUEBEC			8	0	0	100	0	0	0	0	0	3	0	0	0
TORONTO	AIR TRANSAT	S	62	0	0	61	10	16	10	3	0	26	73	20	62
	MY TRAVEL AIRWAYS UK	C	29	0	0	28	14	7	41	10	0	72	22	59	27
	SKYSERVICE F B O Inc	C	36	0	0	19	28	22	17	11	3	68	54	25	26
	THOMAS COOK AIRLINES LTD	S	22	5	0	73	5	14	9	0	0	21	78	8	32

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)										
TORONTO	ZOOM AIRLINES	S	29	0	3	41	7	10	38	0	3	98	61	61	18
<b>TOTAL TORONTO</b>			<b>178</b>	<b>5</b>	<b>3</b>	<b>46</b>	<b>13</b>	<b>15</b>	<b>21</b>	<b>5</b>	<b>1</b>	<b>53</b>	<b>61</b>	<b>29</b>	<b>165</b>
VANCOUVER	AIR TRANSAT	S	34	0	0	76	15	6	3	0	0	11	57	13	28
	MY TRAVEL AIRWAYS UK	C	18	0	0	33	22	22	22	0	0	33	17	43	6
	THOMAS COOK AIRLINES LTD	S	20	0	0	65	10	10	5	5	5	94	57	30	28
	ZOOM AIRLINES	S	26	0	3	38	38	8	15	0	0	37	50	148	8
<b>TOTAL VANCOUVER</b>			<b>98</b>	<b>0</b>	<b>3</b>	<b>56</b>	<b>21</b>	<b>10</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>39</b>	<b>53</b>	<b>38</b>	<b>70</b>
<b>TOTAL CANADA</b>			<b>339</b>	<b>5</b>	<b>6</b>	<b>53</b>	<b>16</b>	<b>12</b>	<b>15</b>	<b>3</b>	<b>1</b>	<b>46</b>	<b>60</b>	<b>30</b>	<b>260</b>
CROATIA															
DUBROVNIK	ASTRAEUS LTD	C	10	0	0	60	10	20	10	0	0	29	88	6	8
	BRITANNIA AIRWAYS AND THOMS	C	10	0	0	70	30	0	0	0	0	11	0	0	0
	BRITISH AIRWAYS PLC	S	62	0	0	18	13	37	32	0	0	47	65	16	34
	CROATIA AIRLINES	S	36	0	0	50	22	17	11	0	0	23	38	19	26
	FIRST CHOICE AIRWAYS LTD	C	5	0	0	40	20	20	20	0	0	32	100	8	4
<b>TOTAL DUBROVNIK</b>			<b>123</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>17</b>	<b>26</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>60</b>	<b>16</b>	<b>72</b>
PULA	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	100	0	0	0	0	0	2	100	1	8
	CROATIA AIRLINES	S	8	0	0	38	0	25	38	0	0	59	88	11	8
	EXCEL AIRWAYS LTD	C	8	0	0	63	13	13	13	0	0	28	0	0	0
<b>TOTAL PULA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>4</b>	<b>13</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>94</b>	<b>6</b>	<b>16</b>
SPLIT	ASTRAEUS LTD	C	4	0	0	0	25	0	50	0	25	388	0	0	0
	BRITISH AIRWAYS PLC	S	26	0	0	88	12	0	0	0	0	9	0	0	0
	CROATIA AIRLINES	S	26	0	0	42	19	31	8	0	0	27	61	29	28
	THOMAS COOK AIRLINES LTD	C	10	0	0	30	20	10	40	0	0	55	0	0	0
<b>TOTAL SPLIT</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>17</b>	<b>14</b>	<b>12</b>	<b>0</b>	<b>2</b>	<b>46</b>	<b>62</b>	<b>27</b>	<b>39</b>
ZADAR	ASTRAEUS LTD	C	4	0	0	0	0	25	25	25	25	286	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	5	0	0	40	40	20	0	0	0	27	75	10	4
<b>TOTAL ZADAR</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>22</b>	<b>22</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>142</b>	<b>75</b>	<b>10</b>	<b>4</b>
<b>TOTAL CROATIA</b>			<b>222</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>16</b>	<b>21</b>	<b>18</b>	<b>0</b>	<b>1</b>	<b>42</b>	<b>65</b>	<b>18</b>	<b>131</b>
CUBA															
CUNAGUA ( CAYO COCO)	EXCEL AIRWAYS LTD	C	5	0	0	0	0	20	80	0	0	85	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	25	25	13	13	0	25	392	88	5	8
<b>TOTAL CUNAGUA ( CAYO COCO)</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>38</b>	<b>0</b>	<b>15</b>	<b>273</b>	<b>89</b>	<b>6</b>	<b>9</b>
HAVANA	CUBANA	S	17	1	1	6	0	18	35	29	12	157	39	42	18
	VIRGIN ATLANTIC AIRWAYS LTD	S	15	0	0	27	7	33	33	0	0	56	0	0	0
<b>TOTAL HAVANA</b>			<b>32</b>	<b>1</b>	<b>1</b>	<b>16</b>	<b>3</b>	<b>25</b>	<b>34</b>	<b>16</b>	<b>6</b>	<b>109</b>	<b>39</b>	<b>42</b>	<b>18</b>
HOLGUIN (FRANK PAIS)	EXCEL AIRWAYS LTD	C	8	0	0	13	25	50	13	0	0	41	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	4	0	0	50	25	25	0	0	0	15	44	78	9
<b>TOTAL HOLGUIN (FRANK PAIS)</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>42</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>29</b>	<b>70</b>	<b>14</b>
SANTA CLARA	EXCEL AIRWAYS LTD	C	4	0	0	0	0	0	50	25	25	534	0	0	0
<b>TOTAL SANTA CLARA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>534</b>	<b>0</b>	<b>0</b>	<b>0</b>
VARADERO	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	88	13	0	0	0	0	5	100	3	9
	FIRST CHOICE AIRWAYS LTD	C	4	0	0	50	0	0	50	0	0	41	0	0	0

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			Actual (7)	Plan (8)											
TOTAL VARADERO			12	0	0	75	8	0	17	0	0	17	71	14	14
TOTAL CUBA			73	1	1	26	10	21	29	8	7	134	53	36	55
CYPRUS															
LARNACA	BRITANNIA AIRWAYS AND THOMS	C	17	0	0	71	12	0	12	0	6	68	88	11	16
	EUROCYPRIA AIRLINES LTD	C	23	0	0	48	26	13	13	0	0	30	28	32	18
	EXCEL AIRWAYS LTD	C	37	0	0	30	22	43	3	3	0	34	77	8	26
	FIRST CHOICE AIRWAYS LTD	C	7	0	0	71	14	14	0	0	0	14	0	0	0
	FIRST CHOICE AIRWAYS LTD	S	27	0	0	44	22	30	4	0	0	22	31	27	16
	FLYJET LTD	C	9	0	0	22	11	22	0	0	44	226	0	75	8
	HELIOS AIRWAYS LTD	S	9	0	1	44	11	44	0	0	0	24	0	0	0
	MONARCH AIRLINES	C	6	0	0	33	17	50	0	0	0	27	100	5	5
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	50	0	0	0	0	9	71	14	17
	THOMAS COOK AIRLINES LTD	C	19	0	0	63	0	16	16	5	0	48	68	9	19
TOTAL LARNACA			162	0	1	46	19	25	6	1	3	44	59	20	125
PAPHOS	ASTRAEUS LTD	C	8	0	0	0	38	63	0	0	0	34	100	2	3
	BRITANNIA AIRWAYS AND THOMS	C	36	0	0	83	6	6	6	0	0	13	85	8	27
	EXCEL AIRWAYS LTD	C	35	0	0	60	20	11	9	0	0	18	89	6	37
	FIRST CHOICE AIRWAYS LTD	S	26	0	0	58	27	8	8	0	0	21	68	14	25
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	38	13	0	0	0	15	100	2	7
	FLYJET LTD	C	18	2	0	39	33	11	17	0	0	25	56	28	18
	GB AIRWAYS LTD	S	63	0	0	56	19	14	6	3	2	39	65	37	26
	HELIOS AIRWAYS LTD	S	9	0	0	89	11	0	0	0	0	8	63	10	8
	MONARCH AIRLINES	C	8	0	0	38	38	13	0	13	0	55	63	18	8
	MY TRAVEL AIRWAYS UK	C	17	0	0	88	0	0	12	0	0	16	69	9	16
	THOMAS COOK AIRLINES LTD	C	17	0	0	59	24	6	0	12	0	36	78	21	23
TOTAL PAPHOS			247	2	0	60	20	11	6	2	0	26	75	16	198
TOTAL CYPRUS			409	2	1	55	19	17	6	2	1	33	69	17	323
CZECH REPUBLIC															
PRAGUE	BRITISH AIRWAYS PLC	S	62	0	0	65	21	8	6	0	0	18	67	20	52
	CSA	S	114	0	0	64	21	9	6	0	0	17	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	124	0	0	34	25	31	9	1	0	30	83	7	124
	TRAVEL SERVICE AIRLINES	S	8	0	0	25	0	13	63	0	0	80	0	0	0
TOTAL PRAGUE			308	0	0	51	22	18	9	0	0	24	73	14	238
TOTAL CZECH REPUBLIC			308	0	0	51	22	18	9	0	0	24	73	14	238
DENMARK															
BILLUND	MAERSK AIR	S	156	0	0	76	16	3	5	0	0	12	80	9	158
TOTAL BILLUND			156	0	0	76	16	3	5	0	0	12	80	9	158
COPENHAGEN	MAERSK AIR	S	166	0	0	55	20	13	11	1	0	25	91	6	158
TOTAL COPENHAGEN			166	2	0	55	20	13	11	1	0	25	91	6	158
TOTAL DENMARK			322	2	0	65	18	8	8	1	0	19	86	7	316
DJIBOUTI REPUBLIC															
DJIBOUTI	DAALLO AIRLINES	S	18	0	0	44	11	22	11	11	0	44	29	51	17



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			Actual (7)	Plan (8)											
<b>TOTAL DJIBOUTI</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>11</b>	<b>22</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>44</b>	<b>29</b>	<b>51</b>	<b>17</b>
<b>TOTAL DJIBOUTI REPUBLIC</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>11</b>	<b>22</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>44</b>	<b>29</b>	<b>51</b>	<b>17</b>
<b>DOMINICAN REPUBLIC</b>															
<b>LA ROMANA</b>	MY TRAVEL AIRWAYS UK	C	7	1	0	57	0	43	0	0	0	19	63	45	8
<b>TOTAL LA ROMANA</b>			<b>7</b>	<b>1</b>	<b>0</b>	<b>57</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>63</b>	<b>45</b>	<b>8</b>
<b>PUERTO PLATA</b>	BRITANNIA AIRWAYS AND THOMS	C	18	0	0	83	11	6	0	0	0	7	78	19	18
	EXCEL AIRWAYS LTD	C	4	0	0	50	0	0	0	50	0	102	67	5	3
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	89	11	0	0	0	0	4	100	4	8
	MONARCH AIRLINES	C	10	0	0	20	30	10	10	30	0	111	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	25	13	13	0	0	22	67	32	9
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	13	13	13	0	0	19	100	1	8
<b>TOTAL PUERTO PLATA</b>			<b>57</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>16</b>	<b>7</b>	<b>5</b>	<b>9</b>	<b>0</b>	<b>35</b>	<b>83</b>	<b>15</b>	<b>46</b>
<b>PUNTA CANA</b>	BRITANNIA AIRWAYS AND THOMS	C	9	0	0	56	22	22	0	0	0	15	100	1	10
	EXCEL AIRWAYS LTD	C	4	0	0	25	25	0	25	25	0	100	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	5	0	0	0	40	20	0	40	0	122	30	178	10
<b>TOTAL PUNTA CANA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>28</b>	<b>17</b>	<b>6</b>	<b>17</b>	<b>0</b>	<b>63</b>	<b>65</b>	<b>89</b>	<b>20</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>82</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>17</b>	<b>12</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>40</b>	<b>76</b>	<b>38</b>	<b>74</b>
<b>EGYPT</b>															
<b>EL ALAMEIN</b>	ASTRAEUS LTD	C	8	0	0	63	0	25	13	0	0	22	0	0	0
<b>TOTAL EL ALAMEIN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>HURGHADA</b>	ASTRAEUS LTD	C	8	0	0	25	25	25	0	0	25	433	0	0	0
	EXCEL AIRWAYS LTD	C	28	0	0	54	25	14	4	4	0	25	70	31	20
<b>TOTAL HURGHADA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>25</b>	<b>17</b>	<b>3</b>	<b>3</b>	<b>6</b>	<b>116</b>	<b>70</b>	<b>31</b>	<b>20</b>
<b>LUXOR</b>	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	63	13	0	0	25	0	77	100	1	8
	FLYJET LTD	C	8	0	0	25	25	0	50	0	0	68	0	0	0
	MONARCH AIRLINES	C	16	0	0	56	38	6	0	0	0	13	50	36	16
<b>TOTAL LUXOR</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>28</b>	<b>3</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>42</b>	<b>67</b>	<b>24</b>	<b>24</b>
<b>MARSA ALAM</b>	EXCEL AIRWAYS LTD	C	9	0	0	67	33	0	0	0	0	10	90	6	10
<b>TOTAL MARSA ALAM</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>90</b>	<b>6</b>	<b>10</b>
<b>SHARM EL SHEIKH (OPHIRA)</b>	AIR ATLANTA EUROPE LTD	C	9	0	0	0	33	22	33	11	0	71	0	101	4
	ASTRAEUS LTD	S	24	0	0	46	13	0	25	17	0	70	0	0	0
	BRITANNIA AIRWAYS AND THOMS	C	28	1	0	89	7	0	4	0	0	8	75	8	8
	EXCEL AIRWAYS LTD	C	33	0	0	55	18	6	6	6	9	84	50	28	18
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	44	31	25	0	0	0	19	0	0	0
	MONARCH AIRLINES	C	18	0	0	67	22	6	6	0	0	14	67	14	18
	MY TRAVEL AIRWAYS UK	C	9	0	0	67	33	0	0	0	0	10	0	0	0
	THOMAS COOK AIRLINES LTD	C	9	0	0	89	11	0	0	0	0	5	85	9	20
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>146</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>18</b>	<b>6</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>41</b>	<b>63</b>	<b>21</b>	<b>70</b>
<b>TABA</b>	ASTRAEUS LTD	C	25	0	0	44	12	16	24	4	0	43	69	46	29
	EXCEL AIRWAYS LTD	C	10	0	0	30	30	30	10	0	0	31	91	5	11
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	5	0	0	0
	MONARCH AIRLINES	C	8	0	0	75	13	0	13	0	0	16	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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 TABA			51	0	0	53	14	16	16	2	0	30	75	35	40
TOTAL EGYPT			282	1	0	56	20	9	10	4	2	47	69	25	164
EQUATORIAL GUINEA															
MALABO	ASTRAEUS LTD	S	8	0	0	75	13	0	13	0	0	12	100	1	7
TOTAL MALABO			8	0	0	75	13	0	13	0	0	12	100	1	7
TOTAL EQUATORIAL GUINEA			8	0	0	75	13	0	13	0	0	12	100	1	7
ESTONIA															
TALLIN	ESTONIAN AIR	S	80	0	0	61	25	14	0	0	0	14	80	9	80
TOTAL TALLIN			80	0	0	61	25	14	0	0	0	14	80	9	80
TOTAL ESTONIA			80	0	0	61	25	14	0	0	0	14	80	9	80
ETHIOPIA															
ADDIS ABABA	ETHIOPIAN AIRLINES	S	18	0	0	17	11	39	22	11	0	68	0	0	0
TOTAL ADDIS ABABA			18	0	0	17	11	39	22	11	0	68	0	0	0
TOTAL ETHIOPIA			18	0	0	17	11	39	22	11	0	68	0	0	0
FED REP YUGO SERBIA M'ENEGRO															
PRISTINA	BRITISH AIRWAYS PLC	S	36	0	0	22	33	31	14	0	0	32	31	36	32
TOTAL PRISTINA			36	0	0	22	33	31	14	0	0	32	31	36	32
TOTAL FED REP YUGO SERBIA M'ENEGRO			36	0	0	22	33	31	14	0	0	32	31	36	32
FRANCE															
BASTIA	ASTRAEUS LTD	C	10	0	0	40	10	20	30	0	0	52	0	0	0
	EXCEL AIRWAYS LTD	C	10	0	0	40	30	10	20	0	0	45	89	4	18
	GB AIRWAYS LTD	S	18	0	0	56	17	28	0	0	0	20	63	15	8
TOTAL BASTIA			38	0	0	47	18	21	13	0	0	35	81	7	26
BORDEAUX	BRITISH AIRWAYS PLC	S	174	0	0	36	28	26	10	1	0	29	50	19	142
TOTAL BORDEAUX			174	0	0	36	28	26	10	1	0	29	56	17	194
CALVI	ASTRAEUS LTD	C	10	0	0	50	10	10	10	0	20	130	0	0	0
TOTAL CALVI			10	0	0	50	10	10	10	0	20	130	75	12	8
FIGARI	MONARCH AIRLINES	C	10	0	0	20	10	40	30	0	0	58	75	11	8
TOTAL FIGARI			10	0	0	20	10	40	30	0	0	58	75	11	8
MARSEILLE	BRITISH AIRWAYS PLC	S	186	0	0	60	19	11	8	2	0	24	76	10	186
	EASYJET AIRLINE COMPANY LTD	S	78	0	0	44	23	27	6	0	0	23	72	14	124
TOTAL MARSEILLE			264	0	0	55	20	16	7	2	0	24	75	12	310
MONTPELLIER	GB AIRWAYS LTD	S	62	0	0	39	32	11	8	6	3	53	49	42	72
TOTAL MONTPELLIER			62	0	0	39	32	11	8	6	3	53	49	42	72
NANTES	GB AIRWAYS LTD	S	62	0	0	35	26	18	15	6	0	47	58	24	62
	REGIONAL COMPAGNIE AERIENN	S	132	0	0	71	18	6	5	0	0	14	86	8	158
TOTAL NANTES			194	0	0	60	21	10	8	2	0	25	78	13	220
NICE	BRITISH AIRWAYS PLC	S	124	0	0	43	30	15	13	0	0	27	75	15	134

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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	186	0	0	44	25	24	8	0	0	24	84	7	186
<b>TOTAL NICE</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>27</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>80</b>	<b>10</b>	<b>320</b>
STRASBOURG	BRIT AIR	S	114	0	0	83	9	5	3	0	0	10	85	9	120
<b>TOTAL STRASBOURG</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>9</b>	<b>120</b>
TOULOUSE (BLAGNAC)	BRITISH AIRWAYS PLC	S	185	0	1	59	18	17	6	0	0	20	64	17	176
	EASYJET AIRLINE COMPANY LTD	S	124	0	0	57	23	12	7	0	0	20	60	16	124
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>309</b>	<b>0</b>	<b>1</b>	<b>58</b>	<b>20</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>62</b>	<b>17</b>	<b>300</b>
<b>TOTAL FRANCE</b>			<b>1485</b>	<b>1</b>	<b>1</b>	<b>53</b>	<b>22</b>	<b>16</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>70</b>	<b>15</b>	<b>1904</b>
<b>GAMBIA</b>															
BANJUL	MONARCH AIRLINES	C	18	0	0	28	44	22	6	0	0	30	61	28	18
<b>TOTAL BANJUL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>44</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>43</b>	<b>43</b>	<b>28</b>
<b>TOTAL GAMBIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>44</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>43</b>	<b>43</b>	<b>28</b>
<b>GERMANY</b>															
COLOGNE (BONN)	EASYJET AIRLINE COMPANY LTD	S	104	0	0	56	22	15	7	0	0	20	0	0	0
	EUROWINGS LUFTVERKEHRS	S	124	0	0	78	11	9	2	0	0	10	78	9	124
<b>TOTAL COLOGNE (BONN)</b>			<b>228</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>78</b>	<b>9</b>	<b>124</b>
HANOVER	BRITISH AIRWAYS PLC	S	154	0	0	62	16	14	8	0	0	20	74	13	145
<b>TOTAL HANOVER</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>16</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>74</b>	<b>13</b>	<b>145</b>
MUNICH	BRITISH AIRWAYS PLC	S	162	0	1	67	13	12	8	0	0	19	71	12	167
<b>TOTAL MUNICH</b>			<b>162</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>13</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>71</b>	<b>12</b>	<b>167</b>
<b>TOTAL GERMANY</b>			<b>544</b>	<b>0</b>	<b>1</b>	<b>66</b>	<b>15</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>75</b>	<b>12</b>	<b>524</b>
<b>GHANA</b>															
ACCRA	ASTRAEUS LTD	S	31	0	0	6	10	16	68	0	0	76	0	0	0
	FLYJET LTD	C	8	0	0	25	0	13	25	25	13	134	0	93	2
	MONARCH AIRLINES	C	12	0	0	33	25	25	17	0	0	26	0	55	8
<b>TOTAL ACCRA</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>12</b>	<b>18</b>	<b>49</b>	<b>4</b>	<b>2</b>	<b>73</b>	<b>7</b>	<b>54</b>	<b>14</b>
<b>TOTAL GHANA</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>12</b>	<b>18</b>	<b>49</b>	<b>4</b>	<b>2</b>	<b>73</b>	<b>7</b>	<b>54</b>	<b>14</b>
<b>GIBRALTAR</b>															
GIBRALTAR	GB AIRWAYS LTD	S	88	0	0	45	31	15	7	2	0	26	57	31	120
<b>TOTAL GIBRALTAR</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>31</b>	<b>15</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>57</b>	<b>31</b>	<b>120</b>
<b>TOTAL GIBRALTAR</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>31</b>	<b>15</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>57</b>	<b>31</b>	<b>120</b>
<b>GREECE</b>															
ATHENS	EASYJET AIRLINE COMPANY LTD	S	74	0	0	84	8	8	0	0	0	10	79	10	62
	OLYMPIC AIRWAYS	S	50	0	4	28	14	26	24	8	0	56	0	0	0
<b>TOTAL ATHENS</b>			<b>124</b>	<b>0</b>	<b>4</b>	<b>61</b>	<b>10</b>	<b>15</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>28</b>	<b>86</b>	<b>7</b>	<b>208</b>
CHANIA	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	50	25	25	0	0	0	16	88	6	8
	EXCEL AIRWAYS LTD	C	15	0	0	60	13	27	0	0	0	16	75	9	8
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	69	19	6	6	0	0	15	100	4	16
	MONARCH AIRLINES	C	16	0	0	56	6	13	6	13	6	89	88	9	16

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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 CHANIA</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>15</b>	<b>16</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>37</b>	<b>91</b>	<b>6</b>	<b>56</b>
<b>CORFU</b>	BRITANNIA AIRWAYS AND THOMS	C	46	0	0	89	4	7	0	0	0	7	83	7	46
	EXCEL AIRWAYS LTD	C	38	0	0	37	16	13	34	0	0	50	80	22	46
	FIRST CHOICE AIRWAYS LTD	C	52	0	0	63	23	6	8	0	0	15	82	8	51
	FLYJET LTD	C	7	1	0	14	29	14	43	0	0	51	75	11	8
	MONARCH AIRLINES	C	42	0	0	62	10	19	10	0	0	24	72	11	32
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	0	38	25	0	0	54	39	24	18
	THOMAS COOK AIRLINES LTD	C	34	0	0	65	24	6	6	0	0	15	79	9	43
<b>TOTAL CORFU</b>			<b>227</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>15</b>	<b>11</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>77</b>	<b>12</b>	<b>244</b>
<b>HERAKLION</b>	ALEXANDAIR	C	5	0	0	80	0	0	0	0	20	115	0	0	0
	ASTRAEUS LTD	C	13	0	0	38	0	31	15	0	15	131	38	23	8
	BRITANNIA AIRWAYS AND THOMS	C	18	0	0	61	17	6	11	0	6	111	78	9	18
	EXCEL AIRWAYS LTD	C	30	0	0	50	23	23	3	0	0	19	92	4	24
	FIRST CHOICE AIRWAYS LTD	C	44	0	0	57	23	7	11	2	0	30	70	13	33
	FLYJET LTD	C	5	3	0	60	0	0	0	20	20	169	0	0	0
	GB AIRWAYS LTD	S	18	0	0	67	11	22	0	0	0	16	0	0	0
	MONARCH AIRLINES	C	46	0	0	70	17	11	2	0	0	13	88	5	43
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	13	50	0	0	0	20	78	11	18
	THOMAS COOK AIRLINES LTD	C	18	0	0	67	0	6	17	11	0	55	88	19	16
<b>TOTAL HERAKLION</b>			<b>205</b>	<b>3</b>	<b>0</b>	<b>60</b>	<b>15</b>	<b>14</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>44</b>	<b>80</b>	<b>10</b>	<b>162</b>
<b>KALAMATA</b>	ASTRAEUS LTD	C	10	0	0	40	20	30	0	10	0	49	100	3	8
	EXCEL AIRWAYS LTD	C	20	0	0	40	20	30	10	0	0	26	56	20	16
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	80	0	10	10	0	0	12	63	35	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	60	10	0	30	0	0	37	75	87	8
<b>TOTAL KALAMATA</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>14</b>	<b>20</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>30</b>	<b>70</b>	<b>33</b>	<b>40</b>
<b>KAVALLA</b>	BRITANNIA AIRWAYS AND THOMS	C	9	0	0	78	11	0	11	0	0	20	100	1	8
	EXCEL AIRWAYS LTD	C	8	0	0	75	0	0	0	0	25	111	75	31	8
<b>TOTAL KAVALLA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>12</b>	<b>63</b>	<b>75</b>	<b>17</b>	<b>24</b>
<b>KEFALLINIA</b>	ASTRAEUS LTD	C	10	0	0	30	0	20	50	0	0	64	63	14	8
	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	100	0	0	0	0	0	4	60	14	10
	EXCEL AIRWAYS LTD	C	38	0	0	74	8	13	5	0	0	14	86	17	28
	FIRST CHOICE AIRWAYS LTD	C	28	0	0	86	7	0	7	0	0	13	88	12	24
	MY TRAVEL AIRWAYS UK	C	7	1	0	100	0	0	0	0	0	1	75	11	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	20	30	0	50	0	0	65	100	1	8
<b>TOTAL KEFALLINIA</b>			<b>101</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>8</b>	<b>7</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>83</b>	<b>12</b>	<b>94</b>
<b>KOS</b>	ALEXANDAIR	C	15	0	0	27	0	20	33	0	20	180	0	0	0
	BRITANNIA AIRWAYS AND THOMS	C	17	0	0	53	35	12	0	0	0	16	78	69	18
	EXCEL AIRWAYS LTD	C	33	0	0	67	12	15	6	0	0	17	78	27	37
	FIRST CHOICE AIRWAYS LTD	C	21	0	0	48	24	10	19	0	0	29	47	17	17
	MONARCH AIRLINES	C	26	0	0	50	19	12	19	0	0	29	77	23	31
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	25	13	0	0	0	12	53	34	19
	THOMAS COOK AIRLINES LTD	C	16	0	0	63	0	6	25	6	0	51	71	20	24
<b>TOTAL KOS</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>16</b>	<b>13</b>	<b>15</b>	<b>1</b>	<b>2</b>	<b>43</b>	<b>70</b>	<b>30</b>	<b>146</b>
<b>LEMNOS</b>	EXCEL AIRWAYS LTD	C	13	0	0	62	15	23	0	0	0	17	72	27	18
<b>TOTAL LEMNOS</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>15</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>72</b>	<b>27</b>	<b>18</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)
MIKONOS	ASTRAEUS LTD	C	10	0	0	50	20	10	20	0	0	43	50	25	20
	EXCEL AIRWAYS LTD	C	10	0	0	10	10	60	20	0	0	50	0	0	0
<b>TOTAL MIKONOS</b>			<b>20</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>15</b>	<b>35</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>50</b>	<b>25</b>	<b>20</b>
MITILINI	EXCEL AIRWAYS LTD	C	8	0	0	63	38	0	0	0	0	9	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	25	13	0	0	0	15	80	8	10
<b>TOTAL MITILINI</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>12</b>	<b>75</b>	<b>25</b>	<b>20</b>	
PREVEZA	ASTRAEUS LTD	C	9	1	0	22	0	22	33	11	11	129	63	13	8
	EXCEL AIRWAYS LTD	C	28	0	0	75	7	11	7	0	0	14	82	7	34
	FIRST CHOICE AIRWAYS LTD	C	20	0	0	70	25	5	0	0	0	9	75	36	16
	MONARCH AIRLINES	C	20	0	0	50	25	25	0	0	0	20	88	10	16
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	3	100	2	8
<b>TOTAL PREVEZA</b>			<b>87</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>14</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>25</b>	<b>82</b>	<b>13</b>	<b>82</b>
RHODES	BRITANNIA AIRWAYS AND THOMS	C	18	0	0	89	0	11	0	0	0	7	94	5	17
	EXCEL AIRWAYS LTD	C	32	0	0	50	16	16	19	0	0	34	69	32	39
	FIRST CHOICE AIRWAYS LTD	C	21	0	0	81	10	10	0	0	0	10	40	19	15
	MONARCH AIRLINES	C	28	1	0	79	7	11	4	0	0	11	72	24	25
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	5	50	26	8
	THOMAS COOK AIRLINES LTD	C	13	0	0	92	8	0	0	0	0	4	77	9	26
<b>TOTAL RHODES</b>			<b>121</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>9</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>70</b>	<b>20</b>	<b>130</b>
SALONIKA	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	75	0	0	25	0	0	46	100	3	8
	BRITISH AIRWAYS PLC	S	36	0	0	58	22	8	11	0	0	24	0	0	0
	EXCEL AIRWAYS LTD	C	8	0	0	50	38	13	0	0	0	14	30	28	10
	FIRST CHOICE AIRWAYS LTD	C	21	0	0	81	5	5	10	0	0	12	70	16	27
	OLYMPIC AIRWAYS	S	44	0	0	66	20	7	7	0	0	16	55	22	44
	THOMAS COOK AIRLINES LTD	C	18	0	0	67	11	11	11	0	0	24	100	2	10
<b>TOTAL SALONIKA</b>			<b>135</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>17</b>	<b>7</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>67</b>	<b>16</b>	<b>107</b>
SAMOS	ASTRAEUS LTD	C	8	0	0	75	0	25	0	0	0	13	0	0	0
	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	88	0	13	0	0	0	9	100	3	8
	EXCEL AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	4	90	5	20
<b>TOTAL SAMOS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>4</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>93</b>	<b>5</b>	<b>28</b>
SKIATHOS	EXCEL AIRWAYS LTD	C	35	0	0	37	11	43	9	0	0	31	72	19	32
	FIRST CHOICE AIRWAYS LTD	C	23	0	0	61	9	17	13	0	0	26	53	25	19
	MONARCH AIRLINES	C	10	0	0	0	10	40	50	0	0	65	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	30	30	10	10	20	0	72	83	8	12
<b>TOTAL SKIATHOS</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>31</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>39</b>	<b>68</b>	<b>19</b>	<b>63</b>
THIRA (SANTORINI)	ASTRAEUS LTD	C	8	0	0	63	13	0	0	0	25	110	0	0	0
	EXCEL AIRWAYS LTD	C	9	0	0	78	22	0	0	0	0	9	44	87	16
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	0	38	13	0	0	40	88	7	8
<b>TOTAL THIRA (SANTORINI)</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>12</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>51</b>	<b>58</b>	<b>60</b>	<b>24</b>
VOLOS	ASTRAEUS LTD	C	10	0	0	30	30	0	20	0	20	98	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	3	60	14	10
<b>TOTAL VOLOS</b>			<b>20</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>50</b>	<b>65</b>	<b>17</b>	<b>20</b>
ZAKINTHOS	ASTRAEUS LTD	C	8	0	0	38	13	25	25	0	0	36	56	19	18
	BRITANNIA AIRWAYS AND THOMS	C	18	0	0	78	0	22	0	0	0	12	89	6	18

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)										
ZAKINTHOS	EXCEL AIRWAYS LTD	C	20	0	0	75	5	10	10	0	0	20	84	7	19
	FIRST CHOICE AIRWAYS LTD	C	36	0	0	69	14	8	8	0	0	15	84	8	32
	MONARCH AIRLINES	C	23	0	0	61	4	13	22	0	0	27	91	10	22
	MY TRAVEL AIRWAYS UK	C	10	0	0	80	10	10	0	0	9	44	31	16	16
	THOMAS COOK AIRLINES LTD	C	47	0	0	72	9	9	6	0	4	33	82	6	45
<b>TOTAL ZAKINTHOS</b>			<b>162</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>8</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>23</b>	<b>78</b>	<b>11</b>	<b>170</b>
<b>TOTAL GREECE</b>			<b>1616</b>	<b>9</b>	<b>4</b>	<b>62</b>	<b>13</b>	<b>13</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>30</b>	<b>77</b>	<b>15</b>	<b>1658</b>
<b>GRENADA</b>															
GRENADA	BRITISH AIRWAYS PLC	S	8	0	0	38	38	25	0	0	0	23	63	86	8
	EXCEL AIRWAYS LTD	C	4	0	0	50	0	0	50	0	0	56	0	65	7
	VIRGIN ATLANTIC AIRWAYS LTD	S	8	0	0	0	50	25	25	0	0	45	50	30	4
<b>TOTAL GRENADA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>35</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>37</b>	<b>66</b>	<b>19</b>
<b>TOTAL GRENADA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>35</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>37</b>	<b>66</b>	<b>19</b>
<b>HUNGARY</b>															
BUDAPEST	BRITISH AIRWAYS PLC	S	46	0	0	30	26	28	13	2	0	38	45	26	44
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	52	34	6	6	2	0	26	0	0	0
<b>TOTAL BUDAPEST</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>31</b>	<b>16</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>45</b>	<b>26</b>	<b>44</b>
<b>TOTAL HUNGARY</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>31</b>	<b>16</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>45</b>	<b>26</b>	<b>44</b>
<b>IRISH REPUBLIC</b>															
CONNAUGHT	EASYJET AIRLINE COMPANY LTD	S	62	0	0	63	21	15	2	0	0	15	0	0	0
	RYANAIR	S	62	0	0	79	13	5	3	0	0	9	0	0	0
<b>TOTAL CONNAUGHT</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>17</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CORK</b>															
CORK	EASYJET AIRLINE COMPANY LTD	S	124	0	0	52	21	16	11	0	0	22	0	0	0
<b>TOTAL CORK</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>21</b>	<b>16</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>21</b>	<b>44</b>	<b>63</b>
<b>DUBLIN</b>															
DUBLIN	BRITISH AIRWAYS PLC	S	226	0	0	59	19	15	6	0	0	19	63	16	230
	RYANAIR	S	310	0	0	69	15	13	3	0	0	13	72	13	372
<b>TOTAL DUBLIN</b>			<b>537</b>	<b>2</b>	<b>0</b>	<b>65</b>	<b>17</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>69</b>	<b>14</b>	<b>602</b>
<b>SHANNON</b>															
SHANNON	EASYJET AIRLINE COMPANY LTD	S	98	0	0	50	27	13	8	2	0	29	0	0	0
	RYANAIR	S	62	0	0	71	19	10	0	0	0	11	0	0	0
<b>TOTAL SHANNON</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>24</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>945</b>	<b>2</b>	<b>0</b>	<b>63</b>	<b>18</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>64</b>	<b>17</b>	<b>665</b>
<b>ISLE OF CURACAO NETH.ANTILLES</b>															
ARUBA	FIRST CHOICE AIRWAYS LTD	C	4	0	0	75	25	0	0	0	0	10	50	19	4
<b>TOTAL ARUBA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>50</b>	<b>19</b>	<b>4</b>
<b>TOTAL ISLE OF CURACAO NETH.ANTILLES</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>50</b>	<b>19</b>	<b>4</b>
<b>ISRAEL</b>															
TEL AVIV	EXCEL AIRWAYS LTD	C	11	0	0	55	27	18	0	0	0	15	67	18	12
<b>TOTAL TEL AVIV</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>27</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>62</b>	<b>18</b>	<b>71</b>
<b>TOTAL ISRAEL</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>27</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>62</b>	<b>18</b>	<b>71</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)											
ITALY															
ALGHERO/SASSARI	ASTRAEUS LTD	C	10	0	0	60	10	10	20	0	0	24	0	0	0
<b>TOTAL ALGHERO/SASSARI</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>80</b>	<b>8</b>	<b>10</b>
BARI (PALESE)	BRITISH AIRWAYS PLC	S	18	0	0	28	44	11	17	0	0	29	50	31	28
<b>TOTAL BARI (PALESE)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>44</b>	<b>11</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>50</b>	<b>31</b>	<b>28</b>
BOLOGNA	BRITISH AIRWAYS PLC	S	176	0	0	45	29	17	9	0	0	25	58	21	164
<b>TOTAL BOLOGNA</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>29</b>	<b>17</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>58</b>	<b>21</b>	<b>164</b>
BRESCIA/MONTICHIARI	ASTRAEUS LTD	C	10	0	0	20	20	40	20	0	0	54	0	0	0
	EXCEL AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	0	90	4	10
<b>TOTAL BRESCIA/MONTICHIARI</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>15</b>	<b>31</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>90</b>	<b>4</b>	<b>10</b>
CAGLIARI (ELMAS)	BRITISH AIRWAYS PLC	S	30	0	0	20	33	30	17	0	0	35	43	32	28
	EXCEL AIRWAYS LTD	C	10	0	0	30	30	20	20	0	0	33	0	0	0
	MERIDIANA AIR	S	61	0	0	25	28	26	18	3	0	44	48	30	60
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>101</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>30</b>	<b>27</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>40</b>	<b>47</b>	<b>30</b>	<b>88</b>
CATANIA (FONTANAROSSA)	BRITANNIA AIRWAYS AND THOMS	C	10	0	0	60	20	10	0	0	10	141	40	23	10
	BRITISH AIRWAYS PLC	S	46	0	0	28	46	22	4	0	0	26	31	25	36
	EXCEL AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	3	100	2	10
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>35</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>40</b>	<b>52</b>	<b>18</b>	<b>66</b>
FLORENCE	MERIDIANA AIR	S	86	0	3	34	22	26	16	2	0	41	42	40	118
<b>TOTAL FLORENCE</b>			<b>86</b>	<b>0</b>	<b>3</b>	<b>34</b>	<b>22</b>	<b>26</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>41</b>	<b>42</b>	<b>40</b>	<b>118</b>
MILAN (LINATE)	EASYJET AIRLINE COMPANY LTD	S	62	0	0	47	24	21	8	0	0	23	81	7	62
<b>TOTAL MILAN (LINATE)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>24</b>	<b>21</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>81</b>	<b>7</b>	<b>62</b>
NAPLES	BRITANNIA AIRWAYS AND THOMS	C	18	0	0	78	6	11	6	0	0	11	83	7	18
	BRITISH AIRWAYS PLC	S	185	1	1	32	36	23	8	0	0	27	64	17	204
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	50	20	30	0	0	0	21	60	20	10
	MONARCH AIRLINES	C	10	0	0	50	30	20	0	0	0	18	70	10	10
<b>TOTAL NAPLES</b>			<b>223</b>	<b>1</b>	<b>1</b>	<b>38</b>	<b>33</b>	<b>22</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>68</b>	<b>17</b>	<b>324</b>
OLBIA	ASTRAEUS LTD	C	9	0	0	11	11	0	44	0	33	426	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	47	32	15	6	0	0	23	0	0	0
	MERIDIANA AIR	S	18	0	0	61	17	11	11	0	0	24	61	32	18
<b>TOTAL OLBIA</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>27</b>	<b>12</b>	<b>11</b>	<b>0</b>	<b>3</b>	<b>64</b>	<b>57</b>	<b>32</b>	<b>28</b>
PISA	BRITANNIA AIRWAYS AND THOMS	C	10	0	0	70	20	10	0	0	0	12	60	27	10
	BRITISH AIRWAYS PLC	S	196	0	0	37	30	24	9	0	1	32	64	18	208
<b>TOTAL PISA</b>			<b>206</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>29</b>	<b>23</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>31</b>	<b>64</b>	<b>19</b>	<b>228</b>
RIMINI	EUROPEAN AIR CHARTER	C	8	0	0	50	13	0	0	13	25	137	0	0	0
<b>TOTAL RIMINI</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>25</b>	<b>137</b>	<b>100</b>	<b>3</b>	<b>8</b>
ROME (CIAMPINO)	EASYJET AIRLINE COMPANY LTD	S	124	0	0	41	23	20	13	3	0	37	0	0	0
<b>TOTAL ROME (CIAMPINO)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>23</b>	<b>20</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	122	0	0	39	28	23	11	0	0	29	57	22	63
<b>TOTAL ROME (FIUMICINO)</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>28</b>	<b>23</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>57</b>	<b>22</b>	<b>63</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)										
TURIN	BRITISH AIRWAYS PLC	S	62	0	0	45	32	18	5	0	0	22	52	20	62
<b>TOTAL TURIN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>32</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>52</b>	<b>20</b>	<b>62</b>
VENICE	BRITANNIA AIRWAYS AND THOMS	C	10	0	0	50	30	0	0	20	0	64	80	184	10
	BRITISH AIRWAYS PLC	S	186	0	0	47	22	20	12	0	0	27	51	27	196
	EASYJET AIRLINE COMPANY LTD	S	124	0	0	56	19	14	11	0	0	23	0	0	0
	MONARCH AIRLINES	C	10	0	0	20	10	30	40	0	0	55	63	21	8
<b>TOTAL VENICE</b>			<b>330</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>20</b>	<b>17</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>53</b>	<b>38</b>	<b>222</b>
VERONA VILAFRANCA	BRITANNIA AIRWAYS AND THOMS	C	18	0	0	67	22	11	0	0	0	15	78	9	18
	BRITISH AIRWAYS PLC	S	124	0	0	56	26	12	6	0	0	17	49	26	133
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	39	39	11	11	0	0	20	44	44	18
<b>TOTAL VERONA VILAFRANCA</b>			<b>160</b>	<b>1</b>	<b>0</b>	<b>55</b>	<b>27</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>51</b>	<b>26</b>	<b>169</b>
<b>TOTAL ITALY</b>			<b>1856</b>	<b>3</b>	<b>4</b>	<b>43</b>	<b>27</b>	<b>19</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>31</b>	<b>59</b>	<b>24</b>	<b>1749</b>
<b>JAMAICA</b>															
KINGSTON	BRITISH AIRWAYS PLC	S	26	0	0	31	31	23	15	0	0	31	63	75	27
<b>TOTAL KINGSTON</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>31</b>	<b>23</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>63</b>	<b>75</b>	<b>27</b>
MONTEGO BAY	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	63	25	13	0	0	0	16	100	3	8
	MY TRAVEL AIRWAYS UK	C	9	0	0	11	0	22	44	22	0	120	50	27	8
<b>TOTAL MONTEGO BAY</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>12</b>	<b>18</b>	<b>24</b>	<b>12</b>	<b>0</b>	<b>71</b>	<b>75</b>	<b>15</b>	<b>16</b>
<b>TOTAL JAMAICA</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>23</b>	<b>21</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>47</b>	<b>67</b>	<b>53</b>	<b>43</b>
<b>KENYA</b>															
MOMBASA	AFRICAN SAFARI AIRWAYS-ASA	C	16	0	0	75	6	19	0	0	0	11	100	2	10
	MONARCH AIRLINES	C	8	0	0	38	0	13	25	13	13	151	0	0	0
<b>TOTAL MOMBASA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>4</b>	<b>17</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>58</b>	<b>100</b>	<b>2</b>	<b>10</b>
<b>TOTAL KENYA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>4</b>	<b>17</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>58</b>	<b>100</b>	<b>2</b>	<b>10</b>
<b>LIBYA</b>															
TRIPOLI	AFRIQYAH AIRWAYS	S	36	0	0	17	19	42	22	0	0	45	0	0	0
<b>TOTAL TRIPOLI</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>19</b>	<b>42</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL LIBYA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>19</b>	<b>42</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>LITHUANIA</b>															
VILNIUS	AIR BALTIC CORPORATION SIA	S	62	0	0	66	26	8	0	0	0	12	0	0	0
	BRITISH AIRWAYS PLC	S	46	0	0	50	26	13	11	0	0	26	0	0	0
	LITHUANIAN AIRLINES	S	123	0	1	80	13	6	1	0	0	10	82	10	106
<b>TOTAL VILNIUS</b>			<b>231</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>19</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>82</b>	<b>10</b>	<b>106</b>
<b>TOTAL LITHUANIA</b>			<b>231</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>19</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>82</b>	<b>10</b>	<b>106</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	BRITISH AIRWAYS PLC	S	94	0	0	79	18	3	0	0	0	9	71	11	96
<b>TOTAL LUXEMBOURG</b>			<b>94</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>9</b>	<b>71</b>	<b>11</b>	<b>96</b>
<b>TOTAL LUXEMBOURG</b>			<b>94</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>9</b>	<b>71</b>	<b>11</b>	<b>96</b>



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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>MALDIVE ISLANDS</b>															
MALE INTERNATIONAL	MONARCH AIRLINES	C	26	0	0	69	15	15	0	0	0	13	42	43	24
TOTAL MALE INTERNATIONAL			26	0	0	69	15	15	0	0	0	13	42	43	24
TOTAL MALDIVE ISLANDS			26	0	0	69	15	15	0	0	0	13	42	43	24
<b>MALTA</b>															
MALTA	AIR MALTA	S	112	0	1	59	12	19	9	0	2	28	81	9	107
	AIR MALTA	C	3	0	0	0	0	33	67	0	0	96	0	0	0
	ASTRAEUS LTD	C	2	0	0	0	0	0	100	0	0	75	50	17	4
	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	100	0	0	0	0	0	3	88	9	8
	EXCEL AIRWAYS LTD	C	12	0	0	83	17	0	0	0	0	6	60	23	5
	FIRST CHOICE AIRWAYS LTD	C	13	0	0	69	23	8	0	0	0	10	78	12	18
	GB AIRWAYS LTD	S	112	0	2	68	17	10	3	3	0	19	58	23	90
	THOMAS COOK AIRLINES LTD	C	18	0	0	56	17	11	17	0	0	34	100	0	11
TOTAL MALTA			280	0	4	64	14	13	7	1	1	23	71	16	295
TOTAL MALTA			280	0	4	64	14	13	7	1	1	23	71	16	295
<b>MEXICO</b>															
CANCUN	BRITANNIA AIRWAYS AND THOMS	C	15	2	0	60	27	7	7	0	0	17	56	20	18
	FIRST CHOICE AIRWAYS LTD	C	7	0	0	43	29	14	14	0	0	23	75	84	8
	MONARCH AIRLINES	C	9	0	0	22	11	11	33	22	0	100	0	0	0
	MY TRAVEL AIRWAYS UK	C	19	0	0	47	37	11	5	0	0	20	39	66	18
	THOMAS COOK AIRLINES LTD	C	8	0	0	38	13	13	0	0	38	513	100	2	8
TOTAL CANCUN			58	2	0	45	26	10	10	3	5	100	60	43	52
TOTAL MEXICO			58	2	0	45	26	10	10	3	5	100	60	43	52
<b>MOROCCO</b>															
AGADIR	MY TRAVEL AIRWAYS UK	C	10	0	0	90	10	0	0	0	0	5	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	0	0	0	0	20	90	0	0	0
TOTAL AGADIR			20	0	0	85	5	0	0	0	10	48	44	41	18
TOTAL MOROCCO			20	0	0	85	5	0	0	0	10	48	46	48	26
<b>NAMIBIA</b>															
WINDHOEK	AIR NAMIBIA	S	27	0	1	37	22	33	7	0	0	28	0	0	0
TOTAL WINDHOEK			27	0	1	37	22	33	7	0	0	28	0	0	0
TOTAL NAMIBIA			27	0	1	37	22	33	7	0	0	28	0	0	0
<b>NETHERLANDS</b>															
AMSTERDAM	BRITISH AIRWAYS PLC	S	314	0	0	74	14	9	4	0	0	12	74	11	324
	EASYJET AIRLINE COMPANY LTD	S	212	0	0	64	21	11	4	0	0	15	67	14	220
TOTAL AMSTERDAM			526	0	0	70	17	10	4	0	0	14	72	13	544
TOTAL NETHERLANDS			526	0	0	70	17	10	4	0	0	14	72	13	544
<b>NIGERIA</b>															
PORT HARCOURT	VIRGIN ATLANTIC AIRWAYS LTD	S	27	0	0	89	4	7	0	0	0	6	53	13	17

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			Actual (7)	Plan (8)											
TOTAL PORT HARCOURT			27	0	0	89	4	7	0	0	0	6	53	13	17
TOTAL NIGERIA			27	0	0	89	4	7	0	0	0	6	53	13	17
NORWAY															
BERGEN	ASTRAEUS LTD	C	10	0	0	20	30	10	30	10	0	68	30	40	10
	BRAATHENS ASA	S	62	0	0	65	23	13	0	0	0	15	81	11	62
TOTAL BERGEN			72	0	0	58	24	13	4	1	0	22	74	15	72
TOTAL NORWAY			72	0	0	58	24	13	4	1	0	22	79	12	107
POLAND															
KRAKOW	BRITISH AIRWAYS PLC	S	62	0	0	24	31	35	10	0	0	35	64	15	44
	LOT-POLISH AIRLINES	S	52	0	0	13	23	40	23	0	0	49	68	13	62
TOTAL KRAKOW			114	0	0	19	27	38	16	0	0	42	66	14	106
WARSAW	LOT-POLISH AIRLINES	S	52	0	0	27	25	21	27	0	0	44	0	0	0
TOTAL WARSAW			52	0	0	27	25	21	27	0	0	44	0	0	0
TOTAL POLAND			166	0	0	22	27	33	19	0	0	42	66	14	106
PORTUGAL(EXCLUDING MADEIRA)															
AZORES PONTA DELGADA	SATA	S	8	0	0	38	38	13	13	0	0	27	0	0	0
TOTAL AZORES PONTA DELGADA			8	0	0	38	38	13	13	0	0	27	0	0	0
FARO	BRITANNIA AIRWAYS AND THOMS	C	18	0	0	72	11	6	11	0	0	16	78	8	18
	EASYJET AIRLINE COMPANY LTD	S	82	0	0	55	26	13	2	2	1	25	72	13	72
	EXCEL AIRWAYS LTD	C	28	0	0	61	11	21	7	0	0	22	80	14	25
	FIRST CHOICE AIRWAYS LTD	C	46	0	0	76	22	2	0	0	0	10	67	18	61
	FLYJET LTD	C	4	0	0	0	50	25	25	0	0	42	60	35	10
	GB AIRWAYS LTD	S	186	0	0	55	25	16	4	0	0	18	74	14	196
	MONARCH AIRLINES	S	70	0	0	63	11	13	13	0	0	23	69	22	62
	MONARCH AIRLINES	C	22	0	0	68	27	5	0	0	0	10	71	46	28
	THOMAS COOK AIRLINES LTD	C	31	0	0	42	3	19	23	10	3	78	79	11	48
TOTAL FARO			487	0	0	59	20	14	6	1	0	23	73	17	573
LISBON	AIR PORTUGAL	S	124	0	0	52	27	19	2	1	0	20	68	15	124
	MONARCH AIRLINES	S	62	0	0	74	15	5	2	5	0	21	0	0	0
TOTAL LISBON			186	1	0	59	23	14	2	2	0	21	60	19	197
OPORTO (PORTUGAL)	GB AIRWAYS LTD	S	62	0	0	31	29	24	6	6	3	59	58	22	62
TOTAL OPORTO (PORTUGAL)			63	0	0	32	29	24	6	6	3	58	57	22	63
TOTAL PORTUGAL(EXCLUDING MADEIRA)			744	1	0	56	22	15	5	2	1	25	69	18	833
PORTUGAL(MADEIRA)															
FUNCHAL	AIR PORTUGAL	S	44	0	0	73	7	14	7	0	0	15	68	13	28
	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	75	0	0	0	25	0	51	88	12	8
	EXCEL AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	11	75	10	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	38	0	0	0	0	10	88	5	8
	GB AIRWAYS LTD	S	26	0	0	50	27	19	4	0	0	21	54	52	26
	THOMAS COOK AIRLINES LTD	C	8	0	0	25	25	25	0	25	0	86	75	12	8
TOTAL FUNCHAL			102	0	0	63	16	14	4	4	0	24	69	24	86

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

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				Actual (7)	Plan (8)										
TOTAL PORTUGAL(MADEIRA)			102	0	0	63	16	14	4	4	0	24	69	24	86
QATAR															
DOHA	QATAR AIRWAYS	S	61	1	1	67	26	7	0	0	0	11	0	0	0
TOTAL DOHA			61	1	1	67	26	7	0	0	0	11	0	0	0
TOTAL QATAR			61	1	1	67	26	7	0	0	0	11	0	0	0
REPUBLIC OF SOUTH AFRICA															
JOHANNESBURG	NATIONWIDE AIR	S	24	0	2	63	21	13	4	0	0	15	82	9	28
TOTAL JOHANNESBURG			24	0	2	63	21	13	4	0	0	15	82	9	28
TOTAL REPUBLIC OF SOUTH AFRICA			24	0	2	63	21	13	4	0	0	15	82	9	28
RUMANIA															
BUCHAREST (OTOPENI)	BRITISH AIRWAYS PLC	S	27	0	0	85	7	4	4	0	0	8	0	0	0
TOTAL BUCHAREST (OTOPENI)			27	0	0	85	7	4	4	0	0	8	0	0	0
TOTAL RUMANIA			27	0	0	85	7	4	4	0	0	8	0	0	0
RUSSIA															
MOSCOW (DOMODEDOVO)	TRANSAERO AIRLINES	S	60	0	10	43	28	20	8	0	0	26	37	69	62
TOTAL MOSCOW (DOMODEDOVO)			60	0	10	43	28	20	8	0	0	26	37	69	62
ST PETERSBURG	PULKOVO AVIATION ENTERPRISE	S	20	0	0	30	25	25	20	0	0	38	44	20	16
TOTAL ST PETERSBURG			20	0	0	30	25	25	20	0	0	38	37	30	19
TOTAL RUSSIA			80	0	10	40	28	21	11	0	0	29	37	60	81
SAINT KITTS AND NEVIS															
ST KITTS	EXCEL AIRWAYS LTD	C	5	0	0	0	40	40	20	0	0	42	20	33	5
TOTAL ST KITTS			5	0	0	0	40	40	20	0	0	42	20	33	5
TOTAL SAINT KITTS AND NEVIS			5	0	0	0	40	40	20	0	0	42	20	33	5
SIERRA LEONE															
FREETOWN	ASTRAEUS LTD	S	18	0	0	33	6	22	17	11	11	120	50	27	18
TOTAL FREETOWN			18	0	0	33	6	22	17	11	11	120	45	29	20
TOTAL SIERRA LEONE			18	0	0	33	6	22	17	11	11	120	45	29	20
SLOVENIA															
LJUBLJANA	ADRIA AIRWAYS	S	62	0	0	55	23	11	11	0	0	22	73	19	62
TOTAL LJUBLJANA			62	0	0	55	23	11	11	0	0	22	73	19	62
TOTAL SLOVENIA			62	0	0	55	23	11	11	0	0	22	73	19	62
SPAIN															
ALICANTE	ASTRAEUS LTD	C	2	0	0	0	0	0	50	50	0	161	29	183	14
	BRITANNIA AIRWAYS AND THOMS	C	18	0	0	94	6	0	0	0	0	7	80	11	40
	BRITISH AIRWAYS PLC	C	6	0	0	67	0	17	17	0	0	23	0	142	5
	EASYJET AIRLINE COMPANY LTD	S	186	1	1	65	17	11	7	0	0	17	70	21	132
	EXCEL AIRWAYS LTD	C	48	1	0	81	4	8	6	0	0	13	89	4	38

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			Actual (7)	Plan (8)											
ALICANTE	FIRST CHOICE AIRWAYS LTD	C	31	0	0	77	16	6	0	0	0	11	66	22	29
	GB AIRWAYS LTD	S	152	0	0	47	32	7	11	4	0	35	59	38	123
	MONARCH AIRLINES	S	123	0	8	75	15	5	2	2	0	15	71	25	124
	MONARCH AIRLINES	C	27	0	0	67	7	15	7	0	4	30	46	31	28
	THOMAS COOK AIRLINES LTD	C	10	0	0	20	20	40	20	0	0	50	95	1	19
<b>TOTAL ALICANTE</b>			<b>604</b>	<b>2</b>	<b>9</b>	<b>64</b>	<b>18</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>68</b>	<b>29</b>	<b>560</b>
ALMERIA	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	75	25	0	0	0	7	90	4	10	
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	76	19	5	0	0	10	0	0	0	
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	38	0	0	0	11	60	39	10	
	GB AIRWAYS LTD	S	36	0	0	58	36	0	6	0	16	75	30	36	
	MONARCH AIRLINES	C	8	0	0	63	38	0	0	0	13	80	7	10	
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	50	0	0	0	16	0	0	0	
<b>TOTAL ALMERIA</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>28</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>23</b>	<b>89</b>	
BARCELONA	BRITISH AIRWAYS PLC	S	186	0	0	48	27	11	13	1	0	28	66	17	186
	EASYJET AIRLINE COMPANY LTD	S	248	0	0	46	31	17	6	0	0	22	59	20	237
<b>TOTAL BARCELONA</b>			<b>434</b>	<b>1</b>	<b>0</b>	<b>47</b>	<b>29</b>	<b>15</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>62</b>	<b>19</b>	<b>423</b>
GERONA	BRITANNIA AIRWAYS AND THOMS	C	18	0	0	94	6	0	0	0	5	94	5	18	
	MY TRAVEL AIRWAYS UK	C	9	0	0	89	11	0	0	0	3	80	35	10	
<b>TOTAL GERONA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>89</b>	<b>19</b>	<b>46</b>	
GRANADA	MONARCH AIRLINES	S	61	0	2	84	2	13	2	0	9	0	0	0	
<b>TOTAL GRANADA</b>			<b>61</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>2</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	
IBIZA	BRITANNIA AIRWAYS AND THOMS	C	48	0	0	69	10	19	2	0	14	88	9	57	
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	77	6	5	11	0	14	61	28	62	
	FIRST CHOICE AIRWAYS LTD	C	31	0	0	81	6	6	6	0	14	81	9	32	
	GB AIRWAYS LTD	S	45	0	0	42	13	13	22	9	0	52	54	35	46
	MONARCH AIRLINES	C	10	0	0	80	0	0	0	20	0	58	67	27	3
	MY TRAVEL AIRWAYS UK	C	18	0	0	61	11	17	11	0	0	24	67	25	27
	THOMAS COOK AIRLINES LTD	C	42	1	0	64	5	7	10	12	2	62	76	14	33
<b>TOTAL IBIZA</b>			<b>256</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>8</b>	<b>10</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>31</b>	<b>71</b>	<b>22</b>	<b>268</b>
MADRID	AEROLINEAS ARGENTINAS	S	33	2	0	21	15	12	42	9	0	71	31	33	26
	BRITISH AIRWAYS PLC	S	185	0	1	37	26	21	16	0	0	31	56	18	186
	EASYJET AIRLINE COMPANY LTD	S	114	0	2	53	26	16	5	0	0	19	40	30	62
<b>TOTAL MADRID</b>			<b>332</b>	<b>2</b>	<b>3</b>	<b>41</b>	<b>25</b>	<b>18</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>31</b>	<b>52</b>	<b>21</b>	<b>292</b>
MAHON	AIR NOSTRUM	S	26	0	0	54	31	12	0	4	0	24	0	0	0
	BRITANNIA AIRWAYS AND THOMS	C	36	0	0	81	19	0	0	0	7	91	5	46	
	EASYJET AIRLINE COMPANY LTD	S	10	0	0	50	20	20	10	0	0	20	0	0	
	EXCEL AIRWAYS LTD	C	22	0	0	91	5	5	0	0	0	5	88	5	26
	FIRST CHOICE AIRWAYS LTD	C	67	0	0	76	13	9	1	0	0	10	76	18	68
	FLYJET LTD	C	10	0	0	20	10	20	50	0	0	63	0	0	
	GB AIRWAYS LTD	S	26	0	0	58	27	8	8	0	0	21	69	15	26
	MONARCH AIRLINES	C	20	0	0	75	0	10	5	10	0	37	88	9	40
	MY TRAVEL AIRWAYS UK	C	20	0	0	90	10	0	0	0	0	5	70	26	20
	THOMAS COOK AIRLINES LTD	C	30	0	0	83	3	13	0	0	0	8	95	13	38
	<b>TOTAL MAHON</b>			<b>267</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>83</b>	<b>13</b>
MALAGA	ASTRAEUS LTD	C	6	0	0	50	17	0	33	0	0	33	46	50	13

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)											
MALAGA	BRITANNIA AIRWAYS AND THOMS	C	38	0	0	79	0	0	5	13	3	62	87	20	70
	EASYJET AIRLINE COMPANY LTD	S	153	0	0	56	21	14	9	0	0	21	88	9	151
	EXCEL AIRWAYS LTD	C	61	0	0	56	21	8	15	0	0	21	68	15	47
	FIRST CHOICE AIRWAYS LTD	C	39	0	0	64	26	8	3	0	0	14	57	45	30
	FLYJET LTD	C	6	0	0	100	0	0	0	0	0	2	50	15	4
	FUTURA AIRLINES	C	3	0	0	0	0	67	33	0	0	50	55	46	11
	GB AIRWAYS LTD	S	248	0	0	57	25	10	6	2	0	25	73	18	247
	MONARCH AIRLINES	C	14	0	0	43	21	21	14	0	0	26	40	32	47
	MONARCH AIRLINES	S	124	0	0	59	24	9	5	3	0	28	61	26	124
	SPANAIR	C	8	0	0	0	50	38	13	0	0	43	0	0	0
THOMAS COOK AIRLINES LTD	C	10	0	0	80	0	0	0	0	20	86	91	4	33	
<b>TOTAL MALAGA</b>			<b>710</b>	<b>1</b>	<b>0</b>	<b>58</b>	<b>22</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>72</b>	<b>20</b>	<b>787</b>
MURCIA SAN JAVIER	ASTRAEUS LTD	C	8	0	0	13	0	25	63	0	0	78	40	42	10
	EXCEL AIRWAYS LTD	C	10	0	0	100	0	0	0	0	3	0	0	0	
	GB AIRWAYS LTD	S	62	0	0	45	24	19	11	0	0	29	70	20	54
<b>TOTAL MURCIA SAN JAVIER</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>19</b>	<b>18</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>66</b>	<b>23</b>	<b>64</b>
PALMA DE MALLORCA	BRITANNIA AIRWAYS AND THOMS	C	110	0	0	73	12	9	5	2	0	21	82	13	120
	EASYJET AIRLINE COMPANY LTD	S	124	0	0	67	17	11	5	0	0	16	73	19	124
	EXCEL AIRWAYS LTD	C	29	0	0	41	14	10	7	17	10	111	78	8	32
	FIRST CHOICE AIRWAYS LTD	C	109	0	0	71	14	6	8	1	0	18	71	17	119
	GB AIRWAYS LTD	S	72	0	0	49	31	8	10	3	0	30	64	31	72
	MONARCH AIRLINES	C	33	0	0	70	15	15	0	0	0	13	54	30	37
	MY TRAVEL AIRWAYS UK	C	36	0	0	67	11	3	14	6	0	33	68	28	47
	SPANAIR	C	5	0	0	20	0	60	20	0	0	45	0	0	0
	THOMAS COOK AIRLINES LTD	C	61	0	0	66	13	7	11	0	3	39	73	31	66
	VOLAR AIRLINES	C	10	0	0	20	60	0	0	20	0	62	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>590</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>17</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>28</b>	<b>72</b>	<b>20</b>	<b>661</b>
REUS	ASTRAEUS LTD	C	2	0	0	50	50	0	0	0	0	12	0	0	0
	BRITANNIA AIRWAYS AND THOMS	C	18	0	0	89	11	0	0	0	0	5	78	11	18
	FIRST CHOICE AIRWAYS LTD	C	36	0	0	81	11	3	6	0	0	13	69	14	26
	MONARCH AIRLINES	C	6	0	0	83	0	17	0	0	0	8	100	0	6
	MY TRAVEL AIRWAYS UK	C	10	0	0	40	0	10	50	0	0	58	75	68	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	13	0	13	13	0	34	75	12	8
<b>TOTAL REUS</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>10</b>	<b>4</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>76</b>	<b>18</b>	<b>66</b>
SEVILLE	GB AIRWAYS LTD	S	52	0	0	77	12	8	4	0	14	83	18	52	
<b>TOTAL SEVILLE</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>14</b>	<b>83</b>	<b>18</b>	<b>52</b>	
VALENCIA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	63	18	15	5	0	0	17	0	0	0
	GB AIRWAYS LTD	S	62	0	0	27	32	11	23	5	2	67	47	40	62
<b>TOTAL VALENCIA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>25</b>	<b>13</b>	<b>14</b>	<b>2</b>	<b>1</b>	<b>42</b>	<b>47</b>	<b>40</b>	<b>62</b>
<b>TOTAL SPAIN</b>			<b>3747</b>	<b>7</b>	<b>14</b>	<b>60</b>	<b>20</b>	<b>11</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>70</b>	<b>21</b>	<b>3740</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	BRITANNIA AIRWAYS AND THOMS	C	27	0	0	74	26	0	0	0	0	9	85	12	26
	EXCEL AIRWAYS LTD	C	19	0	0	37	16	21	26	0	0	38	77	15	13
	FIRST CHOICE AIRWAYS LTD	C	32	0	0	63	16	13	9	0	0	20	37	28	38
	FLYJET LTD	C	4	0	0	100	0	0	0	0	0	2	0	0	0

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
ARRECIFE	GB AIRWAYS LTD	S	17	0	0	47	29	18	6	0	0	21	22	74	18
	MONARCH AIRLINES	C	19	0	0	58	37	0	5	0	0	20	26	56	23
	MY TRAVEL AIRWAYS UK	C	9	0	0	100	0	0	0	0	1	0	86	10	20
	THOMAS COOK AIRLINES LTD	C	20	0	0	85	5	0	5	5	0	28	85	15	20
<b>TOTAL ARRECIFE</b>			<b>147</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>19</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>49</b>	<b>37</b>	<b>150</b>
FUERTEVENTURA	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	75	25	0	0	0	0	6	100	1	8
	EXCEL AIRWAYS LTD	C	8	0	0	75	0	0	25	0	0	18	100	0	8
	FIRST CHOICE AIRWAYS LTD	C	17	0	0	88	6	6	0	0	0	8	63	26	19
	MONARCH AIRLINES	C	9	0	0	100	0	0	0	0	0	5	100	2	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	10	20	0	0	0	12	47	41	17
	THOMAS COOK AIRLINES LTD	C	18	0	0	44	17	11	17	0	11	128	70	35	20
<b>TOTAL FUERTEVENTURA</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>10</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>40</b>	<b>75</b>	<b>22</b>	<b>88</b>
LAS PALMAS	AIR EUROPA	C	4	0	0	75	25	0	0	0	0	10	0	0	0
	BRITANNIA AIRWAYS AND THOMS	C	27	0	0	74	7	11	0	7	0	24	83	10	35
	EXCEL AIRWAYS LTD	C	8	0	0	50	13	13	0	0	25	113	88	7	8
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	83	11	0	6	0	0	10	47	26	17
	GB AIRWAYS LTD	S	26	0	0	38	23	27	12	0	0	33	56	51	18
	MONARCH AIRLINES	C	8	0	0	50	25	25	0	0	0	17	75	10	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	80	0	0	0	20	0	39	47	51	17
	THOMAS COOK AIRLINES LTD	C	18	0	0	56	0	0	33	0	11	86	65	13	17
<b>TOTAL LAS PALMAS</b>			<b>119</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>12</b>	<b>11</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>39</b>	<b>63</b>	<b>29</b>	<b>137</b>
TENERIFE (SURREINA SOFIA)	ASTRAEUS LTD	C	11	0	0	45	0	18	18	0	18	188	60	72	10
	BRITANNIA AIRWAYS AND THOMS	C	37	0	0	89	5	5	0	0	0	6	86	9	36
	EXCEL AIRWAYS LTD	C	29	0	0	48	34	10	7	0	0	24	85	14	39
	FIRST CHOICE AIRWAYS LTD	C	32	0	0	56	22	13	9	0	0	23	73	15	41
	FLYJET LTD	C	17	0	0	35	6	6	24	18	12	113	29	56	14
	FUTURA AIRLINES	C	4	0	0	75	25	0	0	0	0	9	100	0	2
	GB AIRWAYS LTD	S	52	0	0	44	19	31	6	0	0	23	38	31	26
	MONARCH AIRLINES	C	18	0	0	56	11	28	6	0	0	21	90	24	21
	MY TRAVEL AIRWAYS UK	C	18	0	0	72	6	11	11	0	0	23	78	36	18
	THOMAS COOK AIRLINES LTD	C	28	0	0	43	18	11	21	7	0	57	83	6	36
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>246</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>16</b>	<b>15</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>38</b>	<b>74</b>	<b>21</b>	<b>243</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>583</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>15</b>	<b>11</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>34</b>	<b>65</b>	<b>27</b>	<b>618</b>
<b>ST LUCIA</b>															
ST LUCIA (HEWANORRA)	BRITISH AIRWAYS PLC	S	17	0	0	65	24	6	6	0	0	19	94	5	17
	VIRGIN ATLANTIC AIRWAYS LTD	S	27	0	0	67	19	11	4	0	0	15	65	16	26
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>20</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>77</b>	<b>12</b>	<b>43</b>
<b>TOTAL ST LUCIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>20</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>77</b>	<b>12</b>	<b>43</b>
<b>SWITZERLAND</b>															
GENEVA	BRITISH AIRWAYS PLC	S	156	0	0	76	10	7	7	0	0	14	79	9	159
	EASYJET SWITZERLAND	S	186	0	0	72	15	7	5	1	1	18	70	16	186
<b>TOTAL GENEVA</b>			<b>342</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>74</b>	<b>13</b>	<b>345</b>
ZURICH	BRITISH AIRWAYS PLC	S	124	0	0	52	22	19	7	0	0	23	0	0	0
<b>TOTAL ZURICH</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>22</b>	<b>19</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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 SWITZERLAND</b>			<b>466</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>15</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>74</b>	<b>13</b>	<b>345</b>
<b>TRINIDAD AND TOBAGO</b>															
<b>TOBAGO</b>	BRITISH AIRWAYS PLC	S	19	0	0	53	42	0	0	5	0	30	84	11	19
	EXCEL AIRWAYS LTD	C	19	0	0	16	21	26	37	0	0	44	31	86	13
<b>TOTAL TOBAGO</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>32</b>	<b>13</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>37</b>	<b>64</b>	<b>38</b>	<b>36</b>
<b>TOTAL TRINIDAD AND TOBAGO</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>32</b>	<b>13</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>37</b>	<b>64</b>	<b>38</b>	<b>36</b>
<b>TUNISIA</b>															
<b>MONASTIR</b>	BRITANNIA AIRWAYS AND THOMS	C	18	0	0	67	17	6	0	0	11	54	94	2	16
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	70	30	0	0	0	0	12	75	27	8
	MY TRAVEL AIRWAYS UK	C	18	0	0	83	17	0	0	0	0	8	75	67	8
	NOUVELAIR TUNISIE	S	8	0	2	13	38	38	13	0	0	36	63	43	8
	NOUVELAIR TUNISIE	C	3	0	0	100	0	0	0	0	0	3	25	28	8
	THOMAS COOK AIRLINES LTD	C	17	0	0	47	6	0	41	6	0	58	64	48	11
<b>TOTAL MONASTIR</b>			<b>74</b>	<b>0</b>	<b>2</b>	<b>62</b>	<b>18</b>	<b>5</b>	<b>11</b>	<b>1</b>	<b>3</b>	<b>34</b>	<b>69</b>	<b>32</b>	<b>59</b>
<b>TUNIS</b>	FLYJET LTD	C	3	0	0	0	0	0	100	0	0	74	0	0	0
	GB AIRWAYS LTD	S	34	0	2	38	35	26	0	0	0	21	35	25	34
<b>TOTAL TUNIS</b>			<b>37</b>	<b>0</b>	<b>2</b>	<b>35</b>	<b>32</b>	<b>24</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>35</b>	<b>25</b>	<b>34</b>
<b>TOTAL TUNISIA</b>			<b>111</b>	<b>0</b>	<b>4</b>	<b>53</b>	<b>23</b>	<b>12</b>	<b>10</b>	<b>1</b>	<b>2</b>	<b>31</b>	<b>60</b>	<b>27</b>	<b>101</b>
<b>TURKEY</b>															
<b>ANTALYA</b>	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	63	25	0	13	0	0	27	0	0	0
	EXCEL AIRWAYS LTD	C	10	0	0	60	10	20	10	0	0	23	56	20	9
	FIRST CHOICE AIRWAYS LTD	C	21	0	0	62	19	10	10	0	0	21	50	29	18
	KIBRIS TURKISH AIRLINES - KTHY	S	13	0	0	38	8	23	31	0	0	35	70	12	10
	MONARCH AIRLINES	C	9	0	0	78	22	0	0	0	0	6	33	64	3
	THOMAS COOK AIRLINES LTD	C	39	0	0	33	8	23	21	15	0	74	52	73	29
<b>TOTAL ANTALYA</b>			<b>100</b>	<b>2</b>	<b>0</b>	<b>49</b>	<b>13</b>	<b>16</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>43</b>	<b>56</b>	<b>42</b>	<b>77</b>
<b>BODRUM (MILAS)</b>	ASTRAEUS LTD	C	10	0	0	30	10	0	50	10	0	88	0	0	0
	BRITANNIA AIRWAYS AND THOMS	C	9	0	0	11	0	44	44	0	0	78	100	2	8
	EXCEL AIRWAYS LTD	C	22	0	0	45	5	9	41	0	0	56	100	3	8
	FIRST CHOICE AIRWAYS LTD	C	45	0	0	67	27	2	4	0	0	12	84	8	32
	MONARCH AIRLINES	C	9	0	0	33	33	33	0	0	0	22	94	4	16
	MY TRAVEL AIRWAYS UK	C	7	1	0	86	0	14	0	0	0	9	75	19	8
	ONUR AIR	C	7	0	0	43	0	57	0	0	0	26	100	0	1
	THOMAS COOK AIRLINES LTD	C	26	0	0	27	4	15	38	12	4	125	76	11	21
<b>TOTAL BODRUM (MILAS)</b>			<b>135</b>	<b>1</b>	<b>0</b>	<b>47</b>	<b>13</b>	<b>14</b>	<b>22</b>	<b>3</b>	<b>1</b>	<b>52</b>	<b>86</b>	<b>8</b>	<b>94</b>
<b>DALAMAN</b>	AIR ATLANTA EUROPE LTD	C	2	0	0	0	0	0	100	0	0	145	50	21	2
	BRITANNIA AIRWAYS AND THOMS	C	27	0	0	89	7	4	0	0	0	5	89	18	18
	EXCEL AIRWAYS LTD	C	57	0	0	56	26	12	4	2	0	23	71	27	52
	FIRST CHOICE AIRWAYS LTD	C	69	0	0	78	14	4	3	0	0	10	77	11	48
	KIBRIS TURKISH AIRLINES - KTHY	S	11	0	0	73	9	0	18	0	0	26	100	1	10
	MONARCH AIRLINES	C	48	0	0	52	8	23	17	0	0	30	76	10	29
	MY TRAVEL AIRWAYS UK	C	18	0	0	50	22	6	11	0	11	67	73	31	26
	ONUR AIR	C	15	0	0	20	7	27	40	7	0	70	20	160	10
	PEGASUS AIRLINES	C	11	0	0	36	18	0	45	0	0	67	100	0	3

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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	THOMAS COOK AIRLINES LTD	C	44	0	0	41	14	16	27	2	0	48	82	12	50
<b>TOTAL DALAMAN</b>			<b>302</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>15</b>	<b>11</b>	<b>14</b>	<b>1</b>	<b>1</b>	<b>31</b>	<b>76</b>	<b>23</b>	<b>252</b>
IZMIR (ADNAM MENDERES)	EXCEL AIRWAYS LTD	C	3	0	0	33	0	67	0	0	0	22	0	0	0
	THOMAS COOK AIRLINES LTD	C	17	0	0	76	0	0	24	0	0	28	69	11	13
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>0</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>69</b>	<b>11</b>	<b>13</b>
<b>TOTAL TURKEY</b>			<b>557</b>	<b>3</b>	<b>0</b>	<b>54</b>	<b>14</b>	<b>13</b>	<b>16</b>	<b>2</b>	<b>1</b>	<b>38</b>	<b>74</b>	<b>23</b>	<b>441</b>
<b>UKRAINE</b>															
KIEV (BORISPOL)	UKRAINE INTERNATIONAL AIRLIN	S	62	0	0	71	18	8	3	0	0	14	58	20	62
<b>TOTAL KIEV (BORISPOL)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>58</b>	<b>20</b>	<b>62</b>
<b>TOTAL UKRAINE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>58</b>	<b>20</b>	<b>62</b>
<b>UNITED ARAB EMIRATES</b>															
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	62	0	0	76	11	3	10	0	0	16	0	0	0
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>3</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
DUBAI	EMIRATES	S	186	0	0	76	15	7	2	0	0	10	70	12	187
<b>TOTAL DUBAI</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>70</b>	<b>12</b>	<b>187</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>70</b>	<b>12</b>	<b>187</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BRITISH AIRWAYS PLC	S	186	0	0	52	25	15	9	0	0	21	70	13	232
<b>TOTAL ABERDEEN</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>25</b>	<b>15</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>70</b>	<b>13</b>	<b>232</b>
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	217	0	1	61	18	12	7	1	0	23	75	14	220
<b>TOTAL BELFAST CITY</b>			<b>217</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>18</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>75</b>	<b>14</b>	<b>220</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	238	0	0	56	21	15	8	0	0	21	70	18	238
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>238</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>21</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>69</b>	<b>18</b>	<b>239</b>
EDINBURGH	BRITISH AIRWAYS PLC	S	359	0	1	46	17	23	14	0	0	29	70	14	362
	EASYJET AIRLINE COMPANY LTD	S	238	0	0	52	24	17	7	0	0	21	57	22	238
<b>TOTAL EDINBURGH</b>			<b>597</b>	<b>2</b>	<b>1</b>	<b>48</b>	<b>20</b>	<b>21</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>65</b>	<b>17</b>	<b>600</b>
GLASGOW	BRITISH AIRWAYS PLC	S	347	0	0	50	22	20	8	0	0	25	72	14	354
	THOMAS COOK AIRLINES LTD	C	5	1	0	60	0	0	40	0	0	32	0	0	0
<b>TOTAL GLASGOW</b>			<b>353</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>21</b>	<b>20</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>72</b>	<b>17</b>	<b>355</b>
GUERNSEY	AURIGNY AIR SERVICES	S	242	0	6	72	9	7	11	1	0	21	55	22	244
	FLYBE.BRITISH EUROPEAN	S	279	0	11	83	8	3	5	0	1	16	90	8	246
<b>TOTAL GUERNSEY</b>			<b>521</b>	<b>0</b>	<b>17</b>	<b>78</b>	<b>8</b>	<b>5</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>72</b>	<b>15</b>	<b>490</b>
INVERNESS	BRITISH AIRWAYS CITIEXPRESS L	S	185	0	0	72	18	5	4	0	0	13	74	10	186
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	58	18	18	6	0	0	21	56	18	62
<b>TOTAL INVERNESS</b>			<b>247</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>18</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>69</b>	<b>12</b>	<b>248</b>
ISLE OF MAN	BRITISH AIRWAYS CITIEXPRESS L	S	166	0	0	81	11	7	1	1	0	10	0	0	0
<b>TOTAL ISLE OF MAN</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>15</b>	<b>164</b>
JERSEY	BRITISH AIRWAYS PLC	S	330	0	0	69	18	8	5	0	0	15	73	15	328
	FLYBE.BRITISH EUROPEAN	S	248	0	0	75	13	5	4	2	0	17	81	11	258



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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 JERSEY</b>			<b>578</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>13</b>	586
<b>MANCHESTER</b>	BRITISH AIRWAYS PLC	S	364	0	1	55	21	15	8	1	0	23	72	13	382
	CHANNEL EXPRESS (INCORP: JET	S	154	0	0	68	18	9	5	0	0	15	0	0	0
	MONARCH AIRLINES	C	4	9	0	75	25	0	0	0	0	9	0	0	0
<b>TOTAL MANCHESTER</b>			<b>527</b>	<b>21</b>	<b>1</b>	<b>59</b>	<b>20</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>72</b>	<b>13</b>	384
<b>NEWCASTLE</b>	BRITISH AIRWAYS PLC	S	227	0	0	60	21	11	8	0	0	19	76	11	238
<b>TOTAL NEWCASTLE</b>			<b>227</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>21</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>76</b>	<b>11</b>	238
<b>NEWQUAY</b>	AIR SOUTHWEST	S	93	0	0	86	5	5	3	0	0	9	80	11	93
<b>TOTAL NEWQUAY</b>			<b>93</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>11</b>	93
<b>PLYMOUTH</b>	AIR SOUTHWEST	S	155	0	0	74	12	9	5	0	0	13	79	11	155
<b>TOTAL PLYMOUTH</b>			<b>155</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>79</b>	<b>11</b>	155
<b>TOTAL UNITED KINGDOM</b>			<b>4105</b>	<b>28</b>	<b>20</b>	<b>63</b>	<b>17</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>72</b>	<b>14</b>	4004
<b>USA</b>															
<b>ATLANTA</b>	BRITISH AIRWAYS PLC	S	60	0	0	60	20	18	2	0	0	18	66	22	62
	DELTA AIRLINES	S	244	1	2	58	19	11	10	1	0	24	77	14	248
<b>TOTAL ATLANTA</b>			<b>304</b>	<b>1</b>	<b>2</b>	<b>59</b>	<b>19</b>	<b>13</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>75</b>	<b>16</b>	310
<b>CHARLOTTE</b>	US AIRWAYS	S	62	0	0	52	19	15	13	0	2	32	61	16	62
<b>TOTAL CHARLOTTE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>19</b>	<b>15</b>	<b>13</b>	<b>0</b>	<b>2</b>	<b>32</b>	<b>61</b>	<b>16</b>	62
<b>CINCINNATI</b>	DELTA AIRLINES	S	62	0	0	61	23	10	5	2	0	21	84	8	62
<b>TOTAL CINCINNATI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>23</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>84</b>	<b>8</b>	62
<b>CLEVELAND</b>	CONTINENTAL AIRLINES	S	62	0	0	42	24	18	10	6	0	42	61	27	62
<b>TOTAL CLEVELAND</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>24</b>	<b>18</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>42</b>	<b>61</b>	<b>27</b>	62
<b>DALLAS/FORT WORTH</b>	AMERICAN AIRLINES	S	186	0	0	62	12	12	13	1	0	27	72	16	186
	BRITISH AIRWAYS PLC	S	62	0	0	68	19	10	3	0	0	15	79	9	62
<b>TOTAL DALLAS/FORT WORTH</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>14</b>	<b>11</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>74</b>	<b>14</b>	248
<b>DETROIT</b>	NORTHWEST AIRLINES	S	62	0	1	61	10	13	13	2	2	45	84	7	62
<b>TOTAL DETROIT</b>			<b>62</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>10</b>	<b>13</b>	<b>13</b>	<b>2</b>	<b>2</b>	<b>45</b>	<b>84</b>	<b>7</b>	62
<b>HOUSTON</b>	BRITISH AIRWAYS PLC	S	116	0	0	71	15	10	3	1	0	16	79	12	89
	CONTINENTAL AIRLINES	S	124	0	0	56	25	13	6	0	0	20	71	16	124
<b>TOTAL HOUSTON</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>20</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>74</b>	<b>14</b>	213
<b>LAS VEGAS</b>	VIRGIN ATLANTIC AIRWAYS LTD	S	42	0	0	43	19	14	24	0	0	32	51	19	35
<b>TOTAL LAS VEGAS</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>19</b>	<b>14</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>51</b>	<b>19</b>	35
<b>MINNEAPOLIS-ST PAUL</b>	NORTHWEST AIRLINES	S	62	0	1	52	19	13	11	3	2	62	84	8	62
<b>TOTAL MINNEAPOLIS-ST PAUL</b>			<b>62</b>	<b>0</b>	<b>1</b>	<b>52</b>	<b>19</b>	<b>13</b>	<b>11</b>	<b>3</b>	<b>2</b>	<b>62</b>	<b>84</b>	<b>8</b>	62
<b>NEW YORK (NEWARK)</b>	CONTINENTAL AIRLINES	S	144	0	0	43	24	25	8	0	0	27	50	23	124
<b>TOTAL NEW YORK (NEWARK)</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>24</b>	<b>25</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>50</b>	<b>23</b>	124
<b>ORLANDO</b>	BRITISH AIRWAYS PLC	S	62	0	0	74	16	3	6	0	0	15	76	14	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	149	0	2	31	18	30	21	1	0	39	48	26	151
<b>TOTAL ORLANDO</b>			<b>211</b>	<b>0</b>	<b>2</b>	<b>44</b>	<b>18</b>	<b>22</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>56</b>	<b>22</b>	213

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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)										
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	62	0	0	35	29	18	16	2	0	35	44	28	62
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>29</b>	<b>18</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>35</b>	<b>44</b>	<b>28</b>	<b>62</b>
RALEIGH	AMERICAN AIRLINES	S	62	0	0	74	16	5	3	2	0	15	68	16	62
<b>TOTAL RALEIGH</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>16</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>68</b>	<b>16</b>	<b>62</b>
SANFORD	AIR ATLANTA EUROPE LTD	C	35	0	0	9	14	37	37	3	0	60	21	76	39
	BRITANNIA AIRWAYS AND THOMS	C	19	0	0	42	37	16	5	0	0	21	63	28	19
	EXCEL AIRWAYS LTD	C	9	0	0	22	22	56	0	0	0	30	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	14	0	0	29	36	21	14	0	0	34	62	43	13
	MONARCH AIRLINES	C	12	0	0	58	0	17	25	0	0	37	56	36	18
	MY TRAVEL AIRWAYS UK	C	27	0	0	52	15	19	7	7	0	41	44	44	27
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	10	0	0	0	0	7	50	35	10
<b>TOTAL SANFORD</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>19</b>	<b>25</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>39</b>	<b>44</b>	<b>50</b>	<b>126</b>
TAMPA	BRITISH AIRWAYS PLC	S	46	0	0	63	17	13	7	0	0	19	56	24	45
<b>TOTAL TAMPA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>17</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>56</b>	<b>24</b>	<b>45</b>
<b>TOTAL USA</b>			<b>1795</b>	<b>1</b>	<b>6</b>	<b>54</b>	<b>19</b>	<b>15</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>66</b>	<b>19</b>	<b>1810</b>
VENEZUELA															
PORLAMAR	FIRST CHOICE AIRWAYS LTD	C	4	0	0	50	0	25	25	0	0	45	0	0	0
<b>TOTAL PORLAMAR</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>63</b>	<b>86</b>	<b>8</b>
<b>TOTAL VENEZUELA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>63</b>	<b>86</b>	<b>8</b>
ZIMBABWE															
HARARE	AIR ZIMBABWE	S	32	2	4	16	0	22	31	19	13	186	47	21	34
<b>TOTAL HARARE</b>			<b>32</b>	<b>2</b>	<b>4</b>	<b>16</b>	<b>0</b>	<b>22</b>	<b>31</b>	<b>19</b>	<b>13</b>	<b>186</b>	<b>47</b>	<b>21</b>	<b>34</b>
<b>TOTAL ZIMBABWE</b>			<b>32</b>	<b>2</b>	<b>4</b>	<b>16</b>	<b>0</b>	<b>22</b>	<b>31</b>	<b>19</b>	<b>13</b>	<b>186</b>	<b>47</b>	<b>21</b>	<b>34</b>
<b>TOTAL GATWICK</b>			<b>24208</b>	<b>74</b>	<b>87</b>	<b>58</b>	<b>19</b>	<b>13</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>69</b>	<b>19</b>	<b>23215</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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>															
SALZBURG	FIRST CHOICE AIRWAYS LTD	C	10	0	0	50	20	30	0	0	0	17	0	0	0
<b>TOTAL SALZBURG</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>20</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>80</b>	<b>7</b>	<b>20</b>
<b>TOTAL AUSTRIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>20</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>80</b>	<b>7</b>	<b>20</b>
<b>BELGIUM</b>															
BRUSSELS	SN BRUSSELS AIRLINES	S	78	0	0	81	12	4	4	0	0	11	0	0	0
<b>TOTAL BRUSSELS</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL BELGIUM</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>BULGARIA</b>															
BURGAS	BH AIR	C	50	0	0	62	12	10	16	0	0	23	41	28	34
	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	100	0	0	0	0	0	2	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	38	13	0	0	0	13	100	3	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	25	0	25	0	0	49	100	1	8
<b>TOTAL BURGAS</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>15</b>	<b>8</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>60</b>	<b>20</b>	<b>50</b>
VARNA	BH AIR	C	26	0	0	81	19	0	0	0	0	7	0	33	8
<b>TOTAL VARNA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>33</b>	<b>8</b>
<b>TOTAL BULGARIA</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>6</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>52</b>	<b>21</b>	<b>58</b>
<b>CANADA</b>															
OTTAWA INTERNATIONAL	ZOOM AIRLINES	S	10	0	0	50	20	10	0	20	0	65	33	26	6
<b>TOTAL OTTAWA INTERNATIONAL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>65</b>	<b>33</b>	<b>26</b>	<b>6</b>
TORONTO	AIR CANADA	S	62	0	0	40	21	16	23	0	0	33	60	23	62
	AIR TRANSAT	S	28	0	0	96	4	0	0	0	0	2	75	13	28
	MY TRAVEL AIRWAYS UK	C	3	0	0	33	0	0	67	0	0	63	0	0	0
	THOMAS COOK AIRLINES LTD	S	38	1	0	79	8	5	5	3	0	18	78	23	41
	ZOOM AIRLINES	S	18	0	0	44	33	17	6	0	0	20	58	19	19
<b>TOTAL TORONTO</b>			<b>150</b>	<b>1</b>	<b>0</b>	<b>61</b>	<b>15</b>	<b>10</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>67</b>	<b>20</b>	<b>150</b>
VANCOUVER	AIR TRANSAT	S	16	0	0	81	13	6	0	0	0	9	69	17	16
	MY TRAVEL AIRWAYS UK	C	10	0	0	50	40	10	0	0	0	15	50	29	8
	ZOOM AIRLINES	S	18	2	0	72	6	17	6	0	0	18	50	24	12
<b>TOTAL VANCOUVER</b>			<b>44</b>	<b>2</b>	<b>0</b>	<b>70</b>	<b>16</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>58</b>	<b>22</b>	<b>36</b>
<b>TOTAL CANADA</b>			<b>204</b>	<b>3</b>	<b>0</b>	<b>63</b>	<b>16</b>	<b>10</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>63</b>	<b>21</b>	<b>205</b>
<b>CROATIA</b>															
DUBROVNIK	DUBROVNIK AIRLINE	C	10	0	0	40	20	40	0	0	0	23	0	0	0
<b>TOTAL DUBROVNIK</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>56</b>	<b>15</b>	<b>9</b>
<b>TOTAL CROATIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>56</b>	<b>15</b>	<b>9</b>
<b>CUBA</b>															
CUNAGUA ( CAYO COCO)	MONARCH AIRLINES	C	4	0	0	0	25	25	0	0	50	397	40	41	5
<b>TOTAL CUNAGUA ( CAYO COCO)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>397</b>	<b>40</b>	<b>41</b>	<b>5</b>
<b>TOTAL CUBA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>397</b>	<b>40</b>	<b>41</b>	<b>5</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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>CYPRUS</b>															
LARNACA	BRITANNIA AIRWAYS AND THOMS	C	10	0	0	60	20	20	0	0	0	16	100	1	8
	EUROCYPRIA AIRLINES LTD	C	20	0	0	15	20	60	5	0	0	36	27	265	15
	FUTURA AIRLINES	C	8	0	0	38	25	13	25	0	0	37	0	0	0
	HELIOS AIRWAYS LTD	S	10	0	0	60	30	0	10	0	0	19	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	0	25	63	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	13	13	13	0	0	21	75	17	8
<b>TOTAL LARNACA</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>19</b>	<b>25</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>51</b>	<b>118</b>	<b>39</b>
<b>PAPHOS</b>															
	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	88	13	0	0	0	0	4	100	3	8
	EUROCYPRIA AIRLINES LTD	C	15	0	0	73	7	20	0	0	0	11	100	5	8
	FIRST CHOICE AIRWAYS LTD	S	8	0	0	38	25	38	0	0	0	27	75	16	8
	FLYGLOBESPAN	S	18	0	0	39	28	22	0	11	0	44	0	0	0
<b>TOTAL PAPHOS</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>18</b>	<b>20</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>25</b>	<b>92</b>	<b>8</b>	<b>24</b>
<b>TOTAL CYPRUS</b>			<b>113</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>19</b>	<b>23</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>67</b>	<b>76</b>	<b>63</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	CSA	S	88	0	0	67	18	11	3	0	0	15	0	0	0
	FLYGLOBESPAN	S	62	0	0	87	10	0	0	3	0	15	89	25	18
<b>TOTAL PRAGUE</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>89</b>	<b>25</b>	<b>18</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>89</b>	<b>25</b>	<b>18</b>
<b>DENMARK</b>															
COPENHAGEN	BMI REGIONAL	S	62	0	0	92	3	2	3	0	0	4	94	9	62
<b>TOTAL COPENHAGEN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>94</b>	<b>9</b>	<b>62</b>
<b>TOTAL DENMARK</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>94</b>	<b>9</b>	<b>62</b>
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	FIRST CHOICE AIRWAYS LTD	C	4	0	0	0	50	0	25	25	0	90	25	94	4
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	7	0	0	0
<b>TOTAL PUERTO PLATA</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>23</b>	<b>0</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>38</b>	<b>31</b>	<b>73</b>	<b>16</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>23</b>	<b>0</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>38</b>	<b>31</b>	<b>73</b>	<b>16</b>
<b>EGYPT</b>															
HURGHADA	FLYGLOBESPAN	C	10	0	0	10	30	20	0	40	0	129	0	0	0
<b>TOTAL HURGHADA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>30</b>	<b>20</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>129</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL EGYPT</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>30</b>	<b>20</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>129</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>ESTONIA</b>															
TALLIN	ESTONIAN AIR	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL TALLIN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ESTONIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>FRANCE</b>															
NICE	CHANNEL EXPRESS (INCORP: JET	S	9	0	0	22	44	0	22	0	11	94	67	10	18
	FLYGLOBESPAN	S	9	0	5	89	0	0	0	11	0	36	0	0	0

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL NICE			18	0	5	56	22	0	11	6	6	65	67	10	18
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS CITIEXPRESS L	S	52	0	0	92	4	2	2	0	0	5	88	8	49
	GREECE AIRWAYS	S	18	0	0	72	22	6	0	0	0	10	0	0	0
TOTAL PARIS (CHARLES DE GAULLE)			70	0	0	87	9	3	1	0	0	7	88	8	49
TARBES-LOURDES INTERNATIONAL	AIR MEDITERRANEE	C	2	1	0	0	0	100	0	0	0	49	0	0	0
TOTAL TARBES-LOURDES INTERNATIONAL			2	1	0	0	0	100	0	0	0	49	67	17	3
TOTAL FRANCE			90	1	5	79	11	4	3	1	1	19	81	9	70
GERMANY															
FRANKFURT MAIN	BRITISH AIRWAYS CITIEXPRESS L	S	23	0	0	83	4	4	4	4	0	19	88	8	26
TOTAL FRANKFURT MAIN			23	0	0	83	4	4	4	4	0	19	88	8	26
MUNICH	BRITISH AIRWAYS CITIEXPRESS L	S	39	0	0	85	13	3	0	0	0	7	81	8	47
TOTAL MUNICH			39	0	0	85	13	3	0	0	0	7	81	8	47
TOTAL GERMANY			62	0	0	84	10	3	2	2	0	12	85	7	88
GREECE															
ATHENS	GREECE AIRWAYS	S	18	0	0	83	6	11	0	0	0	10	59	21	17
TOTAL ATHENS			18	0	0	83	6	11	0	0	0	10	59	21	17
CORFU	BRITANNIA AIRWAYS AND THOMS	C	10	0	0	100	0	0	0	0	0	1	94	3	18
	EXCEL AIRWAYS LTD	C	16	0	0	69	13	19	0	0	0	10	88	5	8
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	60	10	30	0	0	0	20	100	4	10
	THOMAS COOK AIRLINES LTD	C	18	0	0	61	6	0	22	0	11	71	89	14	18
TOTAL CORFU			54	0	0	70	7	11	7	0	4	30	84	11	62
HERAKLION	EXCEL AIRWAYS LTD	C	18	0	0	89	6	6	0	0	0	6	82	5	17
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	38	13	0	0	0	17	25	21	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	25	0	0	36	75	7	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	0	0	25	0	62	75	8	8
TOTAL HERAKLION			42	0	0	76	10	5	5	5	0	25	55	20	51
KOS	BMI BRITISH MIDLAND	C	10	0	0	70	30	0	0	0	0	8	100	2	9
	MY TRAVEL AIRWAYS UK	C	9	0	0	100	0	0	0	0	0	2	70	145	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	0	25	0	13	0	39	78	11	9
TOTAL KOS			27	0	0	78	11	7	0	4	0	15	82	56	28
RHODES	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	100	0	0	0	0	0	0	75	7	8
	EXCEL AIRWAYS LTD	C	18	0	0	100	0	0	0	0	0	1	89	5	18
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	38	38	13	13	0	0	24	67	11	9
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	2	25	21	8
TOTAL RHODES			42	0	0	88	7	2	2	0	0	6	70	10	43
ZAKINTHOS	EXCEL AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	4	100	1	8
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	1	100	3	8
	THOMAS COOK AIRLINES LTD	C	17	0	0	35	24	6	24	0	12	89	56	21	18
TOTAL ZAKINTHOS			37	0	0	68	14	3	11	0	5	42	74	12	42
TOTAL GREECE			220	0	0	76	9	6	5	1	2	23	72	19	243

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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>ICELAND</b>																
KEFLAVIK	ICELANDAIR	S	43	0	1	51	21	12	2	9	5	55	34	25	44	
<b>TOTAL KEFLAVIK</b>			<b>43</b>	<b>0</b>	<b>1</b>	<b>51</b>	<b>21</b>	<b>12</b>	<b>2</b>	<b>9</b>	<b>5</b>	<b>55</b>	<b>34</b>	<b>25</b>	<b>44</b>	
<b>TOTAL ICELAND</b>			<b>43</b>	<b>0</b>	<b>1</b>	<b>51</b>	<b>21</b>	<b>12</b>	<b>2</b>	<b>9</b>	<b>5</b>	<b>55</b>	<b>34</b>	<b>25</b>	<b>44</b>	
<b>IRISH REPUBLIC</b>																
CORK	LOGANAIR	S	62	0	0	69	10	13	8	0	0	20	79	14	57	
<b>TOTAL CORK</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>10</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>79</b>	<b>14</b>	<b>57</b>	
DUBLIN	AER LINGUS	S	165	0	1	73	13	8	5	0	14	47	26	132		
	LOGANAIR	S	12	7	0	42	25	25	8	0	25	0	0	0		
<b>TOTAL DUBLIN</b>			<b>177</b>	<b>9</b>	<b>1</b>	<b>71</b>	<b>14</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>15</b>	<b>47</b>	<b>26</b>	<b>132</b>		
GALWAY	LOGANAIR	S	45	0	0	53	27	11	9	0	23	44	20	43		
<b>TOTAL GALWAY</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>27</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>23</b>	<b>44</b>	<b>20</b>	<b>43</b>		
<b>TOTAL IRISH REPUBLIC</b>			<b>284</b>	<b>11</b>	<b>1</b>	<b>68</b>	<b>15</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>17</b>	<b>54</b>	<b>22</b>	<b>232</b>		
<b>ITALY</b>																
NAPLES	BRITANNIA AIRWAYS AND THOMS	C	10	0	0	70	10	20	0	0	0	15	60	16	10	
<b>TOTAL NAPLES</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>64</b>	<b>16</b>	<b>14</b>	
PISA	BMI BRITISH MIDLAND	C	10	0	0	50	30	20	0	0	17	0	81	10		
<b>TOTAL PISA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>30</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>81</b>	<b>10</b>		
RIMINI	BMI REGIONAL	C	10	0	0	100	0	0	0	0	3	0	0	0		
<b>TOTAL RIMINI</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>3</b>	<b>75</b>	<b>8</b>	<b>8</b>		
VENICE	BMI BRITISH MIDLAND	C	10	0	0	60	20	10	0	10	0	29	63	19	8	
<b>TOTAL VENICE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>29</b>	<b>56</b>	<b>26</b>	<b>9</b>	
VERONA VILLAFRANCA	BMI BRITISH MIDLAND	C	10	0	0	10	10	70	10	0	41	0	122	10		
	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	100	0	0	0	0	1	75	10	8		
<b>TOTAL VERONA VILLAFRANCA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>6</b>	<b>39</b>	<b>6</b>	<b>0</b>	<b>23</b>	<b>33</b>	<b>72</b>	<b>18</b>		
<b>TOTAL ITALY</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>12</b>	<b>21</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>46</b>	<b>40</b>	<b>80</b>	
<b>MALTA</b>																
MALTA	AIR MALTA	S	16	0	0	88	6	6	0	0	6	67	25	18		
	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	75	13	13	0	0	11	63	28	8		
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	13	13	45	63	19	8		
	THOMAS COOK AIRLINES LTD	C	7	0	0	43	29	0	29	0	30	50	36	8		
<b>TOTAL MALTA</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>10</b>	<b>5</b>	<b>8</b>	<b>3</b>	<b>19</b>	<b>62</b>	<b>26</b>	<b>42</b>		
<b>TOTAL MALTA</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>10</b>	<b>5</b>	<b>8</b>	<b>3</b>	<b>19</b>	<b>62</b>	<b>26</b>	<b>42</b>		
<b>MEXICO</b>																
CANCUN	FIRST CHOICE AIRWAYS LTD	C	6	0	0	50	50	0	0	0	16	0	0	0		
	MY TRAVEL AIRWAYS UK	C	7	0	0	29	43	14	0	0	14	125	38	82	8	
<b>TOTAL CANCUN</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>46</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>38</b>	<b>82</b>	<b>8</b>	
<b>TOTAL MEXICO</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>46</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>38</b>	<b>82</b>	<b>8</b>	

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 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)											
<b>NETHERLANDS</b>															
<b>AMSTERDAM</b>	EASYJET AIRLINE COMPANY LTD	S	62	0	0	66	21	10	3	0	0	13	79	9	62
	KLM CITYHOPPER	S	244	0	0	72	17	7	3	0	0	16	69	13	246
	KLM CITYHOPPER	C	2	0	0	50	0	0	50	0	0	41	50	52	2
<b>TOTAL AMSTERDAM</b>			<b>308</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>13</b>	<b>310</b>
<b>TOTAL NETHERLANDS</b>			<b>308</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>13</b>	<b>310</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
<b>FARO</b>	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	100	0	0	0	0	0	2	100	3	10
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	80	20	0	0	0	0	6	75	8	20
	FLYGLOBESPAN	S	58	4	4	81	14	5	0	0	0	8	0	0	0
	MY TRAVEL AIRWAYS UK	C	18	0	0	78	6	17	0	0	0	9	40	24	10
	THOMAS COOK AIRLINES LTD	C	20	0	0	65	0	10	25	0	0	30	61	16	18
<b>TOTAL FARO</b>			<b>114</b>	<b>4</b>	<b>4</b>	<b>79</b>	<b>10</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>68</b>	<b>16</b>	<b>96</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>114</b>	<b>5</b>	<b>4</b>	<b>79</b>	<b>10</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>68</b>	<b>16</b>	<b>96</b>
<b>PORTUGAL(MADEIRA)</b>															
<b>FUNCHAL</b>	MY TRAVEL AIRWAYS UK	C	8	0	0	88	0	13	0	0	0	6	63	34	8
<b>TOTAL FUNCHAL</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>6</b>	<b>63</b>	<b>17</b>	<b>16</b>
<b>TOTAL PORTUGAL(MADEIRA)</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>6</b>	<b>63</b>	<b>17</b>	<b>16</b>
<b>SLOVAK REPUBLIC</b>															
<b>TOTAL BRATISLAVA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SPAIN</b>															
<b>ALICANTE</b>	BRITANNIA AIRWAYS AND THOMS	C	18	0	0	94	6	0	0	0	0	2	76	33	17
	EXCEL AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	4	60	15	10
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	60	30	10	0	0	0	13	40	47	10
	FLYGLOBESPAN	S	62	0	0	90	8	2	0	0	0	5	72	23	53
	FUTURA AIRLINES	C	9	0	0	33	56	0	11	0	0	32	0	0	0
	GREECE AIRWAYS	S	18	0	0	56	22	22	0	0	0	15	72	12	18
	MY TRAVEL AIRWAYS UK	C	18	0	0	89	6	6	0	0	0	8	44	27	27
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	10	10	0	0	0	8	55	43	20
<b>TOTAL ALICANTE</b>			<b>155</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>14</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>64</b>	<b>26</b>	<b>163</b>
<b>ALMERIA</b>	MY TRAVEL AIRWAYS UK	C	8	0	0	63	38	0	0	0	0	8	70	27	10
<b>TOTAL ALMERIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>70</b>	<b>27</b>	<b>10</b>
<b>BARCELONA</b>	FLYGLOBESPAN	S	62	0	0	77	18	2	0	3	0	18	0	60	8
<b>TOTAL BARCELONA</b>			<b>62</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>68</b>	<b>15</b>	<b>63</b>
<b>GERONA</b>	BRITANNIA AIRWAYS AND THOMS	C	10	0	0	100	0	0	0	0	0	2	100	1	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	80	0	20	0	0	0	8	59	34	17
	THOMAS COOK AIRLINES LTD	C	9	0	0	44	22	11	22	0	0	48	100	2	10
<b>TOTAL GERONA</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>7</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>76</b>	<b>19</b>	<b>62</b>
<b>IBIZA</b>	BRITANNIA AIRWAYS AND THOMS	C	18	0	0	89	11	0	0	0	0	6	66	18	29
	FUTURA AIRLINES	C	8	0	0	25	63	13	0	0	0	22	0	0	0

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				Actual (7)	Plan (8)										
IBIZA	MY TRAVEL AIRWAYS UK	C	19	0	0	79	5	11	5	0	0	9	100	1	18
	THOMAS COOK AIRLINES LTD	C	20	0	0	60	25	5	5	5	0	26	89	5	9
<b>TOTAL IBIZA</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>20</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>80</b>	<b>10</b>	<b>64</b>
MAHON	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	63	13	25	0	0	0	17	80	49	10
	FUTURA AIRLINES	C	7	0	0	86	14	0	0	0	0	6	90	3	10
	MY TRAVEL AIRWAYS UK	C	20	0	0	70	15	0	5	0	10	57	70	27	20
	SPANAIR	C	8	0	0	38	38	25	0	0	0	20	38	47	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	0	10	0	0	0	7	100	2	20
<b>TOTAL MAHON</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>29</b>	<b>80</b>	<b>20</b>	<b>76</b>
MALAGA	BMI BRITISH MIDLAND	C	9	0	0	22	22	44	11	0	0	32	0	0	0
	BRITANNIA AIRWAYS AND THOMS	C	9	0	0	100	0	0	0	0	0	1	78	26	18
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	40	30	10	20	0	0	36	50	47	8
	FLYGLOBESPAN	S	92	0	1	90	7	2	1	0	0	6	89	16	62
	FUTURA AIRLINES	C	7	0	0	14	43	14	0	29	0	106	72	32	18
	GREECE AIRWAYS	S	18	0	0	44	33	17	6	0	0	22	83	7	12
	SPANAIR	C	10	0	0	40	40	20	0	0	0	19	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	0	10	0	0	0	8	56	24	18
<b>TOTAL MALAGA</b>			<b>165</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>34</b>	<b>156</b>
PALMA DE MALLORCA	AIR EUROPA	C	10	0	0	50	50	0	0	0	0	13	75	7	8
	BMI BRITISH MIDLAND	C	10	0	0	0	10	70	20	0	0	50	67	22	9
	BRITANNIA AIRWAYS AND THOMS	C	35	0	0	66	17	9	9	0	0	16	80	13	45
	EXCEL AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	3	70	18	10
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	1	67	16	9
	FLYGLOBESPAN	S	82	0	0	91	7	1	0	0	0	4	85	8	81
	FUTURA AIRLINES	C	25	0	0	44	16	12	28	0	0	37	11	34	9
	GREECE AIRWAYS	S	16	0	0	100	0	0	0	0	0	4	43	36	21
	MONARCH AIRLINES	C	8	0	0	75	13	13	0	0	0	12	0	0	0
	MY TRAVEL AIRWAYS UK	C	36	0	0	75	6	3	6	6	6	49	27	66	37
	THOMAS COOK AIRLINES LTD	C	46	0	0	59	26	4	9	2	0	22	88	10	33
	<b>TOTAL PALMA DE MALLORCA</b>			<b>288</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>19</b>	<b>64</b>	<b>22</b>
REUS	BRITANNIA AIRWAYS AND THOMS	C	9	0	0	56	44	0	0	0	0	14	90	13	10
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	94	6	0	0	0	0	4	100	3	8
	FUTURA AIRLINES	C	9	0	0	89	11	0	0	0	0	7	0	0	0
	MY TRAVEL AIRWAYS UK	C	17	0	0	71	6	0	0	12	12	120	94	4	16
	THOMAS COOK AIRLINES LTD	C	16	0	0	75	0	0	0	25	0	58	44	70	16
<b>TOTAL REUS</b>			<b>67</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>3</b>	<b>48</b>	<b>78</b>	<b>27</b>	<b>50</b>
<b>TOTAL SPAIN</b>			<b>893</b>	<b>1</b>	<b>1</b>	<b>74</b>	<b>14</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>19</b>	<b>70</b>	<b>24</b>	<b>963</b>
SPAIN(CANARY ISLANDS)	ARRECIFE														
	BRITANNIA AIRWAYS AND THOMS	C	9	0	0	100	0	0	0	0	0	1	40	60	10
	EXCEL AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	50	97	10
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	5	10	43	10
	FLYGLOBESPAN	S	18	0	0	94	6	0	0	0	0	4	0	0	0
	FUTURA AIRLINES	C	6	0	0	33	50	17	0	0	0	22	100	0	6
	MY TRAVEL AIRWAYS UK	C	9	0	0	78	0	0	22	0	0	24	20	32	10
THOMAS COOK AIRLINES LTD	C	20	0	0	55	10	20	5	10	0	37	47	19	17	



## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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 ARRECIFE</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>8</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>42</b>	<b>42</b>	<b>73</b>
<b>FUERTEVENTURA</b>	FUTURA AIRLINES	C	7	1	0	100	0	0	0	0	0	1	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	2	100	3	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	25	0	0	25	0	57	77	29	13
<b>TOTAL FUERTEVENTURA</b>			<b>23</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>21</b>	<b>86</b>	<b>19</b>	<b>21</b>
<b>LAS PALMAS</b>	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	88	13	0	0	0	0	6	100	3	8
	FLYGLOBESPAN	S	18	0	0	83	11	6	0	0	0	8	0	0	0
	FUTURA AIRLINES	C	8	0	0	50	13	13	0	25	0	61	0	0	0
	IBERWORLD	C	10	0	0	80	0	10	10	0	0	16	80	5	10
	MY TRAVEL AIRWAYS UK	C	18	0	0	83	6	11	0	0	0	10	88	6	8
	THOMAS COOK AIRLINES LTD	C	11	0	0	45	9	27	0	18	0	64	100	1	8
<b>TOTAL LAS PALMAS</b>			<b>73</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>8</b>	<b>11</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>24</b>	<b>89</b>	<b>8</b>	<b>44</b>
<b>TENERIFE (SURREINA SOFIA)</b>	ASTRAEUS LTD	C	5	0	0	40	0	20	0	20	20	159	0	0	0
	BRITANNIA AIRWAYS AND THOMS	C	10	0	0	100	0	0	0	0	0	4	72	27	18
	EXCEL AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	3	100	5	10
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	2	100	3	10
	FLYGLOBESPAN	S	62	0	0	82	13	5	0	0	0	7	94	49	18
	FUTURA AIRLINES	C	26	0	0	62	8	15	15	0	0	24	88	4	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	20	10	0	0	0	11	68	72	28
	THOMAS COOK AIRLINES LTD	C	24	0	0	88	8	0	0	4	0	14	74	56	19
	VOLAR AIRLINES	C	40	1	0	73	10	15	3	0	0	12	69	11	16
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>197</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>14</b>	<b>77</b>	<b>35</b>	<b>154</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>371</b>	<b>2</b>	<b>0</b>	<b>78</b>	<b>9</b>	<b>8</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>71</b>	<b>32</b>	<b>292</b>
<b>TUNISIA</b>															
<b>MONASTIR</b>	NOUVELAIR TUNISIE	C	5	0	0	40	60	0	0	0	0	17	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	20	0	30	30	0	20	122	50	46	8
<b>TOTAL MONASTIR</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>13</b>	<b>87</b>	<b>69</b>	<b>24</b>	<b>16</b>
<b>TOTAL TUNISIA</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>13</b>	<b>87</b>	<b>69</b>	<b>24</b>	<b>16</b>
<b>TURKEY</b>															
<b>ANTALYA</b>	KIBRIS TURKISH AIRLINES - KTHY	S	8	0	0	38	38	0	25	0	0	42	88	8	8
	MNG AIRLINES CARGO	C	8	0	0	50	38	13	0	0	0	16	0	0	0
	SUNEXPRESS	C	8	0	0	50	38	0	13	0	0	21	0	0	0
	THOMAS COOK AIRLINES LTD	C	9	0	0	22	0	11	67	0	0	76	50	44	8
<b>TOTAL ANTALYA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>26</b>	<b>6</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>69</b>	<b>26</b>	<b>16</b>
<b>BODRUM (MILAS)</b>	EXCEL AIRWAYS LTD	C	5	0	0	60	0	0	40	0	0	55	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	78	22	0	0	0	0	6	100	2	8
	ONUR AIR	C	9	0	0	44	11	22	22	0	0	28	0	0	0
	PEGASUS AIRLINES	C	22	0	0	50	23	9	18	0	0	23	0	0	0
<b>TOTAL BODRUM (MILAS)</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>18</b>	<b>9</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>81</b>	<b>14</b>	<b>16</b>
<b>DALAMAN</b>	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	0	63	38	0	0	0	31	88	5	8
	EXCEL AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	6	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	23	0	0	65	17	17	0	0	0	13	88	4	8
	FUTURA AIRLINES	C	9	0	0	44	44	11	0	0	0	15	0	0	0
	MY TRAVEL AIRWAYS UK	C	9	1	0	78	22	0	0	0	0	8	60	20	10

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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)											
DALAMAN	ONUR AIR	C	13	0	0	46	8	8	31	8	0	50	0	0	0
	PEGASUS AIRLINES	C	23	0	0	48	39	13	0	0	16	61	15	18	
	THOMAS COOK AIRLINES LTD	C	28	2	0	50	11	11	18	11	53	83	10	18	
<b>TOTAL DALAMAN</b>			<b>121</b>	<b>3</b>	<b>0</b>	<b>52</b>	<b>25</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>74</b>	<b>12</b>	<b>62</b>
IZMIR (ADNAM MENDERES)	ATLASJET INTERNATIONAL	C	7	0	0	57	14	0	29	0	32	0	0	0	
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>14</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL TURKEY</b>			<b>207</b>	<b>3</b>	<b>0</b>	<b>51</b>	<b>23</b>	<b>10</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>74</b>	<b>15</b>	<b>94</b>
UNITED ARAB EMIRATES															
DUBAI	EMIRATES	S	62	0	0	79	16	5	0	0	8	68	14	62	
<b>TOTAL DUBAI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>68</b>	<b>14</b>	<b>62</b>	
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>68</b>	<b>14</b>	<b>62</b>	
UNITED KINGDOM															
BARRA	LOGANAIR	S	56	4	0	68	27	5	0	0	11	69	10	64	
<b>TOTAL BARRA</b>			<b>56</b>	<b>4</b>	<b>0</b>	<b>68</b>	<b>27</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>10</b>	<b>64</b>	
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	246	0	14	72	14	6	6	1	17	87	6	230	
<b>TOTAL BELFAST CITY</b>			<b>247</b>	<b>1</b>	<b>14</b>	<b>72</b>	<b>15</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>17</b>	<b>87</b>	<b>6</b>	<b>230</b>	
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	230	0	0	82	11	7	1	0	8	83	8	230	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>230</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>8</b>	<b>230</b>	
BENBECULA	LOGANAIR	S	106	4	0	45	21	14	20	0	36	72	10	88	
<b>TOTAL BENBECULA</b>			<b>106</b>	<b>4</b>	<b>0</b>	<b>45</b>	<b>21</b>	<b>14</b>	<b>20</b>	<b>0</b>	<b>36</b>	<b>72</b>	<b>10</b>	<b>88</b>	
BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS L	S	225	0	0	91	3	2	4	0	8	89	6	230	
	FLYBE.BRITISH EUROPEAN	S	297	0	5	69	16	6	7	2	22	79	12	326	
<b>TOTAL BIRMINGHAM</b>			<b>522</b>	<b>0</b>	<b>5</b>	<b>78</b>	<b>10</b>	<b>4</b>	<b>6</b>	<b>1</b>	<b>16</b>	<b>83</b>	<b>10</b>	<b>563</b>	
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	192	0	0	78	15	6	2	0	10	85	8	188	
	EASYJET AIRLINE COMPANY LTD	S	156	0	0	74	14	11	0	1	14	74	13	156	
<b>TOTAL BRISTOL</b>			<b>348</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>11</b>	<b>80</b>	<b>10</b>	<b>344</b>	
CAMPBELTOWN	LOGANAIR	S	84	0	0	76	10	11	4	0	11	90	6	88	
<b>TOTAL CAMPBELTOWN</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>90</b>	<b>6</b>	<b>88</b>	
CITY OF DERRY (EGLINTON)	LOGANAIR	S	60	2	0	42	22	23	12	2	31	84	10	62	
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>60</b>	<b>2</b>	<b>0</b>	<b>42</b>	<b>22</b>	<b>23</b>	<b>12</b>	<b>2</b>	<b>31</b>	<b>84</b>	<b>10</b>	<b>62</b>	
EXETER	FLYBE.BRITISH EUROPEAN	S	63	0	1	60	17	8	10	5	32	71	13	62	
<b>TOTAL EXETER</b>			<b>63</b>	<b>0</b>	<b>1</b>	<b>60</b>	<b>17</b>	<b>8</b>	<b>10</b>	<b>5</b>	<b>32</b>	<b>71</b>	<b>13</b>	<b>63</b>	
GATWICK	BRITISH AIRWAYS PLC	S	347	0	0	51	22	19	8	0	23	75	12	354	
<b>TOTAL GATWICK</b>			<b>347</b>	<b>5</b>	<b>0</b>	<b>51</b>	<b>22</b>	<b>19</b>	<b>8</b>	<b>0</b>	<b>23</b>	<b>75</b>	<b>12</b>	<b>360</b>	
HEATHROW	BMI BRITISH MIDLAND	S	455	0	1	75	16	8	0	0	10	67	15	464	
	BRITISH AIRWAYS PLC	S	651	2	1	62	18	13	7	0	18	67	17	660	
<b>TOTAL HEATHROW</b>			<b>1106</b>	<b>2</b>	<b>2</b>	<b>67</b>	<b>17</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>15</b>	<b>67</b>	<b>16</b>	<b>1124</b>	
ISLAY	LOGANAIR	S	91	2	1	51	19	20	11	0	28	88	8	98	
<b>TOTAL ISLAY</b>			<b>91</b>	<b>2</b>	<b>1</b>	<b>51</b>	<b>19</b>	<b>20</b>	<b>11</b>	<b>0</b>	<b>28</b>	<b>88</b>	<b>8</b>	<b>98</b>	

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
ISLE OF MAN	EUROMANX GMBH	S	104	0	0	62	12	12	13	2	0	27	0	0	0
	LOGANAIR	S	62	0	0	52	21	15	13	0	0	26	72	18	60
<b>TOTAL ISLE OF MAN</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>15</b>	<b>13</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>66</b>	<b>25</b>	167
JERSEY	BMI REGIONAL	S	20	0	0	80	10	10	0	0	0	8	83	15	24
	BRITISH AIRWAYS CITIEXPRESS L	C	20	0	0	65	20	15	0	0	0	14	0	0	0
	FLYBE.BRITISH EUROPEAN	S	19	0	0	21	32	32	11	5	0	43	10	43	10
<b>TOTAL JERSEY</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>20</b>	<b>19</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>62</b>	<b>23</b>	34
LEEDS BRADFORD	BMI REGIONAL	S	131	0	0	89	7	5	0	0	0	6	93	4	138
<b>TOTAL LEEDS BRADFORD</b>			<b>131</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>93</b>	<b>4</b>	138
LIVERPOOL	FLYBE.BRITISH EUROPEAN	S	111	0	3	82	7	8	2	1	0	12	0	0	0
<b>TOTAL LIVERPOOL</b>			<b>111</b>	<b>0</b>	<b>3</b>	<b>82</b>	<b>7</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	0
LUTON	EASYJET AIRLINE COMPANY LTD	S	322	0	0	75	13	8	4	0	0	12	85	10	325
<b>TOTAL LUTON</b>			<b>322</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>85</b>	<b>10</b>	325
MANCHESTER	BMI REGIONAL	S	173	0	0	86	11	2	1	1	0	7	86	8	237
	BRITISH AIRWAYS CITIEXPRESS L	S	299	0	0	82	9	2	6	0	0	13	73	14	304
<b>TOTAL MANCHESTER</b>			<b>472</b>	<b>4</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>13</b>	547
NORWICH	FLYBE.BRITISH EUROPEAN	S	62	0	0	66	21	5	5	3	0	20	0	0	0
<b>TOTAL NORWICH</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>21</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	0
NOTTINGHAM EAST MIDLANDS INT'L	BMIBABY LTD	S	156	0	0	79	10	6	2	3	0	14	39	46	158
<b>TOTAL NOTTINGHAM EAST MIDLANDS INT'L</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>39</b>	<b>46</b>	158
SOUTHAMPTON	BRITISH AIRWAYS CITIEXPRESS L	S	206	0	0	64	16	17	2	1	0	17	81	11	248
	FLYBE.BRITISH EUROPEAN	S	213	0	4	62	20	6	9	2	0	29	0	0	0
<b>TOTAL SOUTHAMPTON</b>			<b>419</b>	<b>0</b>	<b>4</b>	<b>63</b>	<b>18</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>81</b>	<b>11</b>	248
STANSTED	EASYJET AIRLINE COMPANY LTD	S	280	0	0	83	8	8	2	0	0	10	84	8	273
	FLYGLOBESPAN	S	104	0	0	76	17	7	0	0	0	10	0	0	0
<b>TOTAL STANSTED</b>			<b>384</b>	<b>2</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>8</b>	273
STORNOWAY	LOGANAIR	S	207	3	0	53	23	15	8	1	0	24	81	15	108
<b>TOTAL STORNOWAY</b>			<b>207</b>	<b>3</b>	<b>0</b>	<b>53</b>	<b>23</b>	<b>15</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>81</b>	<b>15</b>	108
SUMBURGH	EASTERN AIRWAYS	C	4	0	0	75	0	0	25	0	0	34	0	0	0
	LOGANAIR	S	114	3	0	61	10	12	15	3	0	32	71	15	114
<b>TOTAL SUMBURGH</b>			<b>118</b>	<b>3</b>	<b>0</b>	<b>61</b>	<b>9</b>	<b>12</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>32</b>	<b>71</b>	<b>15</b>	114
TIREE	LOGANAIR	S	48	0	0	73	25	2	0	0	0	10	83	11	54
<b>TOTAL TIREE</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>25</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>11</b>	54
<b>TOTAL UNITED KINGDOM</b>			<b>5915</b>	<b>33</b>	<b>30</b>	<b>70</b>	<b>15</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>13</b>	5480
<b>USA</b>															
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	62	0	0	77	13	3	3	3	0	19	69	23	62
<b>TOTAL CHICAGO (O'HARE)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>69</b>	<b>23</b>	62
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	98	0	0	54	17	15	13	0	0	25	61	19	62
<b>TOTAL NEW YORK (NEWARK)</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>17</b>	<b>15</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>61</b>	<b>19</b>	62
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	61	1	0	56	18	11	15	0	0	24	77	21	60

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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 PHILADELPHIA INTERNATIONAL			61	1	0	56	18	11	15	0	0	24	77	21	60
SANFORD	AIR ATLANTA EUROPE LTD	C	16	1	0	13	13	25	31	6	13	231	13	145	24
	FIRST CHOICE AIRWAYS LTD	C	13	0	0	38	8	23	15	15	0	77	77	20	13
	MONARCH AIRLINES	C	19	0	0	26	16	26	32	0	0	45	0	0	0
	MY TRAVEL AIRWAYS UK	C	19	0	0	74	21	0	0	0	5	71	63	13	19
	THOMAS COOK AIRLINES LTD	C	3	0	0	33	0	0	67	0	0	86	90	12	10
TOTAL SANFORD			71	1	0	39	14	17	21	4	4	101	49	66	77
TOTAL USA			292	3	0	56	16	12	13	2	1	42	63	34	261
TOTAL GLASGOW			9753	63	42	70	15	9	5	1	0	18	73	17	8866

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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	AIR ALGERIE	S	46	0	0	41	24	30	4	0	0	23	25	32	44
TOTAL ALGIERS			46	0	0	41	24	30	4	0	0	23	25	32	44
TOTAL ALGERIA			46	0	0	41	24	30	4	0	0	23	25	32	44
<b>ANGOLA</b>															
LUANDA	BRITISH AIRWAYS PLC	S	10	0	0	60	40	0	0	0	0	12	56	14	9
TOTAL LUANDA			10	0	0	60	40	0	0	0	0	12	56	14	9
TOTAL ANGOLA			10	0	0	60	40	0	0	0	0	12	56	14	9
<b>ARGENTINA</b>															
BUENOS AIRES	BRITISH AIRWAYS PLC	S	35	0	0	69	14	11	3	3	0	19	86	5	36
TOTAL BUENOS AIRES			35	0	0	69	14	11	3	3	0	19	86	5	36
TOTAL ARGENTINA			35	0	0	69	14	11	3	3	0	19	86	5	36
<b>AUSTRALIA</b>															
MELBOURNE	BRITISH AIRWAYS PLC	S	62	0	1	63	13	10	5	2	8	84	66	30	61
	QANTAS	S	59	0	0	75	10	14	2	0	0	13	57	21	58
TOTAL MELBOURNE			121	0	1	69	12	12	3	1	4	49	61	25	119
PERTH (AUSTRALIA)	QANTAS	S	26	0	0	58	23	15	4	0	0	15	0	0	0
TOTAL PERTH (AUSTRALIA)			26	0	0	58	23	15	4	0	0	15	0	0	0
SYDNEY	BRITISH AIRWAYS PLC	S	124	0	0	76	12	11	1	0	0	11	62	31	124
	QANTAS	S	149	0	0	56	13	23	6	2	0	24	60	19	128
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	60	19	13	8	0	0	20	0	0	0
TOTAL SYDNEY			335	0	0	64	14	17	4	1	0	19	61	25	252
TOTAL AUSTRALIA			482	0	1	65	14	15	4	1	1	26	61	25	371
<b>AUSTRIA</b>															
VIENNA	AUSTRIAN AIRLINES	S	300	0	2	53	32	11	4	0	0	17	57	19	299
	BRITISH AIRWAYS PLC	S	248	0	0	60	14	14	10	1	0	23	65	19	248
TOTAL VIENNA			548	0	2	56	24	13	7	1	0	20	60	19	547
TOTAL AUSTRIA			548	0	2	56	24	13	7	1	0	20	60	19	547
<b>AZERBAIJAN</b>															
BAKU ( HEYDER ALIYEV INT'L )	BRITISH MEDITERRANEAN AIRWA	S	62	0	0	76	16	6	2	0	0	8	70	15	33
TOTAL BAKU ( HEYDER ALIYEV INT'L )			62	0	0	76	16	6	2	0	0	8	70	15	33
TOTAL AZERBAIJAN			62	0	0	76	16	6	2	0	0	8	70	15	33
<b>BAHRAIN</b>															
BAHRAIN	GULF AIR	S	118	0	0	58	22	17	3	0	0	16	53	30	124
TOTAL BAHRAIN			118	0	0	58	22	17	3	0	0	16	53	30	124
TOTAL BAHRAIN			118	0	0	58	22	17	3	0	0	16	53	30	124

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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>BANGLADESH</b>															
DACCA	BIMAN BANGLADESH AIRLINES	S	50	0	2	48	14	26	10	2	0	29	29	64	52
	BRITISH AIRWAYS PLC	S	27	0	0	70	4	22	4	0	0	15	56	18	27
<b>TOTAL DACCA</b>			<b>77</b>	<b>0</b>	<b>2</b>	<b>56</b>	<b>10</b>	<b>25</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>38</b>	<b>48</b>	<b>79</b>
<b>TOTAL BANGLADESH</b>			<b>77</b>	<b>0</b>	<b>2</b>	<b>56</b>	<b>10</b>	<b>25</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>38</b>	<b>48</b>	<b>79</b>
<b>BELGIUM</b>															
BRUSSELS	BMI BRITISH MIDLAND	S	360	0	0	77	11	7	6	0	0	13	64	23	355
	BRITISH AIRWAYS PLC	S	450	0	0	59	18	17	6	0	0	18	64	18	452
	SN BRUSSELS AIRLINES	S	10	0	0	80	20	0	0	0	0	5	78	8	9
<b>TOTAL BRUSSELS</b>			<b>820</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>64</b>	<b>20</b>	<b>816</b>
<b>TOTAL BELGIUM</b>			<b>820</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>64</b>	<b>20</b>	<b>816</b>
<b>BRAZIL</b>															
RIO DE JANEIRO (GALEAO)	BRITISH AIRWAYS PLC	S	27	0	0	63	19	15	4	0	0	16	92	5	25
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>52</b>	<b>34</b>	<b>85</b>
SAO PAULO (GUARULHOS)	VARIG	S	62	0	0	42	23	24	10	2	0	29	0	0	0
<b>TOTAL SAO PAULO (GUARULHOS)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>23</b>	<b>24</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL BRAZIL</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>21</b>	<b>21</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>52</b>	<b>34</b>	<b>85</b>
<b>BRUNEI</b>															
BANDAR SERI BEGAWAN	ROYAL BRUNEI AIRLINES	S	62	0	0	69	15	11	5	0	0	17	63	19	62
<b>TOTAL BANDAR SERI BEGAWAN</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>17</b>	<b>63</b>	<b>19</b>	<b>62</b>
<b>TOTAL BRUNEI</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>17</b>	<b>63</b>	<b>19</b>	<b>62</b>
<b>BULGARIA</b>															
SOFIA	BRITISH AIRWAYS PLC	S	62	0	0	32	34	24	10	0	0	30	65	13	62
<b>TOTAL SOFIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>34</b>	<b>24</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>65</b>	<b>13</b>	<b>62</b>
<b>TOTAL BULGARIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>34</b>	<b>24</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>65</b>	<b>13</b>	<b>62</b>
<b>CANADA</b>															
CALGARY	AIR CANADA	S	124	0	0	70	18	8	3	0	1	18	37	31	124
<b>TOTAL CALGARY</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>18</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>18</b>	<b>37</b>	<b>31</b>	<b>124</b>
HALIFAX INT	AIR CANADA	S	62	0	0	66	23	6	5	0	0	15	53	35	62
<b>TOTAL HALIFAX INT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>23</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>53</b>	<b>35</b>	<b>62</b>
MONTREAL (DORVAL)	AIR CANADA	S	124	0	0	62	18	14	5	1	1	26	45	26	124
	BRITISH AIRWAYS PLC	S	62	0	0	55	34	6	5	0	0	16	74	18	62
<b>TOTAL MONTREAL (DORVAL)</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>23</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>23</b>	<b>55</b>	<b>23</b>	<b>186</b>
OTTAWA INTERNATIONAL	AIR CANADA	S	62	0	0	52	32	11	2	2	2	26	56	21	62
<b>TOTAL OTTAWA INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>32</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>26</b>	<b>56</b>	<b>21</b>	<b>62</b>
TORONTO	AIR CANADA	S	310	0	0	55	22	17	5	1	1	26	44	31	310
	BRITISH AIRWAYS PLC	S	151	0	0	53	28	13	5	1	0	21	48	27	161
<b>TOTAL TORONTO</b>			<b>461</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>24</b>	<b>15</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>45</b>	<b>30</b>	<b>471</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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	AIR CANADA	S	186	0	0	68	20	9	2	1	0	16	54	28	186
	BRITISH AIRWAYS PLC	S	88	0	0	56	28	11	5	0	0	19	63	21	62
<b>TOTAL VANCOUVER</b>			<b>274</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>23</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>56</b>	<b>27</b>	<b>248</b>
<b>TOTAL CANADA</b>			<b>1169</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>23</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>49</b>	<b>28</b>	<b>1153</b>
<b>CAYMAN ISLANDS</b>															
GRAND CAYMAN	BRITISH AIRWAYS PLC	S	36	0	0	72	14	8	6	0	0	15	86	66	36
<b>TOTAL GRAND CAYMAN</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>86</b>	<b>66</b>	<b>36</b>
<b>TOTAL CAYMAN ISLANDS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>86</b>	<b>66</b>	<b>36</b>
<b>CHINA</b>															
BEIJING	AIR CHINA	S	61	0	1	59	18	10	11	2	0	26	53	24	62
	BRITISH AIRWAYS PLC	S	54	0	0	70	22	7	0	0	0	12	61	79	44
<b>TOTAL BEIJING</b>			<b>115</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>20</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>57</b>	<b>47</b>	<b>106</b>
SHANGHAI (PU DONG)	BRITISH AIRWAYS PLC	S	43	2	2	79	19	2	0	0	0	7	0	0	0
	CHINA EASTERN AIRLINES	S	34	0	0	65	21	9	6	0	0	14	68	13	28
	VIRGIN ATLANTIC AIRWAYS LTD	S	42	4	4	71	12	10	7	0	0	17	55	34	42
<b>TOTAL SHANGHAI (PU DONG)</b>			<b>119</b>	<b>6</b>	<b>6</b>	<b>72</b>	<b>17</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>60</b>	<b>26</b>	<b>70</b>
<b>TOTAL CHINA</b>			<b>234</b>	<b>6</b>	<b>7</b>	<b>68</b>	<b>18</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>58</b>	<b>38</b>	<b>176</b>
<b>CROATIA</b>															
DUBROVNIK	BMI BRITISH MIDLAND	C	10	0	0	50	50	0	0	0	0	14	0	0	0
<b>TOTAL DUBROVNIK</b>			<b>10</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>
SPLIT	CROATIA AIRLINES	S	10	0	0	10	20	30	40	0	0	52	0	54	10
<b>TOTAL SPLIT</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>20</b>	<b>30</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>0</b>	<b>54</b>	<b>10</b>
ZAGREB	CROATIA AIRLINES	S	70	0	0	57	11	17	14	0	0	27	67	17	70
<b>TOTAL ZAGREB</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>11</b>	<b>17</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>67</b>	<b>17</b>	<b>70</b>
<b>TOTAL CROATIA</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>17</b>	<b>17</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>59</b>	<b>21</b>	<b>80</b>
<b>CYPRUS</b>															
LARNACA	BRITISH AIRWAYS PLC	S	108	0	0	56	14	16	12	1	2	47	38	25	77
	CYPRUS AIRWAYS	S	158	0	0	58	25	11	5	0	0	18	59	20	160
	HELIOS AIRWAYS LTD	S	58	0	0	69	21	7	3	0	0	11	55	14	40
<b>TOTAL LARNACA</b>			<b>324</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>21</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>26</b>	<b>53</b>	<b>20</b>	<b>277</b>
<b>TOTAL CYPRUS</b>			<b>324</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>21</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>26</b>	<b>53</b>	<b>20</b>	<b>277</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	BRITISH AIRWAYS PLC	S	184	0	0	58	19	14	7	2	0	24	59	23	186
	CSA	S	176	0	0	58	16	18	8	0	0	20	66	17	176
<b>TOTAL PRAGUE</b>			<b>360</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>18</b>	<b>16</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>62</b>	<b>20</b>	<b>362</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>360</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>18</b>	<b>16</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>62</b>	<b>20</b>	<b>362</b>
<b>DENMARK</b>															
COPENHAGEN	BRITISH AIRWAYS PLC	S	348	0	0	63	19	11	6	1	0	18	68	16	352
	SAS	S	351	0	1	62	22	11	5	0	0	17	63	17	354

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)										
COPENHAGEN	VARIG	S	28	0	0	50	7	14	29	0	0	33	28	64	25
<b>TOTAL COPENHAGEN</b>			<b>727</b>	<b>0</b>	<b>1</b>	<b>62</b>	<b>20</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>64</b>	<b>18</b>	<b>731</b>
<b>TOTAL DENMARK</b>			<b>727</b>	<b>0</b>	<b>1</b>	<b>62</b>	<b>20</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>64</b>	<b>18</b>	<b>732</b>
<b>EGYPT</b>															
ALEXANDRIA (BORG EL ARAB)	BRITISH MEDITERRANEAN AIRWA	S	27	0	0	70	15	11	4	0	0	13	0	0	0
<b>TOTAL ALEXANDRIA (BORG EL ARAB)</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
CAIRO	BRITISH AIRWAYS PLC	S	62	0	0	68	15	10	8	0	0	15	68	17	62
	EGYPT AIR	S	62	0	0	40	29	21	10	0	0	25	30	37	64
<b>TOTAL CAIRO</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>22</b>	<b>15</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>48</b>	<b>27</b>	<b>126</b>
LUXOR	EGYPT AIR	S	8	0	0	88	0	0	13	0	0	22	75	8	8
<b>TOTAL LUXOR</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>75</b>	<b>8</b>	<b>8</b>
SHARM EL SHEIKH (OPHIRA)	EGYPT AIR	S	10	0	0	90	10	0	0	0	0	7	100	0	8
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>100</b>	<b>0</b>	<b>8</b>
<b>TOTAL EGYPT</b>			<b>169</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>19</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>53</b>	<b>25</b>	<b>142</b>
<b>ETHIOPIA</b>															
ADDIS ABABA	BRITISH MEDITERRANEAN AIRWA	S	29	0	0	34	24	24	14	3	0	40	51	24	35
	ETHIOPIAN AIRLINES	S	37	1	1	49	22	16	14	0	0	25	61	21	36
<b>TOTAL ADDIS ABABA</b>			<b>66</b>	<b>1</b>	<b>1</b>	<b>42</b>	<b>23</b>	<b>20</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>56</b>	<b>23</b>	<b>71</b>
<b>TOTAL ETHIOPIA</b>			<b>66</b>	<b>1</b>	<b>1</b>	<b>42</b>	<b>23</b>	<b>20</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>56</b>	<b>23</b>	<b>71</b>
<b>FED REP YUGO SERBIA M'ENEGRO</b>															
BELGRADE	BRITISH AIRWAYS PLC	S	46	0	0	59	13	24	4	0	0	19	64	26	42
	JATAIRWAYS	S	62	0	0	58	24	13	5	0	0	18	42	29	62
<b>TOTAL BELGRADE</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>19</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>51</b>	<b>28</b>	<b>104</b>
TIVAT	JATAIRWAYS	S	10	0	0	10	0	40	50	0	0	56	20	50	10
<b>TOTAL TIVAT</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>40</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>20</b>	<b>50</b>	<b>10</b>
<b>TOTAL FED REP YUGO SERBIA M'ENEGRO</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>18</b>	<b>19</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>48</b>	<b>30</b>	<b>114</b>
<b>FINLAND</b>															
HELSINKI	BRITISH AIRWAYS PLC	S	124	0	0	67	18	13	2	0	0	13	63	19	124
	FINNAIR	S	248	0	1	83	9	5	2	0	0	8	72	12	247
<b>TOTAL HELSINKI</b>			<b>372</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>12</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>69</b>	<b>15</b>	<b>371</b>
<b>TOTAL FINLAND</b>			<b>372</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>12</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>69</b>	<b>15</b>	<b>371</b>
<b>FRANCE</b>															
AJACCIO	BMI BRITISH MIDLAND	C	10	0	0	90	10	0	0	0	0	5	25	32	8
<b>TOTAL AJACCIO</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>25</b>	<b>32</b>	<b>8</b>
LYON	AIR FRANCE	S	61	0	0	87	7	5	2	0	0	7	84	7	176
	BRITISH AIRWAYS PLC	S	186	0	0	66	14	11	8	2	0	20	56	21	186
<b>TOTAL LYON</b>			<b>247</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>12</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>70</b>	<b>15</b>	<b>362</b>
NICE	BMI BRITISH MIDLAND	S	124	0	0	53	24	13	9	1	0	22	57	21	124



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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	BRITISH AIRWAYS PLC	S	257	0	0	47	25	20	7	0	0	24	46	30	257
<b>TOTAL NICE</b>			<b>381</b>	<b>1</b>	<b>0</b>	<b>49</b>	<b>25</b>	<b>18</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>49</b>	<b>27</b>	<b>381</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	704	0	0	68	16	12	4	0	0	15	69	13	772
	BMI BRITISH MIDLAND	S	280	0	0	56	15	21	8	0	0	21	54	23	281
	BRITISH AIRWAYS PLC	S	628	0	0	56	21	15	8	0	0	21	62	19	642
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>1612</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>18</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>64</b>	<b>17</b>	<b>1695</b>
<b>TOTAL FRANCE</b>			<b>2250</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>18</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>62</b>	<b>18</b>	<b>2446</b>
<b>GEORGIA</b>															
TBILISI	BRITISH MEDITERRANEAN AIRWA	S	27	0	0	85	4	7	0	4	0	13	0	0	0
<b>TOTAL TBILISI</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GEORGIA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>GERMANY</b>															
BERLIN (TEGEL)	BRITISH AIRWAYS PLC	S	308	0	0	71	16	9	4	0	0	14	65	16	310
<b>TOTAL BERLIN (TEGEL)</b>			<b>308</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>65</b>	<b>16</b>	<b>310</b>
COLOGNE (BONN)	BRITISH AIRWAYS PLC	S	186	0	0	67	15	11	6	1	0	17	73	12	184
	LUFTHANSA CITY LINE	S	152	0	0	92	3	2	3	0	0	7	80	12	175
<b>TOTAL COLOGNE (BONN)</b>			<b>338</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>9</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>12</b>	<b>359</b>
DUSSELDORF	BRITISH AIRWAYS PLC	S	346	0	0	78	10	6	5	0	0	12	72	14	342
	LUFTHANSA	S	294	0	4	82	11	2	4	0	0	9	75	11	297
<b>TOTAL DUSSELDORF</b>			<b>640</b>	<b>0</b>	<b>4</b>	<b>80</b>	<b>11</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>13</b>	<b>639</b>
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	445	0	1	72	12	10	6	0	0	15	64	20	440
	LUFTHANSA	S	612	0	0	76	15	7	3	0	0	13	77	11	620
<b>TOTAL FRANKFURT MAIN</b>			<b>1057</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>15</b>	<b>1060</b>
HAMBURG	BRITISH AIRWAYS PLC	S	248	0	0	69	11	12	8	0	0	18	65	18	248
	LUFTHANSA	S	186	0	0	85	7	5	3	0	0	8	86	6	186
<b>TOTAL HAMBURG</b>			<b>434</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>9</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>13</b>	<b>434</b>
HANOVER	BMI BRITISH MIDLAND	S	104	0	0	77	9	10	5	0	0	11	77	13	150
<b>TOTAL HANOVER</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>9</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>13</b>	<b>150</b>
MUNICH	BRITISH AIRWAYS PLC	S	298	0	2	59	20	13	7	0	0	21	67	17	294
	LUFTHANSA	S	434	0	0	78	11	7	3	0	0	12	74	13	372
<b>TOTAL MUNICH</b>			<b>732</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>15</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>71</b>	<b>15</b>	<b>666</b>
STUTT GART	BRITISH AIRWAYS PLC	S	186	0	0	70	16	10	4	0	0	15	71	16	186
	LUFTHANSA CITY LINE	S	124	0	0	85	9	2	3	0	0	8	77	10	185
<b>TOTAL STUTT GART</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>74</b>	<b>13</b>	<b>371</b>
<b>TOTAL GERMANY</b>			<b>3923</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>13</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>14</b>	<b>3989</b>
<b>GHANA</b>															
ACCRA	BRITISH AIRWAYS PLC	S	62	0	0	60	21	10	6	3	0	27	52	24	62
<b>TOTAL ACCRA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>21</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>39</b>	<b>42</b>	<b>92</b>
<b>TOTAL GHANA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>21</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>39</b>	<b>42</b>	<b>92</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

		Reporting Airport: HEATHROW (Full Analysis)														
		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE							JULY 2004			
ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)												
<b>GIBRALTAR</b>																
GIBRALTAR	GB AIRWAYS LTD	S	62	0	0	61	24	13	2	0	0	17	0	0	0	
TOTAL GIBRALTAR			<b>62</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>24</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	
TOTAL GIBRALTAR			<b>62</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>24</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>GREECE</b>																
ATHENS	BRITISH AIRWAYS PLC	S	186	0	0	58	24	12	5	1	1	25	75	10	162	
	OLYMPIC AIRWAYS	S	181	0	2	44	23	18	12	2	1	39	67	24	186	
TOTAL ATHENS			<b>367</b>	<b>2</b>	<b>2</b>	<b>51</b>	<b>23</b>	<b>15</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>32</b>	<b>72</b>	<b>16</b>	<b>418</b>	
CORFU	BMI BRITISH MIDLAND	C	10	0	0	60	30	10	0	0	0	12	0	0	0	
TOTAL CORFU			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	
TOTAL GREECE			<b>377</b>	<b>2</b>	<b>2</b>	<b>51</b>	<b>24</b>	<b>15</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>31</b>	<b>72</b>	<b>16</b>	<b>434</b>	
<b>HONG KONG</b>																
HONG KONG (CHEP LAP KOK)	BRITISH AIRWAYS PLC	S	186	0	0	73	15	11	1	0	0	11	72	15	151	
	CATHAY PACIFIC AIRWAYS	S	179	7	7	65	22	9	4	0	0	13	70	14	186	
TOTAL HONG KONG (CHEP LAP KOK)			<b>365</b>	<b>7</b>	<b>7</b>	<b>69</b>	<b>18</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>16</b>	<b>399</b>	
TOTAL HONG KONG			<b>365</b>	<b>7</b>	<b>7</b>	<b>69</b>	<b>18</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>16</b>	<b>399</b>	
<b>HUNGARY</b>																
BUDAPEST	BRITISH AIRWAYS PLC	S	186	0	0	59	21	16	4	0	0	17	59	19	124	
	MALEV (HUNGARIAN AIRLINES)	S	124	0	0	72	14	9	6	0	0	14	73	19	124	
TOTAL BUDAPEST			<b>310</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>18</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>66</b>	<b>19</b>	<b>248</b>	
TOTAL HUNGARY			<b>310</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>18</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>66</b>	<b>19</b>	<b>248</b>	
<b>ICELAND</b>																
KEFLAVIK	ICELANDAIR	S	124	0	0	60	12	24	4	0	0	20	52	22	124	
TOTAL KEFLAVIK			<b>124</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>12</b>	<b>24</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>52</b>	<b>22</b>	<b>124</b>	
TOTAL ICELAND			<b>124</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>12</b>	<b>24</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>52</b>	<b>22</b>	<b>124</b>	
<b>INDIA</b>																
CALCUTTA	AIR INDIA	S	20	0	3	70	10	0	20	0	0	19	0	0	0	
	BRITISH AIRWAYS PLC	S	27	0	0	81	7	7	4	0	0	10	56	19	27	
TOTAL CALCUTTA			<b>47</b>	<b>0</b>	<b>3</b>	<b>77</b>	<b>9</b>	<b>4</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>56</b>	<b>19</b>	<b>27</b>	
DELHI	AIR INDIA	S	2	1	0	0	0	0	50	0	50	585	0	0	0	
	BRITISH AIRWAYS PLC	S	62	0	0	71	15	13	2	0	0	12	69	12	62	
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	39	35	23	3	0	0	23	44	24	27	
TOTAL DELHI			<b>126</b>	<b>1</b>	<b>0</b>	<b>54</b>	<b>25</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>27</b>	<b>62</b>	<b>16</b>	<b>89</b>	
MADRAS/CHENNAI	AIR INDIA	S	5	0	0	0	0	40	60	0	0	68	0	0	0	
	BRITISH AIRWAYS PLC	S	18	0	0	44	33	17	6	0	0	17	56	24	16	
TOTAL MADRAS/CHENNAI			<b>23</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>26</b>	<b>22</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>56</b>	<b>24</b>	<b>16</b>	
MUMBAI	AIR INDIA	S	133	2	10	38	16	16	21	8	2	66	44	34	106	
	BMI BRITISH MIDLAND	S	33	1	2	79	12	3	6	0	0	10	0	0	0	
	BRITISH AIRWAYS PLC	S	58	0	1	66	17	16	0	0	2	37	73	16	62	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)										
MUMBAI	JET AIRWAYS	S	60	0	2	72	17	5	5	2	0	17	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	24	0	1	71	17	8	4	0	0	12	0	0	0
<b>TOTAL MUMBAI</b>			<b>308</b>	<b>3</b>	<b>16</b>	<b>56</b>	<b>16</b>	<b>12</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>41</b>	<b>55</b>	<b>27</b>	168
<b>TOTAL INDIA</b>			<b>504</b>	<b>4</b>	<b>19</b>	<b>57</b>	<b>18</b>	<b>13</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>34</b>	<b>57</b>	<b>23</b>	300
<b>IRAN</b>															
TEHRAN	BRITISH MEDITERRANEAN AIRWA	S	62	0	0	65	18	13	5	0	0	16	60	30	53
	IRAN AIR	S	36	0	0	8	28	36	25	3	0	50	17	43	36
<b>TOTAL TEHRAN</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>21</b>	<b>21</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>43</b>	<b>36</b>	89
<b>TOTAL IRAN</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>21</b>	<b>21</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>43</b>	<b>36</b>	89
<b>IRISH REPUBLIC</b>															
CORK	AER LINGUS	S	300	0	0	75	12	9	4	0	0	13	58	25	248
<b>TOTAL CORK</b>			<b>300</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>58</b>	<b>25</b>	248
DUBLIN	AER LINGUS	S	794	0	2	72	17	9	3	0	0	13	62	18	795
	BMI BRITISH MIDLAND	S	392	0	0	60	16	15	8	1	0	21	59	22	394
<b>TOTAL DUBLIN</b>			<b>1186</b>	<b>0</b>	<b>2</b>	<b>68</b>	<b>17</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>61</b>	<b>19</b>	1189
SHANNON	AER LINGUS	S	226	0	0	72	13	9	6	0	0	14	69	17	239
<b>TOTAL SHANNON</b>			<b>226</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>69</b>	<b>17</b>	239
<b>TOTAL IRISH REPUBLIC</b>			<b>1712</b>	<b>1</b>	<b>2</b>	<b>70</b>	<b>15</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>62</b>	<b>20</b>	1676
<b>ISRAEL</b>															
TEL AVIV	BRITISH AIRWAYS PLC	S	124	0	0	73	12	10	4	1	0	16	77	12	124
	EL AL	S	95	0	0	62	20	14	2	0	2	25	61	26	94
<b>TOTAL TEL AVIV</b>			<b>219</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>70</b>	<b>18</b>	218
<b>TOTAL ISRAEL</b>			<b>219</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>70</b>	<b>18</b>	218
<b>ITALY</b>															
CAGLIARI (ELMAS)	BMI BRITISH MIDLAND	C	10	0	0	60	30	10	0	0	0	13	10	46	10
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>10</b>	<b>46</b>	10
CATANIA (FONTANAROSSA)	BMI BRITISH MIDLAND	C	10	0	0	40	50	0	10	0	0	32	50	16	10
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>50</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>50</b>	<b>16</b>	10
MILAN (LINATE)	ALITALIA	S	225	0	3	71	15	11	3	0	0	14	69	15	168
	BMI BRITISH MIDLAND	S	62	0	0	53	16	18	13	0	0	26	47	24	62
	BRITISH AIRWAYS PLC	S	182	0	0	65	19	9	6	0	1	19	63	21	186
<b>TOTAL MILAN (LINATE)</b>			<b>469</b>	<b>0</b>	<b>3</b>	<b>66</b>	<b>17</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>63</b>	<b>19</b>	416
MILAN (MALPENSA)	ALITALIA	S	246	0	0	52	26	12	9	1	0	24	62	17	310
	BRITISH AIRWAYS PLC	S	248	0	0	44	25	19	11	0	0	27	59	18	186
<b>TOTAL MILAN (MALPENSA)</b>			<b>494</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>26</b>	<b>16</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>61</b>	<b>17</b>	496
NAPLES	BMI BRITISH MIDLAND	S	72	0	0	57	19	17	7	0	0	20	65	20	62
<b>TOTAL NAPLES</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>19</b>	<b>17</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>56</b>	<b>25</b>	72
ROME (FIUMICINO)	ALITALIA	S	308	0	0	49	19	20	11	1	0	26	59	19	310
	BRITISH AIRWAYS PLC	S	308	0	0	53	23	15	8	1	0	24	46	25	310

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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 ROME (FIUMICINO)</b>			<b>616</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>21</b>	<b>18</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>53</b>	<b>22</b>	<b>620</b>
VENICE	BMI BRITISH MIDLAND	S	62	0	0	50	23	16	11	0	0	27	27	35	62
<b>TOTAL VENICE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>23</b>	<b>16</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>29</b>	<b>34</b>	<b>66</b>
<b>TOTAL ITALY</b>			<b>1733</b>	<b>1</b>	<b>3</b>	<b>54</b>	<b>21</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>56</b>	<b>21</b>	<b>1701</b>
<b>JAMAICA</b>															
KINGSTON	AIR JAMAICA	S	58	0	0	14	24	21	29	12	0	78	19	78	78
<b>TOTAL KINGSTON</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>24</b>	<b>21</b>	<b>29</b>	<b>12</b>	<b>0</b>	<b>78</b>	<b>19</b>	<b>78</b>	<b>78</b>
<b>TOTAL JAMAICA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>24</b>	<b>21</b>	<b>29</b>	<b>12</b>	<b>0</b>	<b>78</b>	<b>19</b>	<b>78</b>	<b>78</b>
<b>JAPAN</b>															
OSAKA (KANSAI)	JAPAN AIRLINES	S	62	0	0	69	21	8	2	0	0	11	68	30	62
<b>TOTAL OSAKA (KANSAI)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>21</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>68</b>	<b>30</b>	<b>62</b>
TOKYO (NARITA)	ALL NIPPON AIRWAYS	S	62	0	0	87	10	2	0	2	0	11	79	9	62
	BRITISH AIRWAYS PLC	S	124	0	0	68	21	8	2	2	0	16	63	21	124
	JAPAN AIRLINES	S	124	0	0	65	17	13	4	1	0	19	65	22	124
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	2	2	52	27	17	5	0	0	21	40	28	60
<b>TOTAL TOKYO (NARITA)</b>			<b>370</b>	<b>2</b>	<b>2</b>	<b>68</b>	<b>19</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>62</b>	<b>20</b>	<b>370</b>
<b>TOTAL JAPAN</b>			<b>432</b>	<b>2</b>	<b>2</b>	<b>68</b>	<b>19</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>63</b>	<b>22</b>	<b>432</b>
<b>JORDAN</b>															
AMMAN	BRITISH MEDITERRANEAN AIRWA	S	28	0	0	68	14	14	4	0	0	15	76	11	33
	ROYAL JORDANIAN	S	62	0	1	61	15	18	6	0	0	18	47	28	62
<b>TOTAL AMMAN</b>			<b>91</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>14</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>57</b>	<b>22</b>	<b>95</b>
<b>TOTAL JORDAN</b>			<b>91</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>14</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>57</b>	<b>22</b>	<b>95</b>
<b>KAZAKHSTAN</b>															
ALMA ATA	AIR ASTANA	S	18	0	0	89	0	0	11	0	0	11	72	24	18
	BRITISH MEDITERRANEAN AIRWA	S	27	0	0	63	11	19	7	0	0	16	58	25	26
<b>TOTAL ALMA ATA</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>7</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>64</b>	<b>24</b>	<b>44</b>
<b>TOTAL KAZAKHSTAN</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>7</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>64</b>	<b>24</b>	<b>44</b>
<b>KENYA</b>															
NAIROBI	BRITISH AIRWAYS PLC	S	89	0	0	56	22	15	7	0	0	19	61	19	89
	KENYA AIRWAYS	S	92	0	0	78	15	3	3	0	0	10	82	15	92
<b>TOTAL NAIROBI</b>			<b>181</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>17</b>	<b>207</b>
<b>TOTAL KENYA</b>			<b>181</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>17</b>	<b>220</b>
<b>KUWAIT</b>															
KUWAIT	BRITISH AIRWAYS PLC	S	62	0	0	89	10	2	0	0	0	4	82	21	62
	KUWAIT AIRWAYS	S	72	0	0	42	28	21	6	4	0	32	57	23	79
<b>TOTAL KUWAIT</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>12</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>68</b>	<b>22</b>	<b>141</b>
<b>TOTAL KUWAIT</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>12</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>68</b>	<b>22</b>	<b>141</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

		Reporting Airport: HEATHROW (Full Analysis)														
		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE							JULY 2004			
ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)												
<b>KYRGYZSTAN</b>																
BISHKEK (FRUNZE)	BRITISH MEDITERRANEAN AIRWA	S	27	0	0	59	19	7	11	4	0	25	48	33	25	
<b>TOTAL BISHKEK (FRUNZE)</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>19</b>	<b>7</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>25</b>	<b>48</b>	<b>33</b>	<b>25</b>	
<b>TOTAL KYRGYZSTAN</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>19</b>	<b>7</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>25</b>	<b>48</b>	<b>33</b>	<b>25</b>	
<b>LATVIA</b>																
RIGA	AIR BALTIC CORPORATION SIA	S	52	0	0	75	17	4	4	0	0	15	77	11	52	
	BRITISH AIRWAYS PLC	S	62	0	0	65	11	15	10	0	0	19	67	21	45	
<b>TOTAL RIGA</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>14</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>72</b>	<b>15</b>	<b>97</b>	
<b>TOTAL LATVIA</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>14</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>72</b>	<b>15</b>	<b>97</b>	
<b>LEBANON</b>																
BEIRUT	MEA	S	62	0	0	71	16	10	3	0	0	13	61	27	62	
<b>TOTAL BEIRUT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>60</b>	<b>25</b>	<b>80</b>	
<b>TOTAL LEBANON</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>60</b>	<b>25</b>	<b>80</b>	
<b>LIBYA</b>																
TRIPOLI	BRITISH AIRWAYS PLC	S	60	0	0	62	18	12	5	3	0	23	52	18	44	
	LIBYAN ARAB AIRLINES	S	28	0	0	29	21	21	25	4	0	53	44	24	18	
<b>TOTAL TRIPOLI</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>19</b>	<b>15</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>32</b>	<b>50</b>	<b>20</b>	<b>62</b>	
<b>TOTAL LIBYA</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>19</b>	<b>15</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>32</b>	<b>49</b>	<b>20</b>	<b>70</b>	
<b>LUXEMBOURG</b>																
LUXEMBOURG	LUXAIR	S	124	0	0	77	15	5	4	0	0	12	76	11	122	
<b>TOTAL LUXEMBOURG</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>11</b>	<b>122</b>	
<b>TOTAL LUXEMBOURG</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>11</b>	<b>122</b>	
<b>MALAYSIA</b>																
KUALA LUMPUR (SEPANG)	MALAYSIAN AIRLINES SYSTEM-MA	S	159	1	1	80	11	8	1	0	0	9	73	24	158	
<b>TOTAL KUALA LUMPUR (SEPANG)</b>			<b>159</b>	<b>1</b>	<b>1</b>	<b>80</b>	<b>11</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>24</b>	<b>158</b>	
<b>TOTAL MALAYSIA</b>			<b>159</b>	<b>1</b>	<b>1</b>	<b>80</b>	<b>11</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>24</b>	<b>158</b>	
<b>MALTA</b>																
MALTA	AIR MALTA	S	132	0	0	74	12	7	6	1	0	15	66	16	136	
<b>TOTAL MALTA</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>66</b>	<b>16</b>	<b>136</b>	
<b>TOTAL MALTA</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>66</b>	<b>16</b>	<b>136</b>	
<b>MAURITIUS</b>																
MAURITIUS	AIR MAURITIUS LTD	S	54	0	0	67	22	11	0	0	0	13	45	41	44	
	BRITISH AIRWAYS PLC	S	27	0	0	74	19	4	4	0	0	10	48	34	27	
<b>TOTAL MAURITIUS</b>			<b>81</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>21</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>46</b>	<b>38</b>	<b>71</b>	
<b>TOTAL MAURITIUS</b>			<b>81</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>21</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>46</b>	<b>38</b>	<b>71</b>	
<b>MEXICO</b>																
MEXICO CITY	BRITISH AIRWAYS PLC	S	35	0	0	34	37	20	6	0	3	37	47	55	45	

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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 MEXICO CITY			35	0	0	34	37	20	6	0	3	37	47	55	45
TOTAL MEXICO			35	0	0	34	37	20	6	0	3	37	47	55	45
<b>MOROCCO</b>															
CASABLANCA MOHAMED V	GB AIRWAYS LTD	S	19	0	0	58	21	21	0	0	0	14	56	21	18
	ROYAL AIR MAROC	S	52	0	0	67	8	8	13	4	0	38	65	27	62
TOTAL CASABLANCA MOHAMED V			71	0	0	65	11	11	10	3	0	32	63	26	80
MARRAKESH	GB AIRWAYS LTD	S	42	0	0	62	21	14	2	0	0	16	63	35	41
	ROYAL AIR MAROC	S	10	0	0	80	0	20	0	0	0	16	0	0	0
TOTAL MARRAKESH			52	0	0	65	17	15	2	0	0	16	63	35	41
TANGIERS (IBN BATUTA)	ROYAL AIR MAROC	S	28	0	0	29	36	11	25	0	0	36	15	46	20
TOTAL TANGIERS (IBN BATUTA)			28	0	0	29	36	11	25	0	0	36	15	46	20
TOTAL MOROCCO			151	0	0	58	18	13	10	1	0	27	56	31	141
<b>NATIONALIST CHINA (TAIWAN)</b>															
TAIPEI	EVA AIR	S	44	0	0	70	16	9	5	0	0	19	68	14	44
TOTAL TAIPEI			44	0	0	70	16	9	5	0	0	19	68	14	44
TOTAL NATIONALIST CHINA (TAIWAN)			44	0	0	70	16	9	5	0	0	19	68	14	44
<b>NETHERLANDS</b>															
AMSTERDAM	BMI BRITISH MIDLAND	S	454	0	1	74	13	9	4	1	0	14	69	17	456
	BRITISH AIRWAYS PLC	S	468	0	0	73	12	9	6	0	0	14	67	17	476
	KLM	S	548	0	0	77	12	6	4	0	0	14	74	14	546
TOTAL AMSTERDAM			1470	0	1	75	12	8	5	0	0	14	70	16	1478
EINDHOVEN	KLM CITYHOPPER	S	126	0	0	79	11	9	2	0	0	9	0	0	0
TOTAL EINDHOVEN			126	0	0	79	11	9	2	0	0	9	69	19	86
ROTTERDAM	KLM CITYHOPPER	S	152	1	0	89	5	5	1	0	0	5	100	4	8
TOTAL ROTTERDAM			152	1	2	89	5	5	1	0	0	5	92	5	200
TOTAL NETHERLANDS			1748	1	3	76	12	8	4	0	0	13	73	15	1764
<b>NEW ZEALAND</b>															
AUCKLAND INTERNATIONAL	AIR NEW ZEALAND LTD	S	62	0	0	53	24	11	5	6	0	34	71	16	62
TOTAL AUCKLAND INTERNATIONAL			62	0	0	53	24	11	5	6	0	34	71	16	62
TOTAL NEW ZEALAND			62	0	0	53	24	11	5	6	0	34	71	16	62
<b>NIGERIA</b>															
ABUJA	BRITISH AIRWAYS PLC	S	63	0	0	84	10	3	3	0	0	7	50	21	44
TOTAL ABUJA			63	0	0	84	10	3	3	0	0	7	50	21	44
LAGOS	BRITISH AIRWAYS PLC	S	89	1	0	44	28	15	11	0	2	54	53	21	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	85	0	0	54	13	21	11	1	0	27	42	26	60
TOTAL LAGOS			174	1	0	49	21	18	11	1	1	41	48	23	122
TOTAL NIGERIA			237	1	0	58	18	14	9	0	1	32	48	22	166

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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>NORWAY</b>															
OSLO (GARDERMOEN)	BRITISH AIRWAYS PLC	S	246	0	0	65	18	12	5	0	0	15	68	18	248
	SAS	S	300	0	0	82	11	4	3	0	0	9	81	9	300
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>546</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>13</b>	<b>548</b>
STAVANGER	SAS	S	104	0	0	83	11	3	4	0	0	9	86	6	104
<b>TOTAL STAVANGER</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>6</b>	<b>104</b>
<b>TOTAL NORWAY</b>			<b>650</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>12</b>	<b>652</b>
<b>OMAN</b>															
MUSCAT	BRITISH AIRWAYS PLC	S	62	0	0	87	10	0	3	0	0	7	82	8	44
	GULF AIR	S	116	0	0	57	23	17	3	0	0	16	50	33	105
<b>TOTAL MUSCAT</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>59</b>	<b>25</b>	<b>149</b>
<b>TOTAL OMAN</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>59</b>	<b>25</b>	<b>149</b>
<b>PAKISTAN</b>															
ISLAMABAD	BRITISH AIRWAYS PLC	S	27	0	0	56	30	11	4	0	0	16	59	20	27
	PAKISTAN INTL AIRLINES	S	36	0	0	17	36	14	25	6	3	64	15	38	26
<b>TOTAL ISLAMABAD</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>13</b>	<b>16</b>	<b>3</b>	<b>2</b>	<b>43</b>	<b>38</b>	<b>29</b>	<b>53</b>
KARACHI	PAKISTAN INTL AIRLINES	S	27	0	1	26	33	37	4	0	0	25	50	15	26
<b>TOTAL KARACHI</b>			<b>27</b>	<b>0</b>	<b>1</b>	<b>26</b>	<b>33</b>	<b>37</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>15</b>	<b>26</b>
LAHORE	PAKISTAN INTL AIRLINES	S	26	0	0	27	35	23	15	0	0	32	43	30	28
<b>TOTAL LAHORE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>35</b>	<b>23</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>43</b>	<b>30</b>	<b>28</b>
<b>TOTAL PAKISTAN</b>			<b>116</b>	<b>0</b>	<b>1</b>	<b>30</b>	<b>34</b>	<b>21</b>	<b>13</b>	<b>2</b>	<b>1</b>	<b>37</b>	<b>42</b>	<b>26</b>	<b>107</b>
<b>POLAND</b>															
WARSAW	BRITISH AIRWAYS PLC	S	186	0	0	66	15	12	5	2	0	20	62	22	185
	LOT-POLISH AIRLINES	S	186	0	0	64	21	7	8	1	0	18	62	17	186
<b>TOTAL WARSAW</b>			<b>372</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>62</b>	<b>19</b>	<b>371</b>
<b>TOTAL POLAND</b>			<b>372</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>62</b>	<b>19</b>	<b>371</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR PORTUGAL	S	62	0	0	77	15	8	0	0	0	9	65	14	62
<b>TOTAL FARO</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>65</b>	<b>14</b>	<b>62</b>
LISBON	AIR PORTUGAL	S	186	0	0	52	23	14	10	1	0	26	46	30	186
	BRITISH AIRWAYS PLC	S	245	0	0	64	14	13	9	0	0	19	68	15	248
<b>TOTAL LISBON</b>			<b>431</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>18</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>58</b>	<b>22</b>	<b>434</b>
OPORTO (PORTUGAL)	AIR PORTUGAL	S	124	0	0	54	24	20	2	0	0	17	57	18	124
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>24</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>57</b>	<b>18</b>	<b>124</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>617</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>19</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>59</b>	<b>20</b>	<b>620</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	AIR PORTUGAL	S	18	0	0	56	28	11	6	0	0	17	56	17	18
<b>TOTAL FUNCHAL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>28</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>56</b>	<b>17</b>	<b>18</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

		Reporting Airport: HEATHROW (Full Analysis)											JULY 2004		
		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										
ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL PORTUGAL(MADEIRA)			18	0	0	56	28	11	6	0	0	17	56	17	18
QATAR															
DOHA	BRITISH AIRWAYS PLC	S	62	0	0	76	19	0	3	2	0	14	79	9	62
	QATAR AIRWAYS	S	124	0	0	77	14	6	2	0	0	10	75	9	124
TOTAL DOHA			186	0	0	77	16	4	3	1	0	12	76	9	186
TOTAL QATAR			186	0	0	77	16	4	3	1	0	12	76	9	186
REPUBLIC OF KOREA															
SEOUL (INCHEON)	ASIANA AIRLINES	S	26	0	1	58	27	12	4	0	0	15	81	8	32
	KOREAN AIR	S	62	0	0	71	21	6	2	0	0	11	75	8	59
TOTAL SEOUL (INCHEON)			88	0	1	67	23	8	2	0	0	12	77	8	91
TOTAL REPUBLIC OF KOREA			88	0	1	67	23	8	2	0	0	12	77	8	91
REPUBLIC OF SOUTH AFRICA															
CAPE TOWN	BRITISH AIRWAYS PLC	S	62	0	0	79	15	6	0	0	0	9	65	57	62
	SOUTH AFRICAN AIRWAYS	S	52	0	6	92	2	2	4	0	0	8	68	13	80
TOTAL CAPE TOWN			114	0	6	85	9	4	2	0	0	8	66	32	142
JOHANNESBURG	BRITISH AIRWAYS PLC	S	124	0	0	73	15	7	4	1	0	14	65	20	124
	SOUTH AFRICAN AIRWAYS	S	106	1	8	76	13	5	5	1	0	15	76	12	124
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	58	26	13	3	0	0	17	61	28	61
TOTAL JOHANNESBURG			292	1	8	71	16	8	4	1	0	15	69	18	309
TOTAL REPUBLIC OF SOUTH AFRICA			406	1	14	75	14	7	3	0	0	13	68	23	451
REPUBLIC OF YEMEN															
SANAA	YEMENIA	S	18	0	0	50	11	6	33	0	0	38	28	31	18
TOTAL SANAA			18	0	0	50	11	6	33	0	0	38	28	31	18
TOTAL REPUBLIC OF YEMEN			18	0	0	50	11	6	33	0	0	38	28	31	18
RUMANIA															
BUCHAREST (OTOPENI)	BRITISH AIRWAYS PLC	S	62	0	0	52	24	13	8	3	0	28	68	13	62
	TAROM	S	62	0	0	68	18	8	6	0	0	15	77	8	62
TOTAL BUCHAREST (OTOPENI)			124	0	0	60	21	10	7	2	0	22	73	10	124
TOTAL RUMANIA			124	0	0	60	21	10	7	2	0	22	73	10	124
RUSSIA															
MOSCOW (DOMODEDOVO)	BRITISH AIRWAYS PLC	S	134	0	0	58	24	13	4	0	0	17	49	22	134
TOTAL MOSCOW (DOMODEDOVO)			134	0	0	58	24	13	4	0	0	17	49	22	134
MOSCOW (SHEREMETYEVO)	AEROFLOT	S	174	0	0	70	21	7	1	0	0	12	58	18	158
TOTAL MOSCOW (SHEREMETYEVO)			174	0	0	70	21	7	1	0	0	12	58	18	158
ST PETERSBURG	BRITISH AIRWAYS PLC	S	62	0	0	53	23	18	6	0	0	24	89	5	62
	PULKOVO AVIATION ENTERPRISE	S	10	0	0	50	30	20	0	0	0	17	30	19	10
TOTAL ST PETERSBURG			72	0	0	53	24	18	6	0	0	23	81	7	72
TOTAL RUSSIA			380	0	0	63	23	12	3	0	0	16	59	17	364



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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>SAUDI ARABIA</b>															
DAMMAM	SAUDI ARABIAN AIRLINES	S	5	0	0	20	40	40	0	0	0	28	0	0	0
<b>TOTAL DAMMAM</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>40</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>
JEDDAH	SAUDI ARABIAN AIRLINES	S	62	0	0	74	19	5	2	0	0	11	61	17	62
<b>TOTAL JEDDAH</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>19</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>61</b>	<b>19</b>	<b>97</b>
RIYADH	SAUDI ARABIAN AIRLINES	S	41	0	0	59	15	12	15	0	0	24	61	16	36
<b>TOTAL RIYADH</b>			<b>41</b>	<b>1</b>	<b>0</b>	<b>59</b>	<b>15</b>	<b>12</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>57</b>	<b>19</b>	<b>72</b>
<b>TOTAL SAUDI ARABIA</b>			<b>108</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>19</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>59</b>	<b>19</b>	<b>169</b>
<b>SEYCHELLES</b>															
SEYCHELLES	AIR SEYCHELLES	S	19	0	0	21	47	16	16	0	0	30	67	14	18
<b>TOTAL SEYCHELLES</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>47</b>	<b>16</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>67</b>	<b>14</b>	<b>18</b>
<b>TOTAL SEYCHELLES</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>47</b>	<b>16</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>67</b>	<b>14</b>	<b>18</b>
<b>SINGAPORE</b>															
SINGAPORE	SINGAPORE AIRLINES	S	186	0	0	74	16	8	3	0	0	12	67	14	186
<b>TOTAL SINGAPORE</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>16</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>67</b>	<b>14</b>	<b>186</b>
<b>TOTAL SINGAPORE</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>16</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>67</b>	<b>14</b>	<b>186</b>
<b>SPAIN</b>															
ALICANTE	BMI BRITISH MIDLAND	S	62	0	0	45	35	11	8	0	0	22	45	30	62
<b>TOTAL ALICANTE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>35</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>45</b>	<b>30</b>	<b>62</b>
BARCELONA	BRITISH AIRWAYS PLC	S	248	0	0	47	25	19	9	0	0	24	53	24	266
	IBERIA	S	243	0	4	70	16	8	5	1	0	18	70	17	248
<b>TOTAL BARCELONA</b>			<b>491</b>	<b>0</b>	<b>4</b>	<b>58</b>	<b>21</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>62</b>	<b>20</b>	<b>520</b>
BILBAO	IBERIA	S	62	0	0	82	5	8	5	0	0	14	82	8	62
<b>TOTAL BILBAO</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>5</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>13</b>	<b>124</b>
MADRID	BMI BRITISH MIDLAND	S	62	0	0	81	11	6	2	0	0	10	63	18	62
	BRITISH AIRWAYS PLC	S	309	0	1	50	23	14	13	1	0	32	57	21	310
	IBERIA	C	2	0	0	100	0	0	0	0	0	4	0	0	0
	IBERIA	S	372	0	0	51	25	13	10	1	0	25	53	25	372
<b>TOTAL MADRID</b>			<b>745</b>	<b>1</b>	<b>1</b>	<b>53</b>	<b>23</b>	<b>13</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>56</b>	<b>23</b>	<b>744</b>
MALAGA	GB AIRWAYS LTD	S	124	0	0	55	27	15	2	1	0	20	50	25	123
	IBERIA	S	62	0	0	56	27	11	3	2	0	22	53	23	62
<b>TOTAL MALAGA</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>27</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>51</b>	<b>25</b>	<b>185</b>
PALMA DE MALLORCA	BMI BRITISH MIDLAND	S	72	0	0	68	17	11	0	1	3	29	40	33	72
<b>TOTAL PALMA DE MALLORCA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>29</b>	<b>40</b>	<b>33</b>	<b>72</b>
SANTIAGO DE COMPOSTELA (SPAIN)	IBERIA	S	62	0	0	81	8	6	5	0	0	13	77	10	62
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>10</b>	<b>62</b>
SEVILLE	IBERIA	S	62	0	0	81	11	8	0	0	0	8	63	31	62
<b>TOTAL SEVILLE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>63</b>	<b>31</b>	<b>62</b>

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)										
VALENCIA	IBERIA	S	62	0	0	55	18	11	11	3	2	46	63	26	62
<b>TOTAL VALENCIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>18</b>	<b>11</b>	<b>11</b>	<b>3</b>	<b>2</b>	<b>46</b>	<b>63</b>	<b>26</b>	<b>62</b>
<b>TOTAL SPAIN</b>			<b>1804</b>	<b>1</b>	<b>5</b>	<b>58</b>	<b>21</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>58</b>	<b>22</b>	<b>1903</b>
SRI LANKA															
COLOMBO	SRILANKAN AIRLINES	S	106	0	0	62	18	8	9	2	0	24	70	18	106
<b>TOTAL COLOMBO</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>18</b>	<b>8</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>70</b>	<b>18</b>	<b>106</b>
<b>TOTAL SRI LANKA</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>18</b>	<b>8</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>70</b>	<b>18</b>	<b>106</b>
SUDAN															
KHARTOUM	BRITISH MEDITERRANEAN AIRWA	S	32	0	0	47	19	25	9	0	0	28	27	54	26
<b>TOTAL KHARTOUM</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>19</b>	<b>25</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>27</b>	<b>54</b>	<b>26</b>
<b>TOTAL SUDAN</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>19</b>	<b>25</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>27</b>	<b>54</b>	<b>26</b>
SWEDEN															
GOTEBORG	SAS	S	116	0	0	87	8	5	0	0	0	6	81	9	124
<b>TOTAL GOTEBORG</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>9</b>	<b>124</b>
STOCKHOLM (ARLANDA)	BRITISH AIRWAYS PLC	S	350	0	0	63	14	16	7	1	0	19	63	19	362
	SAS	S	290	0	0	75	15	7	3	0	0	12	77	12	287
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>640</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>15</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>16</b>	<b>649</b>
<b>TOTAL SWEDEN</b>			<b>756</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>15</b>	<b>773</b>
SWITZERLAND															
BASLE MULHOUSE	BRITISH AIRWAYS PLC	S	184	0	0	82	9	8	1	0	0	9	0	0	0
<b>TOTAL BASLE MULHOUSE</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>90</b>	<b>6</b>	<b>186</b>
GENEVA	BRITISH AIRWAYS PLC	S	494	0	0	79	9	9	3	0	0	11	72	13	354
<b>TOTAL GENEVA</b>			<b>494</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>10</b>	<b>602</b>
ZURICH	BRITISH AIRWAYS PLC	S	356	0	0	75	13	8	3	1	0	15	60	18	352
	SWISS AIRLINES	S	372	0	0	69	19	10	2	0	0	13	62	16	434
<b>TOTAL ZURICH</b>			<b>728</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>61</b>	<b>17</b>	<b>786</b>
<b>TOTAL SWITZERLAND</b>			<b>1406</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>13</b>	<b>1574</b>
SYRIA															
DAMASCUS	BRITISH MEDITERRANEAN AIRWA	S	53	0	0	68	19	9	2	2	0	16	66	26	61
	SYRIANAIR	S	26	0	0	27	35	27	8	0	4	63	38	37	26
<b>TOTAL DAMASCUS</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>24</b>	<b>15</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>31</b>	<b>57</b>	<b>29</b>	<b>87</b>
<b>TOTAL SYRIA</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>24</b>	<b>15</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>31</b>	<b>57</b>	<b>29</b>	<b>87</b>
TANZANIA															
DAR-ES-SALAAM	BRITISH AIRWAYS PLC	S	27	0	0	63	11	22	4	0	0	16	74	9	27
<b>TOTAL DAR-ES-SALAAM</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>11</b>	<b>22</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>74</b>	<b>9</b>	<b>27</b>
<b>TOTAL TANZANIA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>11</b>	<b>22</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>74</b>	<b>9</b>	<b>27</b>

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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>THAILAND</b>																
BANGKOK	THAI AIRWAYS INTERNATIONAL	S	124	0	0	72	15	13	0	0	0	11	71	13	113	
TOTAL BANGKOK			124	0	0	72	15	13	0	0	0	11	71	13	113	
TOTAL THAILAND			124	0	0	72	15	13	0	0	0	11	71	13	113	
<b>TRINIDAD AND TOBAGO</b>																
PORT OF SPAIN	BWIA	S	62	0	0	11	13	34	40	2	0	56	8	111	60	
TOTAL PORT OF SPAIN			62	0	0	11	13	34	40	2	0	56	8	111	60	
TOTAL TRINIDAD AND TOBAGO			62	0	0	11	13	34	40	2	0	56	8	111	60	
<b>TUNISIA</b>																
TUNIS	TUNISAIR	S	38	0	0	32	29	29	11	0	0	29	31	37	36	
TOTAL TUNIS			38	0	0	32	29	29	11	0	0	29	31	37	36	
TOTAL TUNISIA			38	0	0	32	29	29	11	0	0	29	31	37	36	
<b>TURKEY</b>																
ANTALYA	KIBRIS TURKISH AIRLINES - KTHY	S	10	0	0	40	30	10	0	20	0	56	10	102	10	
TOTAL ANTALYA			10	0	0	40	30	10	0	20	0	56	10	102	10	
DALAMAN	BMI BRITISH MIDLAND	C	10	0	0	0	10	70	20	0	0	46	10	61	10	
TOTAL DALAMAN			10	0	0	0	10	70	20	0	0	46	10	61	10	
ISTANBUL	BRITISH AIRWAYS PLC	S	123	0	0	51	23	15	11	0	0	23	55	22	124	
	THY TURK HAVA YOLLARI TURKIS	S	186	0	0	33	28	24	13	1	0	35	48	27	186	
TOTAL ISTANBUL			309	0	0	40	26	21	12	1	0	31	50	25	318	
IZMIR (ADNAM MENDERES)	KIBRIS TURKISH AIRLINES - KTHY	S	28	0	0	36	18	21	14	4	7	84	31	36	26	
TOTAL IZMIR (ADNAM MENDERES)			28	0	0	36	18	21	14	4	7	84	31	36	26	
TOTAL TURKEY			357	0	0	39	25	22	12	1	1	36	46	29	364	
<b>TURKMENISTAN</b>																
ASHKHABAD	TURKMENISTAN AIRLINES	S	18	0	0	44	11	39	6	0	0	24	28	30	18	
TOTAL ASHKHABAD			18	0	0	44	11	39	6	0	0	24	28	30	18	
TOTAL TURKMENISTAN			18	0	0	44	11	39	6	0	0	24	28	30	18	
<b>TURKS AND CAICOS ISLANDS</b>																
PROVIDENCIALES	BRITISH AIRWAYS PLC	S	9	0	0	44	11	11	33	0	0	40	100	5	8	
TOTAL PROVIDENCIALES			9	0	0	44	11	11	33	0	0	40	100	5	8	
TOTAL TURKS AND CAICOS ISLANDS			9	0	0	44	11	11	33	0	0	40	100	5	8	
<b>UGANDA</b>																
ENTEBBE	BRITISH AIRWAYS PLC	S	26	0	0	85	12	4	0	0	0	10	65	16	26	
TOTAL ENTEBBE			26	0	0	85	12	4	0	0	0	10	65	16	26	
TOTAL UGANDA			26	0	0	85	12	4	0	0	0	10	65	16	26	

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		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE										
ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)												
<b>UKRAINE</b>																
KIEV (BORISPOL)	BRITISH AIRWAYS PLC	S	62	0	0	44	27	15	15	0	0	27	64	11	44	
TOTAL KIEV (BORISPOL)			<b>62</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>27</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>64</b>	<b>11</b>	<b>44</b>	
TOTAL UKRAINE			<b>62</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>27</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>64</b>	<b>11</b>	<b>44</b>	
<b>UNITED ARAB EMIRATES</b>																
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	90	0	0	72	18	6	4	0	0	12	71	15	90	
	GULF AIR	S	68	0	0	82	13	4	0	0	0	7	74	19	69	
TOTAL ABU DHABI INTERNATIONAL			<b>158</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>16</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>15</b>	<b>177</b>	
DUBAI	BRITISH AIRWAYS PLC	S	124	0	1	79	14	3	2	1	1	14	81	13	151	
	EMIRATES	S	248	0	0	52	27	18	3	0	0	19	52	21	248	
TOTAL DUBAI			<b>372</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>23</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>63</b>	<b>18</b>	<b>399</b>	
TOTAL UNITED ARAB EMIRATES			<b>531</b>	<b>0</b>	<b>1</b>	<b>66</b>	<b>21</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>67</b>	<b>17</b>	<b>576</b>	
<b>UNITED KINGDOM</b>																
ABERDEEN	BMI BRITISH MIDLAND	S	280	0	0	74	14	9	3	0	0	12	76	12	282	
	BRITISH AIRWAYS PLC	S	401	0	0	66	13	15	7	0	0	18	73	12	395	
TOTAL ABERDEEN			<b>681</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>74</b>	<b>12</b>	<b>677</b>	
BELFAST CITY	BMI BRITISH MIDLAND	S	475	0	1	73	15	10	2	0	0	12	66	16	478	
TOTAL BELFAST CITY			<b>475</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>15</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>66</b>	<b>16</b>	<b>478</b>	
DURHAM TEES VALLEY	BMI BRITISH MIDLAND	S	166	0	0	78	13	8	2	0	0	10	86	7	166	
TOTAL DURHAM TEES VALLEY			<b>166</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>86</b>	<b>7</b>	<b>166</b>	
EDINBURGH	BMI BRITISH MIDLAND	S	476	0	0	73	14	11	2	0	0	12	67	17	475	
	BRITISH AIRWAYS PLC	S	714	0	0	51	23	16	9	0	0	23	62	18	668	
	VIRGIN ATLANTIC AIRWAYS LTD	C	2	0	0	0	0	50	50	0	0	63	0	0	0	
TOTAL EDINBURGH			<b>1192</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>64</b>	<b>18</b>	<b>1143</b>	
GLASGOW	BMI BRITISH MIDLAND	S	455	0	0	77	15	7	1	0	0	10	69	14	464	
	BRITISH AIRWAYS PLC	S	652	3	0	64	17	12	6	0	0	20	67	17	660	
TOTAL GLASGOW			<b>1107</b>	<b>3</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>67</b>	<b>16</b>	<b>1124</b>	
INVERNESS	BMI BRITISH MIDLAND	S	62	0	0	68	18	6	5	3	0	21	77	14	62	
TOTAL INVERNESS			<b>62</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>18</b>	<b>6</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>77</b>	<b>14</b>	<b>62</b>	
LEEDS BRADFORD	BMI BRITISH MIDLAND	S	218	0	0	72	13	11	3	0	0	12	81	8	220	
TOTAL LEEDS BRADFORD			<b>218</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>8</b>	<b>220</b>	
MANCHESTER	BMI BRITISH MIDLAND	S	410	0	0	76	11	8	5	0	0	11	69	15	415	
	BRITISH AIRWAYS PLC	S	596	0	1	66	16	12	7	0	0	19	69	16	603	
	QANTAS	S	38	1	1	89	5	0	3	3	0	14	88	9	91	
TOTAL MANCHESTER			<b>1044</b>	<b>1</b>	<b>2</b>	<b>71</b>	<b>14</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>70</b>	<b>15</b>	<b>1109</b>	
NEWCASTLE	BRITISH AIRWAYS PLC	S	395	1	1	71	9	14	6	1	0	17	64	17	353	
TOTAL NEWCASTLE			<b>395</b>	<b>1</b>	<b>1</b>	<b>71</b>	<b>9</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>64</b>	<b>17</b>	<b>353</b>	
TOTAL UNITED KINGDOM			<b>5341</b>	<b>7</b>	<b>5</b>	<b>68</b>	<b>15</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>15</b>	<b>5336</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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>USA</b>															
BALTIMORE	BRITISH AIRWAYS PLC	S	62	0	0	76	16	6	2	0	0	12	73	10	62
<b>TOTAL BALTIMORE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>10</b>	<b>62</b>
BOSTON	AMERICAN AIRLINES	S	124	0	0	77	13	9	2	0	0	11	71	11	114
	BRITISH AIRWAYS PLC	S	186	0	0	70	18	9	2	1	0	13	69	17	186
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	55	23	15	8	0	0	22	56	34	89
<b>TOTAL BOSTON</b>			<b>372</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>19</b>	<b>389</b>
CHICAGO (O'HARE)	AIR INDIA	S	26	0	1	38	8	15	23	12	4	77	31	37	26
	AMERICAN AIRLINES	S	307	1	1	75	16	7	3	0	0	11	73	14	310
	BRITISH AIRWAYS PLC	S	124	0	0	60	22	13	5	0	0	16	50	27	124
	UNITED AIRLINES	S	186	0	0	53	27	11	6	2	1	25	68	16	215
<b>TOTAL CHICAGO (O'HARE)</b>			<b>643</b>	<b>1</b>	<b>2</b>	<b>65</b>	<b>20</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>66</b>	<b>18</b>	<b>675</b>
DENVER INTERNATIONAL	BRITISH AIRWAYS PLC	S	62	0	0	71	19	5	5	0	0	12	66	34	61
<b>TOTAL DENVER INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>19</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>66</b>	<b>34</b>	<b>61</b>
DETROIT	BRITISH AIRWAYS PLC	S	62	0	0	69	21	8	2	0	0	12	81	9	62
<b>TOTAL DETROIT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>21</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>9</b>	<b>62</b>
HOUSTON	BRITISH AIRWAYS PLC	S	62	0	0	82	5	5	8	0	0	13	81	10	62
<b>TOTAL HOUSTON</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>5</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>81</b>	<b>10</b>	<b>62</b>
LOS ANGELES INTERNATIONAL	AMERICAN AIRLINES	S	124	0	0	77	14	6	2	1	0	11	61	14	124
	BRITISH AIRWAYS PLC	S	186	0	0	60	19	13	6	2	0	22	47	30	150
	UNITED AIRLINES	S	62	0	1	74	16	6	2	0	2	20	69	26	117
	VIRGIN ATLANTIC AIRWAYS LTD	S	124	0	0	59	20	16	2	2	0	20	44	34	124
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>496</b>	<b>0</b>	<b>1</b>	<b>66</b>	<b>18</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>55</b>	<b>26</b>	<b>515</b>
MIAMI INTERNATIONAL	AMERICAN AIRLINES	S	72	0	0	65	18	10	7	0	0	18	65	17	71
	BRITISH AIRWAYS PLC	S	124	0	0	40	26	22	13	0	0	30	49	31	124
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	58	21	18	3	0	0	19	48	18	62
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>258</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>22</b>	<b>17</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>53</b>	<b>24</b>	<b>257</b>
NEW YORK (JF KENNEDY)	AIR INDIA	S	57	0	2	11	16	25	39	11	0	75	35	36	62
	AMERICAN AIRLINES	S	358	0	0	53	21	17	9	0	0	22	72	16	363
	BRITISH AIRWAYS PLC	S	424	0	0	49	25	18	7	0	0	24	62	22	431
	KUWAIT AIRWAYS	S	25	0	1	44	16	28	4	4	4	43	56	38	27
	UNITED AIRLINES	S	124	0	0	60	15	16	7	1	1	24	74	19	123
	VIRGIN ATLANTIC AIRWAYS LTD	S	184	0	1	36	24	29	9	2	0	31	35	34	184
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>1172</b>	<b>0</b>	<b>4</b>	<b>47</b>	<b>22</b>	<b>20</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>61</b>	<b>23</b>	<b>1190</b>
NEW YORK (NEWARK)	BRITISH AIRWAYS PLC	S	176	0	0	76	11	11	2	0	0	12	72	12	167
	VIRGIN ATLANTIC AIRWAYS LTD	S	122	0	0	59	20	12	8	0	0	23	47	34	123
<b>TOTAL NEW YORK (NEWARK)</b>			<b>298</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>16</b>	<b>61</b>	<b>21</b>	<b>290</b>
PHILADELPHIA INTERNATIONAL	BRITISH AIRWAYS PLC	S	124	0	0	61	23	13	2	2	0	19	54	25	124
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>23</b>	<b>13</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>54</b>	<b>25</b>	<b>124</b>
PHOENIX	BRITISH AIRWAYS PLC	S	54	0	0	67	20	7	4	2	0	17	60	21	53
<b>TOTAL PHOENIX</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>20</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>60</b>	<b>21</b>	<b>53</b>
SAN FRANCISCO	BRITISH AIRWAYS PLC	S	124	0	0	70	15	10	4	1	0	14	62	18	124

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)										
SAN FRANCISCO	UNITED AIRLINES	S	124	0	0	91	3	4	2	0	0	6	73	16	124
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	68	19	11	2	0	0	11	61	25	61
<b>TOTAL SAN FRANCISCO</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>66</b>	<b>19</b>	<b>309</b>
SEATTLE (TACOMA)	BRITISH AIRWAYS PLC	S	62	0	0	63	29	6	0	0	2	30	61	17	62
<b>TOTAL SEATTLE (TACOMA)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>29</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>30</b>	<b>61</b>	<b>17</b>	<b>62</b>
WASHINGTON (DULLES)	BRITISH AIRWAYS PLC	S	186	0	0	68	21	8	3	0	14	66	24	184	
	UNITED AIRLINES	S	246	0	0	65	16	11	7	1	0	22	59	28	164
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	42	29	18	11	0	0	29	41	41	88
<b>TOTAL WASHINGTON (DULLES)</b>			<b>494</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>20</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>20</b>	<b>58</b>	<b>29</b>	<b>436</b>	
<b>TOTAL USA</b>			<b>4531</b>	<b>3</b>	<b>7</b>	<b>61</b>	<b>19</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>62</b>	<b>22</b>	<b>4547</b>
<b>UZBEKISTAN</b>															
TASHKENT	BRITISH MEDITERRANEAN AIRWA	S	27	0	0	63	11	19	7	0	0	22	37	33	27
	UZBEKISTAN AIRLINES	S	36	2	2	72	17	8	3	0	0	12	83	7	36
<b>TOTAL TASHKENT</b>			<b>63</b>	<b>2</b>	<b>2</b>	<b>68</b>	<b>14</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>63</b>	<b>18</b>	<b>63</b>
<b>TOTAL UZBEKISTAN</b>			<b>63</b>	<b>2</b>	<b>2</b>	<b>68</b>	<b>14</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>63</b>	<b>18</b>	<b>63</b>
<b>ZAMBIA</b>															
LUSAKA	BRITISH AIRWAYS PLC	S	26	0	0	73	12	8	4	0	4	28	70	14	27
<b>TOTAL LUSAKA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>28</b>	<b>70</b>	<b>14</b>	<b>27</b>
<b>TOTAL ZAMBIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>28</b>	<b>70</b>	<b>14</b>	<b>27</b>
<b>ZIMBABWE</b>															
HARARE	BRITISH AIRWAYS PLC	S	27	0	0	67	19	7	4	4	0	19	56	34	27
<b>TOTAL HARARE</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>19</b>	<b>56</b>	<b>34</b>	<b>27</b>
<b>TOTAL ZIMBABWE</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>19</b>	<b>56</b>	<b>34</b>	<b>27</b>
<b>TOTAL HEATHROW</b>			<b>40738</b>	<b>45</b>	<b>98</b>	<b>65</b>	<b>17</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>64</b>	<b>19</b>	<b>40780</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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>BELGIUM</b>															
ANTWERP	VLM (BELGIUM)	S	238	0	0	89	6	4	1	0	0	7	97	4	245
<b>TOTAL ANTWERP</b>			<b>238</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>97</b>	<b>4</b>	<b>245</b>
BRUSSELS	VLM (BELGIUM)	S	215	0	3	89	9	2	0	0	0	7	88	7	225
<b>TOTAL BRUSSELS</b>			<b>215</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>7</b>	<b>225</b>
<b>TOTAL BELGIUM</b>			<b>453</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>93</b>	<b>5</b>	<b>470</b>
<b>FRANCE</b>															
PARIS (CHARLES DE GAULLE)	CITY JET	S	47	0	0	57	28	11	4	0	0	18	63	14	46
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>47</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>28</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>63</b>	<b>14</b>	<b>46</b>
PARIS (ORLY)	CITY JET	S	159	0	0	64	26	8	2	0	0	14	88	17	134
<b>TOTAL PARIS (ORLY)</b>			<b>159</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>26</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>88</b>	<b>17</b>	<b>134</b>
<b>TOTAL FRANCE</b>			<b>206</b>	<b>4</b>	<b>0</b>	<b>63</b>	<b>27</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>82</b>	<b>16</b>	<b>180</b>
<b>GERMANY</b>															
BREMEN	OLTOSTFRIESISCHE LUFFTRANSP	S	94	0	0	82	12	2	4	0	0	10	95	6	98
<b>TOTAL BREMEN</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>95</b>	<b>6</b>	<b>98</b>
DUSSELDORF	EUROWINGS LUFFTVERKEHRS	S	84	0	0	83	10	5	2	0	0	9	0	0	0
<b>TOTAL DUSSELDORF</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>92</b>	<b>4</b>	<b>88</b>
FRANKFURT MAIN	AUGSBURG AIRWAYS GMBH	S	134	0	0	73	13	10	4	0	0	13	86	9	43
	BRITISH AIRWAYS CITIEXPRESS L	S	136	0	0	76	12	7	5	0	0	13	80	13	136
<b>TOTAL FRANKFURT MAIN</b>			<b>270</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>83</b>	<b>10</b>	<b>275</b>
MUNICH	CIRRUS LUFFTFAHRT	S	84	0	0	76	14	7	2	0	0	11	77	10	90
<b>TOTAL MUNICH</b>			<b>84</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>77</b>	<b>10</b>	<b>90</b>
<b>TOTAL GERMANY</b>			<b>532</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>85</b>	<b>8</b>	<b>551</b>
<b>IRISH REPUBLIC</b>															
DUBLIN	CITY JET	S	231	0	0	79	13	6	3	0	0	11	79	11	226
<b>TOTAL DUBLIN</b>			<b>231</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>11</b>	<b>226</b>
GALWAY	EUROMANX GMBH	S	83	0	0	36	20	33	11	0	0	30	0	0	0
<b>TOTAL GALWAY</b>			<b>83</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>20</b>	<b>33</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>314</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>15</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>79</b>	<b>11</b>	<b>226</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	LUXAIR	S	188	0	0	91	5	2	2	0	0	6	82	8	150
	VLM (BELGIUM)	S	186	0	0	89	8	2	1	0	0	6	95	4	150
<b>TOTAL LUXEMBOURG</b>			<b>374</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>6</b>	<b>300</b>
<b>TOTAL LUXEMBOURG</b>			<b>374</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>6</b>	<b>300</b>
<b>NETHERLANDS</b>															
AMSTERDAM	KLM CITYHOPPER	S	279	0	0	83	9	6	3	0	0	9	89	7	217
	VLM (BELGIUM)	S	168	0	0	90	2	5	2	0	0	6	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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>TOTAL AMSTERDAM</b>			<b>447</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>7</b>	217
ROTTERDAM	KLM CITYHOPPER	S	64	0	0	86	11	3	0	0	0	6	0	0	0
	VLM (BELGIUM)	S	303	0	5	89	5	4	2	0	0	6	97	2	268
<b>TOTAL ROTTERDAM</b>			<b>367</b>	<b>1</b>	<b>5</b>	<b>89</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>97</b>	<b>2</b>	268
<b>TOTAL NETHERLANDS</b>			<b>814</b>	<b>1</b>	<b>5</b>	<b>87</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>93</b>	<b>4</b>	485
<b>SWITZERLAND</b>															
BASLE MULHOUSE	SWISS AIRLINES	S	147	1	1	76	20	4	0	0	0	10	0	0	0
<b>TOTAL BASLE MULHOUSE</b>			<b>147</b>	<b>1</b>	<b>1</b>	<b>76</b>	<b>20</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	0
GENEVA	BRITISH AIRWAYS CITIEXPRESS L	S	133	0	0	67	20	8	6	0	0	15	76	10	136
	SWISS AIRLINES	S	189	0	0	60	26	11	3	0	0	16	0	0	0
<b>TOTAL GENEVA</b>			<b>322</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>24</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>76</b>	<b>10</b>	136
ZURICH	SWISS AIRLINES	S	278	0	11	74	14	8	5	0	0	13	69	13	212
<b>TOTAL ZURICH</b>			<b>278</b>	<b>1</b>	<b>11</b>	<b>74</b>	<b>14</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>69</b>	<b>13</b>	212
<b>TOTAL SWITZERLAND</b>			<b>747</b>	<b>3</b>	<b>12</b>	<b>69</b>	<b>19</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>12</b>	348
<b>UNITED KINGDOM</b>															
DUNDEE	SCOT AIRWAYS	S	198	0	0	73	22	5	1	0	0	11	86	8	202
<b>TOTAL DUNDEE</b>			<b>198</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>22</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>8</b>	202
EDINBURGH	BRITISH AIRWAYS CITIEXPRESS L	S	237	0	0	65	18	10	7	0	0	18	83	8	139
	SCOT AIRWAYS	S	338	0	26	75	18	7	0	0	0	10	83	8	393
<b>TOTAL EDINBURGH</b>			<b>575</b>	<b>0</b>	<b>26</b>	<b>71</b>	<b>18</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>83</b>	<b>8</b>	532
ISLE OF MAN	EUROMANX GMBH	S	154	0	0	71	12	12	5	0	0	16	0	0	0
<b>TOTAL ISLE OF MAN</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>12</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>90</b>	<b>6</b>	52
JERSEY	VLM (BELGIUM)	S	155	0	1	88	4	5	2	1	0	12	96	2	158
<b>TOTAL JERSEY</b>			<b>155</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>4</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>96</b>	<b>2</b>	158
LIVERPOOL	VLM (BELGIUM)	S	232	0	0	88	10	2	0	0	0	6	96	3	246
<b>TOTAL LIVERPOOL</b>			<b>232</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>96</b>	<b>3</b>	246
MANCHESTER	VLM (BELGIUM)	S	352	0	4	89	6	4	0	1	0	6	92	5	368
<b>TOTAL MANCHESTER</b>			<b>352</b>	<b>0</b>	<b>4</b>	<b>89</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>5</b>	368
<b>TOTAL UNITED KINGDOM</b>			<b>1666</b>	<b>0</b>	<b>31</b>	<b>79</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>89</b>	<b>6</b>	1705
<b>TOTAL LONDON CITY</b>			<b>5106</b>	<b>10</b>	<b>51</b>	<b>79</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>87</b>	<b>7</b>	4265



## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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>CYPRUS</b>															
LARNACA	BRITANNIA AIRWAYS AND THOMS	C	10	0	0	100	0	0	0	0	0	2	75	7	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	0	0	13	0	0	9	100	0	9
	HELIOS AIRWAYS LTD	S	67	0	1	70	19	3	6	1	0	16	70	22	64
	MONARCH AIRLINES	C	8	0	0	0	13	25	63	0	0	89	86	3	7
<b>TOTAL LARNACA</b>			<b>93</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>15</b>	<b>4</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>74</b>	<b>17</b>	<b>89</b>
PAPHOS	BRITANNIA AIRWAYS AND THOMS	C	18	0	0	89	6	6	0	0	0	7	96	3	27
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	80	20	0	0	0	0	9	13	38	8
<b>TOTAL PAPHOS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>77</b>	<b>11</b>	<b>35</b>
<b>TOTAL CYPRUS</b>			<b>121</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>14</b>	<b>4</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>75</b>	<b>15</b>	<b>124</b>
<b>DENMARK</b>															
ESBJERG	RYANAIR	S	62	0	0	74	11	8	6	0	0	14	0	0	0
<b>TOTAL ESBJERG</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>11</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>
<b>TOTAL DENMARK</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>11</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>
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	BRITANNIA AIRWAYS AND THOMS	C	10	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>10</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>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL EGYPT</b>			<b>10</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>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>FRANCE</b>															
DINARD	RYANAIR	S	62	0	0	92	6	2	0	0	0	5	0	0	0
<b>TOTAL DINARD</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
GRENOBLE	EASYJET AIRLINE COMPANY LTD	S	61	1	1	54	25	15	5	0	2	37	0	0	0
<b>TOTAL GRENOBLE</b>			<b>61</b>	<b>1</b>	<b>1</b>	<b>54</b>	<b>25</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>
NICE	EASYJET AIRLINE COMPANY LTD	S	248	0	0	47	26	15	10	2	0	29	72	15	309
<b>TOTAL NICE</b>			<b>248</b>	<b>13</b>	<b>0</b>	<b>47</b>	<b>26</b>	<b>15</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>72</b>	<b>15</b>	<b>309</b>
NIMES	RYANAIR	S	62	0	0	74	13	10	0	3	0	19	0	0	0
<b>TOTAL NIMES</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	182	0	4	59	17	16	7	0	0	18	58	20	274
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>182</b>	<b>0</b>	<b>4</b>	<b>59</b>	<b>17</b>	<b>16</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>58</b>	<b>20</b>	<b>274</b>
<b>TOTAL FRANCE</b>			<b>616</b>	<b>25</b>	<b>5</b>	<b>59</b>	<b>20</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>65</b>	<b>17</b>	<b>585</b>
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	166	0	0	74	15	7	4	0	0	13	78	12	168
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>12</b>	<b>168</b>
DORTMUND	EASYJET AIRLINE COMPANY LTD	S	104	0	0	77	12	3	3	5	1	28	0	0	0
<b>TOTAL DORTMUND</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>3</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GERMANY</b>			<b>270</b>	<b>9</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>78</b>	<b>12</b>	<b>170</b>
<b>GIBRALTAR</b>															
GIBRALTAR	MONARCH AIRLINES	S	62	0	0	87	5	3	3	2	0	13	89	5	62

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL GIBRALTAR			62	1	0	87	5	3	3	2	0	13	89	5	62
TOTAL GIBRALTAR			62	1	0	87	5	3	3	2	0	13	89	5	62
GREECE															
ATHENS	EASYJET AIRLINE COMPANY LTD	S	62	0	0	74	16	5	5	0	0	13	86	6	124
TOTAL ATHENS			62	5	0	74	16	5	5	0	0	13	86	6	124
CORFU	BRITANNIA AIRWAYS AND THOMS	C	10	0	0	90	10	0	0	0	9	92	92	3	12
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	40	20	10	10	10	10	92	60	14	10
	MONARCH AIRLINES	C	6	0	0	33	17	17	33	0	0	36	100	2	6
TOTAL CORFU			26	1	0	58	15	8	12	4	4	47	82	7	28
KEFALLINIA	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	75	13	13	0	0	0	8	86	11	7
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	100	0	8
TOTAL KEFALLINIA			16	0	0	88	6	6	0	0	0	4	93	5	15
KOS	BRITANNIA AIRWAYS AND THOMS	C	10	1	0	80	0	0	10	10	0	40	71	28	7
TOTAL KOS			10	1	0	80	0	0	10	10	0	40	71	28	7
RHODES	BRITANNIA AIRWAYS AND THOMS	C	18	0	0	56	22	11	0	11	0	38	86	8	7
TOTAL RHODES			18	0	0	56	22	11	0	11	0	38	86	8	7
SALONIKA	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	75	25	0	0	0	0	10	63	25	8
TOTAL SALONIKA			8	0	0	75	25	0	0	0	0	10	63	25	8
ZAKINTHOS	BRITANNIA AIRWAYS AND THOMS	C	10	0	0	90	10	0	0	0	0	5	0	0	0
	MONARCH AIRLINES	C	8	0	0	38	25	25	13	0	0	33	50	22	10
TOTAL ZAKINTHOS			18	1	0	67	17	11	6	0	0	18	50	22	10
TOTAL GREECE			158	9	0	70	15	6	5	3	1	23	83	8	206
HUNGARY															
BUDAPEST	EASYJET AIRLINE COMPANY LTD	S	124	0	0	56	19	12	10	2	0	25	71	16	62
	WIZZ AIR	S	58	6	0	43	24	16	9	7	2	43	51	24	80
TOTAL BUDAPEST			182	6	0	52	21	13	10	3	1	31	60	21	142
TOTAL HUNGARY			182	6	0	52	21	13	10	3	1	31	60	21	142
IRISH REPUBLIC															
DUBLIN	RYANAIR	S	234	1	0	76	14	9	1	0	0	10	89	9	299
TOTAL DUBLIN			234	2	0	76	14	9	1	0	0	10	89	9	299
GALWAY	AER ARRAN	S	124	0	0	73	11	9	6	1	0	16	69	13	124
TOTAL GALWAY			124	0	0	73	11	9	6	1	0	16	69	13	124
SHANNON	RYANAIR	S	62	0	0	81	10	6	3	0	0	10	0	0	0
TOTAL SHANNON			62	1	0	81	10	6	3	0	0	10	0	0	0
WATERFORD	AER ARRAN	S	124	0	0	74	10	9	6	1	0	16	71	12	124
TOTAL WATERFORD			124	0	0	74	10	9	6	1	0	16	71	12	124
TOTAL IRISH REPUBLIC			544	3	0	75	12	9	4	0	0	13	80	11	547

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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>ITALY</b>															
BERGAMO	RYANAIR	S	124	0	0	84	10	5	1	0	0	8	88	7	124
TOTAL BERGAMO			<b>124</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>7</b>	<b>124</b>
CAGLIARI (ELMAS)	EASYJET AIRLINE COMPANY LTD	S	72	0	0	49	24	19	8	0	0	21	0	0	0
TOTAL CAGLIARI (ELMAS)			<b>72</b>	<b>4</b>	<b>0</b>	<b>49</b>	<b>24</b>	<b>19</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>39</b>	<b>35</b>	<b>28</b>
NAPLES	BRITANNIA AIRWAYS AND THOMS	C	10	0	0	90	0	0	10	0	0	11	90	7	10
TOTAL NAPLES			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>90</b>	<b>7</b>	<b>10</b>
ROME (CIAMPINO)	RYANAIR	S	62	0	0	63	19	16	2	0	0	17	0	0	0
TOTAL ROME (CIAMPINO)			<b>62</b>	<b>3</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
TREVISO	RYANAIR	S	62	0	0	65	21	13	2	0	0	15	0	0	0
TOTAL TREVISO			<b>62</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>21</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
TURIN	EASYJET AIRLINE COMPANY LTD	S	60	0	0	52	33	12	2	2	0	19	0	0	0
TOTAL TURIN			<b>60</b>	<b>3</b>	<b>0</b>	<b>52</b>	<b>33</b>	<b>12</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL ITALY			<b>390</b>	<b>22</b>	<b>0</b>	<b>66</b>	<b>19</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>12</b>	<b>162</b>
<b>MALTA</b>															
MALTA	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	75	25	0	0	0	0	12	100	1	8
TOTAL MALTA			<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>12</b>	<b>100</b>	<b>1</b>	<b>8</b>
TOTAL MALTA			<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>12</b>	<b>100</b>	<b>1</b>	<b>8</b>
<b>NETHERLANDS</b>															
AMSTERDAM	AUSTRIAN AIRLINES	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	280	0	0	65	14	14	6	1	0	20	67	19	320
TOTAL AMSTERDAM			<b>282</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>14</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>67</b>	<b>19</b>	<b>320</b>
TOTAL NETHERLANDS			<b>282</b>	<b>2</b>	<b>0</b>	<b>65</b>	<b>14</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>67</b>	<b>19</b>	<b>320</b>
<b>POLAND</b>															
GDANSK	WIZZ AIR	S	75	4	0	59	29	8	0	4	0	21	0	0	0
TOTAL GDANSK			<b>75</b>	<b>4</b>	<b>0</b>	<b>59</b>	<b>29</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>16</b>	<b>1</b>
KATOWICE	WIZZ AIR	S	98	8	0	63	17	14	3	2	0	20	63	17	124
TOTAL KATOWICE			<b>98</b>	<b>8</b>	<b>0</b>	<b>63</b>	<b>17</b>	<b>14</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>63</b>	<b>17</b>	<b>124</b>
KRAKOW	EASYJET AIRLINE COMPANY LTD	S	62	0	0	79	10	10	2	0	0	10	0	0	0
TOTAL KRAKOW			<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
WARSAW	EASYJET AIRLINE COMPANY LTD	S	104	0	0	80	8	5	5	3	0	18	0	0	0
	WIZZ AIR	S	72	7	0	76	14	7	3	0	0	10	0	0	0
TOTAL WARSAW			<b>176</b>	<b>7</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL POLAND			<b>411</b>	<b>19</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>62</b>	<b>17</b>	<b>125</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	BRITANNIA AIRWAYS AND THOMS	C	7	2	0	71	14	0	0	0	14	129	100	2	8
	EASYJET AIRLINE COMPANY LTD	S	120	0	0	76	13	8	3	1	0	13	83	8	124
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	0	25	0	0	13	126	90	3	10

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ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)										
FARO	MONARCH AIRLINES	S	44	0	0	59	27	7	2	5	0	24	82	17	28
<b>TOTAL FARO</b>			<b>179</b>	<b>2</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>26</b>	<b>85</b>	<b>8</b>	<b>180</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>179</b>	<b>2</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>26</b>	<b>85</b>	<b>9</b>	<b>182</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	75	0	25	0	0	0	19	100	2	8
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>100</b>	<b>2</b>	<b>8</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>100</b>	<b>2</b>	<b>8</b>
<b>SLOVAK REPUBLIC</b>															
BRATISLAVA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	69	16	13	2	0	0	13	0	0	0
<b>TOTAL BRATISLAVA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>13</b>	<b>2</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>16</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SPAIN</b>															
ALICANTE	BRITANNIA AIRWAYS AND THOMS	C	18	0	0	72	22	6	0	0	0	11	100	0	8
	EASYJET AIRLINE COMPANY LTD	S	132	0	3	57	14	17	11	2	0	27	72	24	123
	MONARCH AIRLINES	S	62	0	0	61	21	5	10	3	0	26	89	11	62
<b>TOTAL ALICANTE</b>			<b>212</b>	<b>0</b>	<b>3</b>	<b>59</b>	<b>17</b>	<b>12</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>77</b>	<b>19</b>	<b>203</b>
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	193	0	3	53	25	12	9	0	0	23	53	21	204
<b>TOTAL BARCELONA</b>			<b>193</b>	<b>1</b>	<b>3</b>	<b>53</b>	<b>25</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>53</b>	<b>21</b>	<b>204</b>
GERONA	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	88	0	13	0	0	0	6	100	3	8
	RYANAIR	S	62	0	0	77	13	8	2	0	0	11	0	0	0
<b>TOTAL GERONA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>100</b>	<b>3</b>	<b>8</b>
IBIZA	BRITANNIA AIRWAYS AND THOMS	C	28	1	0	61	25	7	7	0	0	17	92	7	36
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	80	20	0	0	0	0	6	100	0	9
<b>TOTAL IBIZA</b>			<b>38</b>	<b>3</b>	<b>0</b>	<b>66</b>	<b>24</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>93</b>	<b>5</b>	<b>45</b>
MADRID	EASYJET AIRLINE COMPANY LTD	S	124	0	0	74	11	7	7	0	0	16	57	26	124
<b>TOTAL MADRID</b>			<b>124</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>57</b>	<b>26</b>	<b>124</b>
MAHON	BRITANNIA AIRWAYS AND THOMS	C	10	0	0	70	20	10	0	0	0	8	100	1	18
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	8	88	5	8
	MONARCH AIRLINES	C	10	0	0	50	10	40	0	0	0	19	100	1	10
	MONARCH AIRLINES	S	26	0	0	58	12	15	15	0	0	30	100	2	26
	SPANAIR	C	2	0	0	0	50	0	50	0	0	42	100	2	2
<b>TOTAL MAHON</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>14</b>	<b>16</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>98</b>	<b>2</b>	<b>64</b>
MALAGA	BRITANNIA AIRWAYS AND THOMS	C	18	0	0	50	11	22	6	11	0	38	89	5	18
	EASYJET AIRLINE COMPANY LTD	S	215	1	1	57	23	13	7	0	0	20	73	17	214
	MONARCH AIRLINES	S	72	0	0	79	15	3	3	0	0	10	85	13	72
<b>TOTAL MALAGA</b>			<b>305</b>	<b>2</b>	<b>1</b>	<b>62</b>	<b>21</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>77</b>	<b>15</b>	<b>304</b>
MURCIA SAN JAVIER	RYANAIR	S	61	1	1	82	10	8	0	0	0	8	0	0	0
<b>TOTAL MURCIA SAN JAVIER</b>			<b>61</b>	<b>1</b>	<b>1</b>	<b>82</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
PALMA DE MALLORCA	BRITANNIA AIRWAYS AND THOMS	C	37	0	0	62	11	0	22	5	0	35	83	8	52
	EASYJET AIRLINE COMPANY LTD	S	144	0	1	51	22	19	4	4	0	28	65	22	141

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ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)										
PALMA DE MALLORCA	FIRST CHOICE AIRWAYS LTD	C	21	0	0	67	19	5	0	0	10	53	95	2	21
	MONARCH AIRLINES	C	10	0	0	60	40	0	0	0	0	12	80	51	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	38	0	0	0	0	11	75	40	8
<b>TOTAL PALMA DE MALLORCA</b>			<b>220</b>	<b>0</b>	<b>1</b>	<b>55</b>	<b>21</b>	<b>13</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>30</b>	<b>70</b>	<b>21</b>	<b>244</b>
REUS	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	100	0	0	0	0	0	0	100	1	8
	RYANAIR	S	72	0	0	86	7	7	0	0	0	8	0	0	0
<b>TOTAL REUS</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>100</b>	<b>1</b>	<b>16</b>
<b>TOTAL SPAIN</b>			<b>1360</b>	<b>9</b>	<b>9</b>	<b>64</b>	<b>18</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>72</b>	<b>18</b>	<b>1216</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	100	0	0	0	0	0	4	75	9	8
	MONARCH AIRLINES	S	9	0	0	33	33	11	22	0	0	30	0	0	0
<b>TOTAL ARRECIFE</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>6</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>44</b>	<b>34</b>	<b>18</b>
FUERTEVENTURA	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	4	100	0	8
<b>TOTAL FUERTEVENTURA</b>			<b>8</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>100</b>	<b>1</b>	<b>16</b>
LAS PALMAS	BRITANNIA AIRWAYS AND THOMS	C	9	1	0	89	0	0	11	0	0	10	90	4	10
	MONARCH AIRLINES	S	8	0	0	75	25	0	0	0	0	8	0	0	0
<b>TOTAL LAS PALMAS</b>			<b>17</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>94</b>	<b>2</b>	<b>18</b>
TENERIFE (SURREINA SOFIA)	BRITANNIA AIRWAYS AND THOMS	C	18	1	0	78	6	6	6	6	0	26	89	12	18
	FIRST CHOICE AIRWAYS LTD	C	9	1	0	78	0	11	0	11	0	49	70	11	10
	MONARCH AIRLINES	S	47	0	1	32	32	32	4	0	0	26	69	17	35
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>74</b>	<b>2</b>	<b>1</b>	<b>49</b>	<b>22</b>	<b>23</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>78</b>	<b>13</b>	<b>73</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>116</b>	<b>4</b>	<b>1</b>	<b>59</b>	<b>19</b>	<b>16</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>78</b>	<b>13</b>	<b>125</b>
<b>SWEDEN</b>															
STOCKHOLM (SKAVSTA)	SWEFLY	S	18	0	2	33	17	44	6	0	0	28	0	0	0
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>18</b>	<b>0</b>	<b>2</b>	<b>33</b>	<b>17</b>	<b>44</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>
VASTERAS	RYANAIR	S	114	0	0	81	14	5	0	0	0	7	0	0	0
<b>TOTAL VASTERAS</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SWEDEN</b>			<b>132</b>	<b>2</b>	<b>2</b>	<b>74</b>	<b>14</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	EASYJET AIRLINE COMPANY LTD	S	124	0	0	41	26	25	8	0	0	26	0	0	0
<b>TOTAL BASLE MULHOUSE</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>26</b>	<b>25</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>
GENEVA	EASYJET AIRLINE COMPANY LTD	S	186	0	0	33	28	26	12	0	0	31	0	0	0
<b>TOTAL GENEVA</b>			<b>186</b>	<b>7</b>	<b>0</b>	<b>33</b>	<b>28</b>	<b>26</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>72</b>	<b>12</b>	<b>247</b>
ZURICH	HELVETIC AIRWAYS	S	50	0	0	54	40	4	2	0	0	14	0	0	0
<b>TOTAL ZURICH</b>			<b>50</b>	<b>3</b>	<b>0</b>	<b>54</b>	<b>40</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>58</b>	<b>23</b>	<b>186</b>
<b>TOTAL SWITZERLAND</b>			<b>360</b>	<b>11</b>	<b>0</b>	<b>39</b>	<b>29</b>	<b>23</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>66</b>	<b>17</b>	<b>433</b>
<b>TUNISIA</b>															
MONASTIR	FIRST CHOICE AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	3	88	6	8
<b>TOTAL MONASTIR</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>5</b>	<b>17</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

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				Actual (7)	Plan (8)										
TOTAL TUNISIA			10	0	0	100	0	0	0	0	0	3	88	5	17
TURKEY															
ANTALYA	SUNEXPRESS	C	8	0	0	75	25	0	0	0	9	0	0	0	
TOTAL ANTALYA			8	1	0	75	25	0	0	0	9	50	23	8	
BODRUM (MILAS)	BRITANNIA AIRWAYS AND THOMS	C	9	0	0	56	22	0	22	0	26	0	0	0	
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	90	10	0	0	0	5	90	6	10	
TOTAL BODRUM (MILAS)			19	0	0	74	16	0	11	0	15	90	6	10	
DALAMAN	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	38	50	13	0	0	19	88	4	8	
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	100	1	8	
	SUNEXPRESS	C	8	0	0	25	38	13	25	0	36	0	0	0	
TOTAL DALAMAN			24	0	0	54	29	8	8	0	18	92	4	24	
TOTAL TURKEY			51	2	0	65	24	4	8	0	16	83	8	42	
UNITED KINGDOM															
ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	104	0	0	53	22	15	10	0	22	57	20	106	
TOTAL ABERDEEN			104	0	0	53	22	15	10	0	22	57	20	106	
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	274	0	2	72	12	12	3	0	14	70	16	281	
TOTAL BELFAST INTERNATIONAL			274	0	2	72	12	12	3	0	14	70	16	281	
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	331	0	1	70	14	11	5	0	15	68	18	335	
TOTAL EDINBURGH			331	1	1	70	14	11	5	0	15	68	18	335	
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	322	0	0	76	12	8	4	0	12	83	10	325	
TOTAL GLASGOW			322	0	0	76	12	8	4	0	12	83	10	325	
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	82	0	0	76	13	6	2	2	17	70	14	80	
TOTAL INVERNESS			82	0	0	76	13	6	2	2	17	70	14	80	
ISLE OF MAN	BRITISH AIRWAYS CITIEXPRESS L	S	62	0	0	87	6	3	2	2	11	0	0	0	
TOTAL ISLE OF MAN			62	0	0	87	6	3	2	2	11	71	14	62	
JERSEY	FLYBE.BRITISH EUROPEAN	S	10	0	0	50	20	10	20	0	29	70	17	10	
TOTAL JERSEY			10	0	0	50	20	10	20	0	29	70	17	10	
SUMBURGH	FLIGHTLINE LTD	C	2	0	0	0	50	50	0	0	28	0	0	0	
TOTAL SUMBURGH			2	0	0	0	50	50	0	0	28	0	0	0	
TOTAL UNITED KINGDOM			1187	10	3	72	13	10	5	0	15	72	15	1199	
TOTAL LUTON			6582	163	21	66	17	11	5	1	19	73	15	5676	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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	FIRST CHOICE AIRWAYS LTD	C	18	0	0	78	22	0	0	0	0	7	83	6	18
<b>TOTAL INNSBRUCK</b>			<b>18</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>7</b>	<b>83</b>	<b>6</b>	<b>18</b>
<b>SALZBURG</b>															
	ASTRAEUS LTD	C	18	0	0	94	6	0	0	0	0	4	76	24	17
	EXCEL AIRWAYS LTD	C	18	0	0	89	0	6	6	0	0	9	100	2	18
<b>TOTAL SALZBURG</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>12</b>	<b>35</b>
<b>VIENNA</b>															
	BRITISH AIRWAYS CITIEXPRESS L	S	62	0	0	60	19	16	5	0	0	18	63	21	62
<b>TOTAL VIENNA</b>			<b>62</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>18</b>	<b>63</b>	<b>21</b>	<b>62</b>
<b>TOTAL AUSTRIA</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>16</b>	<b>115</b>
<b>BAHAMAS</b>															
NASSAU	FIRST CHOICE AIRWAYS LTD	C	4	0	0	50	50	0	0	0	0	13	0	0	0
<b>TOTAL NASSAU</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL BAHAMAS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>BARBADOS</b>															
BRIDGETOWN	BMI BRITISH MIDLAND	S	17	1	1	82	12	6	0	0	0	6	0	0	0
<b>TOTAL BRIDGETOWN</b>			<b>17</b>	<b>1</b>	<b>1</b>	<b>82</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>38</b>	<b>208</b>	<b>8</b>
<b>TOTAL BARBADOS</b>			<b>17</b>	<b>1</b>	<b>1</b>	<b>82</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>38</b>	<b>208</b>	<b>8</b>
<b>BELARUS</b>															
MINSK	BELAVIA (BELARUSSIAN AIRLINES)	S	8	0	0	88	13	0	0	0	0	3	0	0	0
<b>TOTAL MINSK</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>100</b>	<b>4</b>	<b>1</b>
<b>TOTAL BELARUS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>100</b>	<b>4</b>	<b>1</b>
<b>BELGIUM</b>															
BRUSSELS	BRITISH AIRWAYS CITIEXPRESS L	S	132	0	0	86	8	4	2	0	0	6	88	7	136
	SN BRUSSELS AIRLINES	S	160	0	0	88	6	5	0	1	0	7	93	3	156
<b>TOTAL BRUSSELS</b>			<b>292</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>91</b>	<b>5</b>	<b>292</b>
<b>TOTAL BELGIUM</b>			<b>292</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>91</b>	<b>5</b>	<b>292</b>
<b>BULGARIA</b>															
<b>BURGAS</b>															
	BH AIR	C	42	0	0	60	7	19	14	0	0	26	33	28	39
	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	88	13	0	0	0	0	6	88	5	8
	EXCEL AIRWAYS LTD	C	8	0	0	88	0	0	0	13	0	33	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	72	17	11	0	0	0	7	78	7	18
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	0	50	212	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	3	75	9	8
<b>TOTAL BURGAS</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>8</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>54</b>	<b>37</b>	<b>81</b>
<b>VARNA</b>															
	BH AIR	C	28	0	0	25	11	29	36	0	0	44	25	30	28
	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	100	0	0	0	0	0	0	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	25	0	0	80	16	4	0	0	0	7	85	4	20
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	25	0	0	0	15	0	0	0
<b>TOTAL VARNA</b>			<b>69</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>10</b>	<b>16</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>57</b>	<b>16</b>	<b>56</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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 BULGARIA</b>			<b>161</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>9</b>	<b>13</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>55</b>	<b>29</b>	<b>137</b>
<b>CANADA</b>															
CALGARY	ZOOM AIRLINES	S	3	0	0	67	33	0	0	0	0	7	0	0	0
<b>TOTAL CALGARY</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
HALIFAX INT	THOMAS COOK AIRLINES LTD	S	8	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL HALIFAX INT</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
OTTAWA INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	8	0	0	88	13	0	0	0	0	5	0	0	0
<b>TOTAL OTTAWA INTERNATIONAL</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>TORONTO</b>															
AIR CANADA		S	63	0	1	44	21	22	8	3	2	37	0	0	0
AIR TRANSAT		S	36	0	0	89	0	6	6	0	0	8	65	17	26
PAKISTAN INTL AIRLINES		S	18	0	0	67	11	11	0	11	0	35	61	18	18
SKYSERVICE F B O Inc		C	16	0	0	88	0	6	6	0	0	8	0	0	0
THOMAS COOK AIRLINES LTD		S	46	1	0	96	0	4	0	0	0	3	100	3	7
ZOOM AIRLINES		S	15	0	0	60	33	7	0	0	0	13	0	0	0
<b>TOTAL TORONTO</b>			<b>194</b>	<b>1</b>	<b>1</b>	<b>72</b>	<b>10</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>19</b>	<b>67</b>	<b>30</b>	<b>127</b>
<b>VANCOUVER</b>															
AIR TRANSAT		S	18	0	0	56	11	22	0	0	11	193	56	27	18
MY TRAVEL AIRWAYS UK		C	18	0	0	39	39	11	6	0	6	73	50	27	10
THOMAS COOK AIRLINES LTD		S	18	0	1	83	0	6	11	0	0	17	88	18	8
ZOOM AIRLINES		S	18	0	0	72	11	17	0	0	0	13	0	0	0
<b>TOTAL VANCOUVER</b>			<b>72</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>15</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>74</b>	<b>61</b>	<b>25</b>	<b>36</b>
<b>TOTAL CANADA</b>			<b>285</b>	<b>1</b>	<b>2</b>	<b>71</b>	<b>12</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>32</b>	<b>65</b>	<b>29</b>	<b>165</b>
<b>CROATIA</b>															
DUBROVNIK	ASTRAEUS LTD	C	10	0	0	50	20	10	20	0	0	30	100	0	8
BRITANNIA AIRWAYS AND THOMS		C	10	0	0	80	0	0	10	10	0	38	0	0	0
CROATIA AIRLINES		S	18	0	0	89	11	0	0	0	0	9	56	30	18
FIRST CHOICE AIRWAYS LTD		C	10	0	0	100	0	0	0	0	0	5	100	1	8
GB AIRWAYS LTD		S	28	0	0	64	29	0	4	4	0	19	0	0	0
<b>TOTAL DUBROVNIK</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>16</b>	<b>1</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>75</b>	<b>16</b>	<b>36</b>
PULA	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	100	0	0	0	0	0	1	0	0	0
CROATIA AIRLINES		S	8	0	0	38	0	38	25	0	0	52	63	11	8
<b>TOTAL PULA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>0</b>	<b>19</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>75</b>	<b>9</b>	<b>16</b>
SPLIT	CROATIA AIRLINES	S	8	0	0	50	25	25	0	0	0	20	100	4	8
THOMAS COOK AIRLINES LTD		C	10	0	0	10	10	30	30	10	10	117	0	0	0
<b>TOTAL SPLIT</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>17</b>	<b>28</b>	<b>17</b>	<b>6</b>	<b>6</b>	<b>74</b>	<b>89</b>	<b>24</b>	<b>18</b>
<b>TOTAL CROATIA</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>14</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>29</b>	<b>79</b>	<b>16</b>	<b>70</b>
<b>CUBA</b>															
CUNAGUA ( CAYO COCO)	MONARCH AIRLINES	C	3	0	0	33	0	33	0	0	33	360	0	0	0
THOMAS COOK AIRLINES LTD		C	11	0	0	55	9	9	9	0	18	165	88	7	8
<b>TOTAL CUNAGUA ( CAYO COCO)</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>7</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>21</b>	<b>207</b>	<b>88</b>	<b>7</b>	<b>8</b>
HOLGUIN (FRANK PAIS)	FIRST CHOICE AIRWAYS LTD	C	7	0	0	100	0	0	0	0	0	1	0	0	0
MONARCH AIRLINES		C	10	0	0	60	20	20	0	0	0	17	25	24	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 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL HOLGUIN (FRANK PAIS)</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>25</b>	<b>24</b>	<b>4</b>
<b>VARADERO</b>	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	100	0	0	0	0	0	4	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	2	1	0	0	50	0	50	0	0	49	0	0	0
<b>TOTAL VARADERO</b>			<b>10</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>33</b>	<b>43</b>	<b>9</b>
<b>TOTAL CUBA</b>			<b>41</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>10</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>52</b>	<b>25</b>	<b>21</b>
<b>CYPRUS</b>															
<b>LARNACA</b>	BRITANNIA AIRWAYS AND THOMS	C	18	0	0	78	11	6	6	0	0	14	100	2	14
	CYPRUS AIRWAYS	S	26	0	0	73	15	8	4	0	0	15	69	12	36
	EUROCYPRIA AIRLINES LTD	C	28	0	0	21	32	25	21	0	0	41	75	28	8
	EXCEL AIRWAYS LTD	C	19	0	0	47	5	11	32	0	5	68	81	43	27
	FIRST CHOICE AIRWAYS LTD	S	28	0	0	54	32	11	4	0	0	16	70	10	23
	FLYJET LTD	C	10	0	0	40	10	30	0	0	20	139	75	18	8
	HELIOS AIRWAYS LTD	C	16	0	0	19	63	19	0	0	0	21	0	0	0
	MY TRAVEL AIRWAYS UK	C	17	0	0	88	0	0	12	0	0	14	60	26	25
	THOMAS COOK AIRLINES LTD	C	25	0	0	72	4	4	4	8	8	62	76	50	25
<b>TOTAL LARNACA</b>			<b>187</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>20</b>	<b>12</b>	<b>10</b>	<b>1</b>	<b>3</b>	<b>38</b>	<b>72</b>	<b>29</b>	<b>182</b>
<b>PAPHOS</b>	AIR ATLANTA EUROPE LTD	C	10	0	0	10	0	40	50	0	0	77	25	62	4
	BRITANNIA AIRWAYS AND THOMS	C	26	0	0	81	8	4	0	8	0	26	61	17	18
	EXCEL AIRWAYS LTD	C	8	0	0	38	25	13	0	25	0	89	50	27	12
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	78	11	0	11	0	0	24	0	0	0
	FIRST CHOICE AIRWAYS LTD	S	17	0	0	53	29	18	0	0	0	16	94	8	16
	FLYJET LTD	C	10	0	0	20	20	20	20	20	0	73	50	16	10
	GB AIRWAYS LTD	S	25	0	0	76	16	8	0	0	0	8	0	0	0
	MONARCH AIRLINES	C	8	0	0	38	25	13	25	0	0	31	50	19	8
	MY TRAVEL AIRWAYS UK	C	17	0	0	71	24	0	6	0	0	12	75	12	16
	THOMAS COOK AIRLINES LTD	C	27	0	0	56	7	4	19	7	7	78	50	46	16
<b>TOTAL PAPHOS</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>15</b>	<b>9</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>38</b>	<b>60</b>	<b>25</b>	<b>116</b>
<b>TOTAL CYPRUS</b>			<b>353</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>18</b>	<b>10</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>38</b>	<b>67</b>	<b>27</b>	<b>298</b>
<b>CZECH REPUBLIC</b>															
<b>PRAGUE</b>	BMIBABY LTD	S	72	0	0	71	8	3	18	0	0	28	40	35	62
	CSA	S	150	0	0	75	17	5	2	0	1	14	76	9	115
<b>TOTAL PRAGUE</b>			<b>222</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>63</b>	<b>18</b>	<b>177</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>222</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>63</b>	<b>18</b>	<b>177</b>
<b>DENMARK</b>															
<b>BILLUND</b>	SUN AIR OF SCANDINAVIA	S	64	2	0	88	9	3	0	0	0	6	79	11	66
<b>TOTAL BILLUND</b>			<b>64</b>	<b>2</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>11</b>	<b>66</b>
<b>COPENHAGEN</b>	FLIGHTLINE LTD	C	3	0	0	67	33	0	0	0	0	8	0	0	0
	MAERSK AIR	S	52	0	0	50	25	23	2	0	0	19	0	0	0
	SAS	S	177	0	0	80	11	4	5	0	0	12	91	6	165
<b>TOTAL COPENHAGEN</b>			<b>234</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>86</b>	<b>7</b>	<b>309</b>
<b>TOTAL DENMARK</b>			<b>298</b>	<b>2</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>85</b>	<b>8</b>	<b>375</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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>DOMINICAN REPUBLIC</b>															
LA ROMANA	MY TRAVEL AIRWAYS UK	C	8	0	0	63	13	25	0	0	0	14	50	108	8
<b>TOTAL LA ROMANA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>50</b>	<b>108</b>	<b>8</b>
<b>PUERTO PLATA</b>															
	BRITANNIA AIRWAYS AND THOMS	C	17	0	0	82	6	6	6	0	0	9	69	22	16
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	0	25	0	0	0	15	54	101	13
	MY TRAVEL AIRWAYS UK	C	7	1	0	57	0	29	14	0	0	23	63	17	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	25	0	13	63	0	0	93	0	0	0
<b>TOTAL PUERTO PLATA</b>			<b>40</b>	<b>2</b>	<b>0</b>	<b>65</b>	<b>3</b>	<b>15</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>62</b>	<b>49</b>	<b>37</b>
<b>PUNTA CANA</b>															
	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	88	13	0	0	0	0	4	89	7	9
	FIRST CHOICE AIRWAYS LTD	C	4	0	0	50	25	0	25	0	0	33	67	11	9
<b>TOTAL PUNTA CANA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>17</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>9</b>	<b>18</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>60</b>	<b>2</b>	<b>0</b>	<b>67</b>	<b>7</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>65</b>	<b>45</b>	<b>63</b>
<b>EGYPT</b>															
<b>HURGHADA</b>															
	AIR ATLANTA EUROPE LTD	C	8	0	0	13	0	50	38	0	0	69	0	0	0
	ASTRAEUS LTD	C	10	0	0	40	0	50	10	0	0	28	0	0	0
	BRITANNIA AIRWAYS AND THOMS	C	18	1	0	94	6	0	0	0	0	3	67	14	6
	EXCEL AIRWAYS LTD	C	23	1	0	52	13	9	4	17	4	100	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	75	6	19	0	0	0	9	0	0	0
	MY TRAVEL AIRWAYS UK	C	18	1	0	78	17	0	6	0	0	11	80	6	10
	THOMAS COOK AIRLINES LTD	C	15	0	0	80	7	0	13	0	0	16	88	7	8
<b>TOTAL HURGHADA</b>			<b>108</b>	<b>3</b>	<b>0</b>	<b>67</b>	<b>8</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>35</b>	<b>63</b>	<b>17</b>	<b>32</b>
<b>LUXOR</b>															
	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	75	25	0	0	0	0	9	100	2	8
	FLYJET LTD	C	8	0	0	50	0	0	50	0	0	56	0	0	0
	MONARCH AIRLINES	C	8	0	0	63	38	0	0	0	0	11	75	47	8
<b>TOTAL LUXOR</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>21</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>88</b>	<b>25</b>	<b>16</b>
<b>TABA</b>															
	ASTRAEUS LTD	C	15	0	0	47	47	7	0	0	0	14	88	7	16
<b>TOTAL TABA</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>47</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>88</b>	<b>7</b>	<b>16</b>
<b>TOTAL EGYPT</b>			<b>147</b>	<b>3</b>	<b>0</b>	<b>64</b>	<b>14</b>	<b>10</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>31</b>	<b>75</b>	<b>17</b>	<b>64</b>
<b>ESTONIA</b>															
<b>TALLIN</b>															
	ESTONIAN AIR	S	26	0	0	92	0	0	0	0	8	52	0	0	0
<b>TOTAL TALLIN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>52</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ESTONIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>52</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>FINLAND</b>															
<b>HELSINKI</b>															
	FINNAIR	S	62	0	0	85	11	3	0	0	0	7	91	5	115
<b>TOTAL HELSINKI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>5</b>	<b>115</b>
<b>TOTAL FINLAND</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>5</b>	<b>115</b>
<b>FRANCE</b>															
<b>BORDEAUX</b>															
	BMIBABY LTD	S	62	0	0	68	23	6	3	0	0	13	68	23	62
<b>TOTAL BORDEAUX</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>23</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>68</b>	<b>23</b>	<b>62</b>
<b>CALVI</b>	ASTRAEUS LTD	C	10	0	0	80	0	0	20	0	0	27	100	0	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

Reporting Airport: MANCHESTER (Full Analysis)

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL CALVI			10	0	0	80	0	0	20	0	0	27	100	0	8
LYON	BRITISH AIRWAYS CITIEXPRESS L	S	62	0	0	84	8	2	6	0	0	13	95	3	62
TOTAL LYON			62	0	0	84	8	2	6	0	0	13	95	3	62
NICE	BRITISH AIRWAYS CITIEXPRESS L	S	62	0	0	82	6	8	3	0	0	10	76	18	62
	CHANNEL EXPRESS (INCORP: JET	S	62	0	0	76	6	11	6	0	0	13	0	0	0
TOTAL NICE			124	0	0	79	6	10	5	0	0	12	76	18	62
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	310	0	0	81	11	5	3	1	0	12	91	5	364
	BRITISH AIRWAYS CITIEXPRESS L	C	3	6	0	100	0	0	0	0	0	0	25	20	4
	BRITISH AIRWAYS CITIEXPRESS L	S	268	0	0	77	11	6	6	1	0	14	82	9	265
TOTAL PARIS (CHARLES DE GAULLE)			581	8	0	79	11	5	4	1	0	13	85	9	695
TARBES-LOURDES INTERNATIONAL	AIR MEDITERRANEE	C	3	0	0	0	0	0	100	0	0	111	0	0	0
	EUROPEAN AIR CHARTER	C	16	0	0	38	6	6	38	6	6	102	54	55	13
TOTAL TARBES-LOURDES INTERNATIONAL			19	0	0	32	5	5	47	5	5	103	44	57	16
TOULOUSE (BLAGNAC)	BMI REGIONAL	S	60	0	0	80	10	3	7	0	0	16	77	15	60
TOTAL TOULOUSE (BLAGNAC)			60	0	0	80	10	3	7	0	0	16	77	15	60
TOTAL FRANCE			918	8	0	78	10	5	5	1	0	15	83	11	965
GERMANY															
BERLIN (TEGEL)	AIR BERLIN	S	20	0	0	45	5	35	15	0	0	34	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	62	0	0	87	3	0	10	0	0	10	92	6	61
TOTAL BERLIN (TEGEL)			82	0	0	77	4	9	11	0	0	16	92	6	61
COLOGNE (BONN)	HAPAG LLOYD EXPRESS	S	62	0	0	52	19	18	11	0	0	25	65	22	72
TOTAL COLOGNE (BONN)			62	0	0	52	19	18	11	0	0	25	65	22	72
DUSSELDORF	AIR BERLIN	S	36	0	0	89	6	6	0	0	0	5	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	153	0	0	90	3	5	1	0	0	5	93	3	203
	LUFTHANSA CITY LINE	S	152	0	0	90	7	1	1	0	0	5	85	8	158
TOTAL DUSSELDORF			341	0	0	90	5	4	1	0	0	5	89	5	361
FRANKFURT MAIN	BRITISH AIRWAYS CITIEXPRESS L	S	276	0	0	86	7	6	1	0	0	7	90	6	280
	CONDOR	C	2	0	0	100	0	0	0	0	0	6	0	0	0
	LUFTHANSA	S	248	0	0	88	8	3	0	0	0	5	89	5	248
TOTAL FRANKFURT MAIN			526	0	0	87	8	5	1	0	0	6	89	5	528
HAMBURG	AIR BERLIN	S	44	0	0	91	7	2	0	0	0	5	0	0	0
	LUFTHANSA CITY LINE	S	70	0	0	89	7	4	0	0	0	4	89	7	76
TOTAL HAMBURG			114	0	0	89	7	4	0	0	0	4	89	7	76
HANOVER	BRITISH AIRWAYS CITIEXPRESS L	S	103	0	0	90	6	4	0	0	0	4	88	8	104
TOTAL HANOVER			103	0	0	90	6	4	0	0	0	4	88	8	104
MUNICH	LUFTHANSA CITY LINE	S	186	0	0	79	9	9	4	0	0	11	82	9	186
TOTAL MUNICH			186	0	0	79	9	9	4	0	0	11	82	9	186
PADERBORN	AIR BERLIN	S	36	0	0	86	3	3	8	0	0	13	0	0	0
TOTAL PADERBORN			36	0	0	86	3	3	8	0	0	13	0	0	0
STUTT GART	BRITISH AIRWAYS CITIEXPRESS L	S	50	0	0	92	4	4	0	0	0	3	94	3	95

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)										
STUTTGART	HAPAG LLOYD EXPRESS	S	34	0	0	62	15	24	0	0	0	15	76	12	34
<b>TOTAL STUTTGART</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>8</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>5</b>	<b>129</b>
<b>TOTAL GERMANY</b>			<b>1534</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>9</b>	<b>1600</b>
GIBRALTAR															
GIBRALTAR	MONARCH AIRLINES	S	36	0	0	81	8	11	0	0	0	8	97	2	34
<b>TOTAL GIBRALTAR</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>97</b>	<b>2</b>	<b>34</b>
<b>TOTAL GIBRALTAR</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>97</b>	<b>2</b>	<b>34</b>
GREECE															
ATHENS	OLYMPIC AIRWAYS	S	18	0	0	17	33	33	17	0	0	35	50	28	26
<b>TOTAL ATHENS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>33</b>	<b>33</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>41</b>	<b>28</b>	<b>54</b>
CHANIA	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	100	0	0	0	0	0	1	88	5	8
	EXCEL AIRWAYS LTD	C	11	0	0	73	9	18	0	0	0	11	57	49	7
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	0	0	0	0	13	68	100	0	8
	MONARCH AIRLINES	C	8	0	0	63	25	0	0	0	13	78	88	7	8
<b>TOTAL CHANIA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>37</b>	<b>84</b>	<b>14</b>	<b>31</b>
CORFU															
	BRITANNIA AIRWAYS AND THOMS	C	28	0	0	79	11	4	7	0	0	15	69	25	36
	EXCEL AIRWAYS LTD	C	30	0	0	67	10	17	7	0	0	18	72	39	32
	FIRST CHOICE AIRWAYS LTD	C	34	0	0	50	21	21	9	0	0	20	79	8	34
	FLYJET LTD	C	8	0	0	38	13	25	25	0	0	33	0	48	8
	MONARCH AIRLINES	C	42	0	0	52	17	17	14	0	0	24	72	13	32
	MY TRAVEL AIRWAYS UK	C	16	0	0	63	6	19	6	6	0	34	60	30	25
	THOMAS COOK AIRLINES LTD	C	26	0	0	54	0	8	15	8	15	119	81	8	26
<b>TOTAL CORFU</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>12</b>	<b>15</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>35</b>	<b>69</b>	<b>22</b>	<b>204</b>
HERAKLION															
	AEGEAN AIRLINES	C	10	0	0	0	40	30	30	0	0	44	0	0	0
	ALEXANDAIR	C	18	0	0	50	17	0	11	0	22	138	0	0	0
	BRITANNIA AIRWAYS AND THOMS	C	17	0	0	82	0	6	12	0	0	13	100	1	18
	EXCEL AIRWAYS LTD	C	38	0	0	82	3	0	5	8	3	55	71	18	14
	FINNAIR	C	2	0	0	0	0	0	100	0	0	81	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	25	0	0	76	8	8	8	0	0	16	69	17	26
	FLYJET LTD	C	18	0	0	17	11	28	44	0	0	59	40	26	10
	MONARCH AIRLINES	C	24	0	0	54	25	4	17	0	0	23	87	6	23
	MY TRAVEL AIRWAYS UK	C	16	0	0	69	13	19	0	0	0	13	70	68	27
	THOMAS COOK AIRLINES LTD	C	26	0	0	35	15	0	27	12	12	119	69	23	16
<b>TOTAL HERAKLION</b>			<b>194</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>12</b>	<b>8</b>	<b>16</b>	<b>3</b>	<b>4</b>	<b>55</b>	<b>73</b>	<b>24</b>	<b>150</b>
KALAMATA															
	EXCEL AIRWAYS LTD	C	9	0	0	44	0	33	22	0	0	34	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	90	0	0	10	0	0	13	100	0	8
<b>TOTAL KALAMATA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>0</b>	<b>16</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>88</b>	<b>5</b>	<b>24</b>
KAVALLA															
	BRITANNIA AIRWAYS AND THOMS	C	10	0	0	90	0	10	0	0	0	6	88	3	8
	EXCEL AIRWAYS LTD	C	8	0	0	63	13	0	25	0	0	37	0	0	0
<b>TOTAL KAVALLA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>6</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>88</b>	<b>3</b>	<b>24</b>
KEFALLINIA															
	ASTRAEUS LTD	C	8	0	0	50	50	0	0	0	0	15	50	15	16
	BMI BRITISH MIDLAND	C	10	0	0	80	20	0	0	0	0	7	0	0	0
	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	100	0	0	0	0	0	0	90	32	10

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ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)
KEFALLINIA	EUROPEAN AIR CHARTER	C	18	0	0	44	28	17	11	0	0	21	88	5	8
	EXCEL AIRWAYS LTD	C	20	0	0	75	15	5	5	0	0	11	75	55	24
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	60	10	30	0	0	0	17	50	24	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	13	0	25	0	0	42	100	1	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	0	100	0	8
<b>TOTAL KEFALLINIA</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>26</b>	<b>86</b>
KOS	AIR ATLANTA EUROPE LTD	C	6	0	0	33	0	33	33	0	0	58	0	0	0
	ALEXANDAIR	C	10	0	0	40	10	0	30	0	20	141	0	0	0
	ASTRAEUS LTD	C	17	0	0	41	18	24	18	0	0	24	0	0	0
	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	75	0	0	0	0	25	101	100	3	9
	EXCEL AIRWAYS LTD	C	14	0	0	71	14	14	0	0	0	14	72	30	25
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	94	6	0	0	0	0	5	59	14	17
	MONARCH AIRLINES	C	6	0	0	100	0	0	0	0	0	1	86	3	14
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	5	53	19	19
	THOMAS COOK AIRLINES LTD	C	16	0	0	75	0	13	0	13	0	32	75	11	8
<b>TOTAL KOS</b>			<b>101</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>8</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>4</b>	<b>38</b>	<b>71</b>	<b>16</b>	<b>92</b>
MIKONOS	EXCEL AIRWAYS LTD	C	10	0	0	50	20	20	10	0	0	24	0	0	0
<b>TOTAL MIKONOS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>20</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>80</b>	<b>11</b>	<b>10</b>
MITILINI	EXCEL AIRWAYS LTD	C	8	0	0	38	13	13	38	0	0	38	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	38	13	0	0	0	16	90	3	10
<b>TOTAL MITILINI</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>25</b>	<b>13</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>67</b>	<b>13</b>	<b>30</b>
PREVEZA	BMI BRITISH MIDLAND	C	10	0	0	60	30	10	0	0	0	12	88	6	8
	EXCEL AIRWAYS LTD	C	30	0	0	80	7	3	10	0	0	12	72	21	18
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	60	10	30	0	0	0	19	88	4	8
<b>TOTAL PREVEZA</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>12</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>69</b>	<b>67</b>	<b>42</b>
RHODES	AIR ATLANTA EUROPE LTD	C	6	2	0	0	17	33	50	0	0	61	0	0	0
	BRITANNIA AIRWAYS AND THOMS	C	19	1	0	79	0	5	16	0	0	20	76	65	17
	EXCEL AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	2	75	79	16
	FIRST CHOICE AIRWAYS LTD	C	22	0	0	50	36	14	0	0	0	16	73	8	11
	FLYJET LTD	C	8	0	0	50	25	0	25	0	0	28	0	0	0
	MONARCH AIRLINES	C	38	0	0	97	3	0	0	0	0	3	68	12	40
	MY TRAVEL AIRWAYS UK	C	16	0	0	100	0	0	0	0	0	0	50	32	18
	THOMAS COOK AIRLINES LTD	C	16	0	0	31	19	6	31	13	0	64	73	28	26
<b>TOTAL RHODES</b>			<b>129</b>	<b>3</b>	<b>0</b>	<b>71</b>	<b>12</b>	<b>5</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>71</b>	<b>29</b>	<b>147</b>
SALONIKA	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	100	0	0	0	0	0	1	75	12	8
	EXCEL AIRWAYS LTD	C	17	0	0	71	12	12	6	0	0	15	70	11	10
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	75	25	0	0	0	0	8	100	2	17
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	13	0	0	0	7	70	23	10
<b>TOTAL SALONIKA</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>9</b>	<b>53</b>
SAMOS	ASTRAEUS LTD	C	7	1	0	86	14	0	0	0	0	4	100	3	6
	EXCEL AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	3	20	85	10
<b>TOTAL SAMOS</b>			<b>15</b>	<b>1</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>50</b>	<b>54</b>	<b>16</b>
SKIATHOS	ASTRAEUS LTD	C	9	0	0	100	0	0	0	0	0	0	73	10	15
	EXCEL AIRWAYS LTD	C	15	0	0	20	27	7	33	13	0	76	56	37	16
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	72	0	28	0	0	0	13	63	16	19

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)										
SKIATHOS	MONARCH AIRLINES	C	10	0	0	30	10	40	20	0	0	33	0	0	0
	THOMAS COOK AIRLINES LTD	C	7	1	0	57	29	0	14	0	0	19	86	17	7
<b>TOTAL SKIATHOS</b>			<b>59</b>	<b>1</b>	<b>0</b>	<b>54</b>	<b>12</b>	<b>17</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>31</b>	<b>67</b>	<b>21</b>	<b>57</b>
THIRA (SANTORINI)	ASTRAEUS LTD	C	8	0	0	75	13	0	13	0	0	18	0	0	0
	EXCEL AIRWAYS LTD	C	8	0	0	75	13	0	13	0	0	16	86	4	7
	THOMAS COOK AIRLINES LTD	C	8	0	0	25	13	0	50	13	0	83	75	8	8
<b>TOTAL THIRA (SANTORINI)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>13</b>	<b>0</b>	<b>25</b>	<b>4</b>	<b>0</b>	<b>39</b>	<b>87</b>	<b>4</b>	<b>23</b>
VOLOS	EXCEL AIRWAYS LTD	C	5	0	0	0	0	40	60	0	0	62	0	0	0
<b>TOTAL VOLOS</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>85</b>	<b>10</b>	<b>13</b>
ZAKINTHOS	ALEXANDAIR	C	8	0	0	0	0	25	50	25	0	99	0	0	0
	ASTRAEUS LTD	C	10	0	0	80	0	0	20	0	0	26	30	47	10
	BRITANNIA AIRWAYS AND THOMS	C	18	1	0	100	0	0	0	0	0	3	83	8	18
	EXCEL AIRWAYS LTD	C	20	0	0	55	10	0	20	5	10	74	83	10	18
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	94	6	0	0	0	0	3	63	9	16
	FLYJET LTD	C	8	0	0	100	0	0	0	0	0	0	0	0	0
	MONARCH AIRLINES	C	10	0	0	100	0	0	0	0	0	0	73	10	26
	MY TRAVEL AIRWAYS UK	C	33	1	0	85	0	6	9	0	0	11	81	8	36
	THOMAS COOK AIRLINES LTD	C	36	0	0	81	8	0	11	0	0	18	72	30	36
<b>TOTAL ZAKINTHOS</b>			<b>161</b>	<b>2</b>	<b>0</b>	<b>80</b>	<b>4</b>	<b>2</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>23</b>	<b>73</b>	<b>16</b>	<b>160</b>
<b>TOTAL GREECE</b>			<b>1179</b>	<b>7</b>	<b>0</b>	<b>66</b>	<b>11</b>	<b>9</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>31</b>	<b>72</b>	<b>22</b>	<b>1216</b>
<b>HUNGARY</b>															
BUDAPEST	CHANNEL EXPRESS (INCORP: JET	S	38	0	0	66	24	3	8	0	0	19	0	0	0
<b>TOTAL BUDAPEST</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>24</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL HUNGARY</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>24</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>IRISH REPUBLIC</b>															
CONNAUGHT	BMIBABY LTD	S	62	0	0	77	10	3	6	3	0	22	81	9	62
<b>TOTAL CONNAUGHT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>3</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>82</b>	<b>7</b>	<b>108</b>
CORK	BMIBABY LTD	S	112	0	2	69	13	6	11	1	0	22	60	32	62
	BRITISH AIRWAYS CITIEXPRESS L	S	60	0	0	75	8	5	8	3	0	23	74	28	62
<b>TOTAL CORK</b>			<b>173</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>12</b>	<b>6</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>67</b>	<b>30</b>	<b>124</b>
DUBLIN	AER LINGUS	S	252	1	2	67	19	8	5	2	0	18	78	10	272
	LUXAIR	S	62	0	0	81	11	6	2	0	0	9	86	9	58
	RYANAIR	S	238	0	0	78	7	13	2	0	0	10	83	7	256
<b>TOTAL DUBLIN</b>			<b>552</b>	<b>1</b>	<b>2</b>	<b>73</b>	<b>13</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>81</b>	<b>9</b>	<b>586</b>
GALWAY	AER ARRAN	S	72	0	0	92	4	3	1	0	0	4	92	8	62
<b>TOTAL GALWAY</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>92</b>	<b>8</b>	<b>62</b>
KERRY COUNTY	AER ARRAN	S	30	0	0	100	0	0	0	0	0	1	92	3	26
<b>TOTAL KERRY COUNTY</b>			<b>30</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>92</b>	<b>3</b>	<b>26</b>
SHANNON	BRITISH AIRWAYS CITIEXPRESS L	S	62	0	0	76	10	8	6	0	0	13	82	11	61
<b>TOTAL SHANNON</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>13</b>	<b>82</b>	<b>11</b>	<b>61</b>
WATERFORD	AER ARRAN	S	28	0	0	79	11	7	4	0	0	9	73	26	26

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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 WATERFORD			28	0	0	79	11	7	4	0	0	9	73	26	26
TOTAL IRISH REPUBLIC			979	1	4	76	11	8	5	1	0	14	80	11	993
ISRAEL															
TOTAL TEL AVIV			2	0	0	50	50	0	0	0	0	8	0	0	0
TOTAL ISRAEL			2	0	0	50	50	0	0	0	0	8	0	0	0
ITALY															
BERGAMO	ASTRAEUS LTD	C	8	0	0	50	0	50	0	0	0	22	91	4	11
TOTAL BERGAMO			8	0	0	50	0	50	0	0	0	22	91	4	11
CAGLIARI (ELMAS)	BRITISH AIRWAYS CITIEXPRESS L	C	10	0	0	50	10	20	20	0	0	33	40	24	5
TOTAL CAGLIARI (ELMAS)			10	0	0	50	10	20	20	0	0	33	40	24	5
CATANIA (FONTANAROSSA)	MONARCH AIRLINES	C	10	0	0	80	10	10	0	0	0	10	70	13	10
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	0	0	0	0	20	84	40	62	10
TOTAL CATANIA (FONTANAROSSA)			20	0	0	80	5	5	0	0	10	47	52	46	21
MILAN (MALPENSA)	ALITALIA	S	120	0	4	67	19	10	3	2	0	17	72	13	123
	BRITISH AIRWAYS CITIEXPRESS L	S	104	0	0	60	25	6	10	0	0	21	84	8	106
TOTAL MILAN (MALPENSA)			224	0	4	63	22	8	6	1	0	19	77	11	245
NAPLES	ASTRAEUS LTD	C	10	0	0	40	10	10	40	0	0	57	0	0	0
	BRITANNIA AIRWAYS AND THOMS	C	20	0	0	50	10	15	25	0	0	27	56	15	18
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	80	20	0	0	0	0	9	90	6	10
	MONARCH AIRLINES	S	62	0	0	73	16	8	3	0	0	12	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	90	10	0	0	0	0	2	80	23	10
	THOMAS COOK AIRLINES LTD	C	10	0	0	70	30	0	0	0	0	7	67	19	6
TOTAL NAPLES			122	0	0	68	16	7	9	0	0	17	67	17	54
OLBIA	ASTRAEUS LTD	C	10	0	0	40	30	30	0	0	0	23	30	73	10
TOTAL OLBIA			10	0	0	40	30	30	0	0	0	23	30	73	10
PISA	BRITANNIA AIRWAYS AND THOMS	C	10	0	0	90	0	10	0	0	0	5	60	44	10
	BRITISH AIRWAYS CITIEXPRESS L	S	59	0	0	71	12	8	8	0	0	16	71	13	119
	CHANNEL EXPRESS (INCORP: JET	S	62	0	0	85	6	6	2	0	0	7	0	0	0
TOTAL PISA			131	0	0	79	8	8	5	0	0	11	68	17	133
RIMINI	EUROPEAN AIR CHARTER	C	8	0	0	25	0	38	0	13	25	158	0	0	0
TOTAL RIMINI			8	0	0	25	0	38	0	13	25	158	88	2	8
ROME (FIUMICINO)	BRITISH AIRWAYS CITIEXPRESS L	S	62	0	0	71	13	6	10	0	0	19	73	15	106
TOTAL ROME (FIUMICINO)			62	0	0	71	13	6	10	0	0	19	73	15	106
VENICE	BRITANNIA AIRWAYS AND THOMS	C	10	0	0	100	0	0	0	0	0	3	60	50	10
	BRITISH AIRWAYS CITIEXPRESS L	S	60	0	0	70	18	7	5	0	0	12	62	22	61
	CHANNEL EXPRESS (INCORP: JET	S	62	0	0	81	16	3	0	0	0	8	0	0	0
	MONARCH AIRLINES	C	10	0	0	40	30	30	0	0	0	20	75	8	8
TOTAL VENICE			142	0	0	75	17	6	2	0	0	10	63	24	91
VERONA VILLAFRANCA	BRITANNIA AIRWAYS AND THOMS	C	18	0	0	83	6	11	0	0	0	10	78	16	18
	BRITISH AIRWAYS CITIEXPRESS L	C	20	0	0	30	40	10	15	5	0	49	38	103	13
	EXCEL AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	4	71	9	7

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			Actual (7)	Plan (8)											
TOTAL VERONA VILAFRANCA			46	0	0	63	20	9	7	2	0	26	63	45	38
TOTAL ITALY			783	0	4	69	16	9	6	1	1	18	70	18	722
<b>JAMAICA</b>															
MONTEGO BAY	BRITANNIA AIRWAYS AND THOMS	C	9	0	0	44	0	33	22	0	0	43	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	25	13	0	0	25	391	50	69	8
TOTAL MONTEGO BAY			17	0	0	41	12	24	12	0	12	206	69	38	16
TOTAL JAMAICA			17	0	0	41	12	24	12	0	12	206	41	51	34
<b>LATVIA</b>															
RIGA	AIR BALTIC CORPORATION SIA	S	26	0	0	73	15	12	0	0	0	10	0	0	0
TOTAL RIGA			26	0	0	73	15	12	0	0	0	10	0	0	0
TOTAL LATVIA			26	0	0	73	15	12	0	0	0	10	0	0	0
<b>LUXEMBOURG</b>															
LUXEMBOURG	LUXAIR	S	62	0	0	87	5	6	2	0	0	7	84	8	58
TOTAL LUXEMBOURG			62	0	0	87	5	6	2	0	0	7	84	8	58
TOTAL LUXEMBOURG			62	0	0	87	5	6	2	0	0	7	84	8	58
<b>MALAYSIA</b>															
KUALA LUMPUR (SEPANG)	MALAYSIAN AIRLINES SYSTEM-MA	S	37	0	0	92	8	0	0	0	0	4	77	15	35
TOTAL KUALA LUMPUR (SEPANG)			38	0	0	92	8	0	0	0	0	4	77	15	35
TOTAL MALAYSIA			38	0	0	92	8	0	0	0	0	4	77	15	35
<b>MALDIVE ISLANDS</b>															
MALE INTERNATIONAL	MONARCH AIRLINES	C	17	0	0	71	6	24	0	0	0	13	44	42	16
TOTAL MALE INTERNATIONAL			17	0	0	71	6	24	0	0	0	13	44	42	16
TOTAL MALDIVE ISLANDS			17	0	0	71	6	24	0	0	0	13	44	42	16
<b>MALTA</b>															
MALTA	AIR MALTA	S	84	0	0	81	11	6	2	0	0	11	63	19	86
	AIR MALTA	C	4	0	0	0	50	50	0	0	0	31	0	0	0
	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	63	25	13	0	0	0	13	88	7	8
	EXCEL AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	3	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	63	29	8
	GB AIRWAYS LTD	S	42	0	0	76	17	2	5	0	0	13	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	1	56	89	16
	THOMAS COOK AIRLINES LTD	C	8	0	0	0	0	0	75	25	0	157	88	3	8
TOTAL MALTA			166	0	0	75	12	5	6	1	0	18	67	24	153
TOTAL MALTA			166	0	0	75	12	5	6	1	0	18	67	24	153
<b>MEXICO</b>															
CANCUN	BRITANNIA AIRWAYS AND THOMS	C	15	4	0	87	7	0	7	0	0	10	83	9	18
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	22	11	22	22	11	11	243	38	135	8
	MONARCH AIRLINES	C	8	1	0	25	25	13	25	13	0	80	0	0	0
	MY TRAVEL AIRWAYS UK	C	14	0	0	71	7	7	7	0	7	68	65	36	20



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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)										
CANCUN	THOMAS COOK AIRLINES LTD	C	7	0	0	71	0	14	14	0	0	21	63	15	8
<b>TOTAL CANCUN</b>			<b>53</b>	<b>5</b>	<b>0</b>	<b>60</b>	<b>9</b>	<b>9</b>	<b>13</b>	<b>4</b>	<b>4</b>	<b>77</b>	<b>67</b>	<b>39</b>	<b>54</b>
COZUMEL	FIRST CHOICE AIRWAYS LTD	C	2	0	0	50	0	50	0	0	0	16	0	0	0
<b>TOTAL COZUMEL</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL MEXICO</b>			<b>55</b>	<b>5</b>	<b>0</b>	<b>60</b>	<b>9</b>	<b>11</b>	<b>13</b>	<b>4</b>	<b>4</b>	<b>75</b>	<b>67</b>	<b>39</b>	<b>54</b>
<b>MOROCCO</b>															
AGADIR	FIRST CHOICE AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	4	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	80	0	20	0	0	0	11	0	0	0
<b>TOTAL AGADIR</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>100</b>	<b>1</b>	<b>8</b>
<b>TOTAL MOROCCO</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>100</b>	<b>1</b>	<b>8</b>
<b>NETHERLANDS</b>															
AMSTERDAM	CHANNEL EXPRESS (INCORP: JET	S	166	0	0	91	4	4	1	0	0	4	0	0	0
	KLM	S	136	0	0	90	5	5	0	0	0	7	76	12	128
	KLM CITYHOPPER	S	240	0	0	67	13	12	8	0	0	19	64	20	290
<b>TOTAL AMSTERDAM</b>			<b>542</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>8</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>74</b>	<b>14</b>	<b>586</b>
<b>TOTAL NETHERLANDS</b>			<b>542</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>8</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>74</b>	<b>14</b>	<b>586</b>
<b>NORWAY</b>															
OSLO (GARDERMOEN)	BRITISH AIRWAYS CITIEXPRESS L	S	62	0	0	82	10	5	3	0	0	8	95	3	132
	SAS	S	36	0	0	89	8	0	3	0	0	6	97	3	36
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>96</b>	<b>3</b>	<b>168</b>
<b>TOTAL NORWAY</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>9</b>	<b>233</b>
<b>PAKISTAN</b>															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	44	0	0	48	16	14	16	7	0	47	53	17	45
<b>TOTAL ISLAMABAD</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>16</b>	<b>14</b>	<b>16</b>	<b>7</b>	<b>0</b>	<b>47</b>	<b>53</b>	<b>17</b>	<b>45</b>
KARACHI	PAKISTAN INTL AIRLINES	S	77	0	0	43	18	21	14	4	0	38	55	34	96
<b>TOTAL KARACHI</b>			<b>77</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>18</b>	<b>21</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>38</b>	<b>55</b>	<b>34</b>	<b>96</b>
LAHORE	PAKISTAN INTL AIRLINES	S	23	0	0	61	22	9	9	0	0	20	56	17	18
<b>TOTAL LAHORE</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>22</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>56</b>	<b>17</b>	<b>18</b>
<b>TOTAL PAKISTAN</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>18</b>	<b>17</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>38</b>	<b>55</b>	<b>27</b>	<b>159</b>
<b>POLAND</b>															
KRAKOW	SKY EUROPE	S	26	0	0	38	8	12	42	0	0	63	0	0	0
<b>TOTAL KRAKOW</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>8</b>	<b>12</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>0</b>
WARSAW	LOT-POLISH AIRLINES	S	52	0	0	92	2	6	0	0	0	6	89	5	53
<b>TOTAL WARSAW</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>5</b>	<b>53</b>
<b>TOTAL POLAND</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>4</b>	<b>8</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>89</b>	<b>5</b>	<b>53</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR ATLANTA EUROPE LTD	C	4	2	0	0	0	25	50	25	0	134	0	0	0
	BRITANNIA AIRWAYS AND THOMS	C	18	0	0	67	0	6	22	6	0	38	92	3	25

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			Actual (7)	Plan (8)											
FARO	BRITISH AIRWAYS CITIEXPRESS L	C	10	0	0	80	0	0	20	0	0	17	0	0	0
	CHANNEL EXPRESS (INCORP: JET	S	62	0	0	84	6	5	3	2	0	12	0	0	0
	EUROPEAN AIR CHARTER	C	8	0	0	25	25	0	25	25	0	87	100	0	3
	EXCEL AIRWAYS LTD	C	15	0	0	93	0	0	7	0	0	11	57	23	28
	FIRST CHOICE AIRWAYS LTD	C	66	0	0	73	18	9	0	0	0	10	84	10	58
	MONARCH AIRLINES	S	98	0	0	85	10	4	1	0	0	8	85	10	62
	MONARCH AIRLINES	C	21	0	0	48	33	19	0	0	0	18	44	20	18
	MY TRAVEL AIRWAYS UK	C	18	0	0	67	6	0	11	0	17	107	47	81	38
	THOMAS COOK AIRLINES LTD	C	29	0	0	31	17	28	3	14	7	92	68	25	38
<b>TOTAL FARO</b>			<b>349</b>	<b>2</b>	<b>0</b>	<b>72</b>	<b>12</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>27</b>	<b>72</b>	<b>24</b>	<b>292</b>
LISBON	PORTUGALIA	S	42	0	0	76	19	2	2	0	9	69	20	39	
<b>TOTAL LISBON</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>19</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>69</b>	<b>20</b>	<b>39</b>	
OPORTO (PORTUGAL)	PORTUGALIA	S	21	0	0	81	14	5	0	0	10	68	15	22	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>68</b>	<b>15</b>	<b>22</b>	
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>412</b>	<b>2</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>24</b>	<b>71</b>	<b>23</b>	<b>353</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	63	13	25	0	0	0	19	63	10	8
	EXCEL AIRWAYS LTD	C	8	0	0	25	13	38	25	0	0	40	88	8	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	4	100	0	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	5	88	5	8
<b>TOTAL FUNCHAL</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>17</b>	<b>84</b>	<b>6</b>	<b>32</b>
<b>TOTAL PORTUGAL(MADEIRA)</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>17</b>	<b>84</b>	<b>6</b>	<b>32</b>
<b>QATAR</b>															
DOHA	QATAR AIRWAYS	S	34	0	0	74	9	12	6	0	0	13	85	6	33
<b>TOTAL DOHA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>9</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>85</b>	<b>6</b>	<b>33</b>
<b>TOTAL QATAR</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>9</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>85</b>	<b>6</b>	<b>33</b>
<b>SINGAPORE</b>															
SINGAPORE	SINGAPORE AIRLINES	S	62	0	0	87	5	5	3	0	0	7	85	7	62
<b>TOTAL SINGAPORE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>7</b>	<b>62</b>
<b>TOTAL SINGAPORE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>7</b>	<b>62</b>
<b>SLOVAK REPUBLIC</b>															
BRATISLAVA	SKY EUROPE	S	28	0	0	68	7	14	4	7	0	27	0	0	0
<b>TOTAL BRATISLAVA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>7</b>	<b>14</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>7</b>	<b>14</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SLOVENIA</b>															
LJUBLJANA	ADRIA AIRWAYS	S	18	0	0	44	33	6	17	0	0	29	56	20	18
<b>TOTAL LJUBLJANA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>33</b>	<b>6</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>56</b>	<b>20</b>	<b>18</b>
<b>TOTAL SLOVENIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>33</b>	<b>6</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>56</b>	<b>20</b>	<b>18</b>
<b>SPAIN</b>															

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			Actual (7)	Plan (8)											
ALICANTE	BMIBABY LTD	S	62	0	0	44	16	24	11	5	0	38	15	53	60
	BRITANNIA AIRWAYS AND THOMS	C	28	0	0	86	11	4	0	0	0	5	73	15	30
	BRITISH AIRWAYS CITIEXPRESS L	C	9	1	0	22	11	33	33	0	0	38	0	64	4
	CHANNEL EXPRESS (INCORP: JET	S	62	1	0	68	23	3	3	3	0	20	0	0	0
	EXCEL AIRWAYS LTD	C	26	0	0	69	4	12	8	8	0	33	83	53	18
	FIRST CHOICE AIRWAYS LTD	C	36	0	0	53	31	14	3	0	0	16	68	26	56
	FLYJET LTD	C	4	0	0	50	25	25	0	0	0	21	50	22	2
	MONARCH AIRLINES	S	123	0	1	86	7	3	2	2	0	12	85	15	124
	MONARCH AIRLINES	C	10	0	0	60	40	0	0	0	0	12	75	12	28
	MY TRAVEL AIRWAYS UK	C	28	0	0	79	0	0	7	7	7	55	61	44	36
	THOMAS COOK AIRLINES LTD	C	35	1	0	43	20	14	23	0	0	35	61	30	36
	<b>TOTAL ALICANTE</b>			<b>424</b>	<b>3</b>	<b>1</b>	<b>67</b>	<b>14</b>	<b>9</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>64</b>	<b>29</b>
ALMERIA	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	4	80	8	10
	MONARCH AIRLINES	S	36	0	0	94	6	0	0	0	0	5	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	13	0	13	0	0	15	70	86	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	0	25	13	13	0	61	100	2	10
<b>TOTAL ALMERIA</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>79</b>	<b>27</b>	<b>47</b>
BARCELONA	MONARCH AIRLINES	S	62	0	0	58	11	19	8	3	0	27	77	11	62
<b>TOTAL BARCELONA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>11</b>	<b>19</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>65</b>	<b>20</b>	<b>139</b>
GERONA	ASTRAEUS LTD	C	2	0	0	0	0	100	0	0	0	38	0	0	0
	BRITANNIA AIRWAYS AND THOMS	C	18	0	0	100	0	0	0	0	0	1	56	30	18
	MY TRAVEL AIRWAYS UK	C	19	0	0	84	5	11	0	0	0	7	80	7	20
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	10	0	0	0	0	2	100	1	20
<b>TOTAL GERONA</b>			<b>49</b>	<b>2</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>11</b>	<b>67</b>
IBIZA	BRITANNIA AIRWAYS AND THOMS	C	36	0	0	94	6	0	0	0	0	3	98	2	42
	FIRST CHOICE AIRWAYS LTD	C	39	0	0	87	13	0	0	0	0	4	95	2	40
	MONARCH AIRLINES	C	10	0	0	90	10	0	0	0	0	3	100	2	3
	MY TRAVEL AIRWAYS UK	C	38	0	0	82	3	3	3	5	5	79	61	67	36
	THOMAS COOK AIRLINES LTD	C	18	0	0	56	17	6	0	22	0	61	53	99	36
<b>TOTAL IBIZA</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>31</b>	<b>62</b>	<b>39</b>	<b>226</b>
JEREZ	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	2	70	8	10
<b>TOTAL JEREZ</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>61</b>	<b>14</b>	<b>18</b>
MADRID	BRITISH AIRWAYS CITIEXPRESS L	S	104	0	0	73	13	10	4	0	0	14	76	19	105
	MONARCH AIRLINES	S	62	0	0	69	15	10	5	2	0	20	0	0	0
	SPANAIR	C	5	0	0	40	20	20	20	0	0	33	0	146	4
<b>TOTAL MADRID</b>			<b>171</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>75</b>	<b>18</b>	<b>189</b>
MAHON	BRITANNIA AIRWAYS AND THOMS	C	28	0	0	96	4	0	0	0	0	2	97	1	35
	EXCEL AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	6	60	13	10
	FIRST CHOICE AIRWAYS LTD	C	54	0	0	80	15	2	4	0	0	12	83	18	54
	MONARCH AIRLINES	C	20	0	0	100	0	0	0	0	0	1	80	8	20
	MY TRAVEL AIRWAYS UK	C	28	0	0	89	0	11	0	0	0	6	77	29	30
	THOMAS COOK AIRLINES LTD	C	38	0	0	71	5	3	11	5	5	62	87	6	38
<b>TOTAL MAHON</b>			<b>179</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>19</b>	<b>84</b>	<b>13</b>	<b>188</b>
MALAGA	BMI BRITISH MIDLAND	C	10	0	0	30	20	20	30	0	0	38	30	59	10
	BMIBABY LTD	S	62	0	0	47	13	32	5	3	0	33	44	25	62

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Reporting Airport: MANCHESTER (Full Analysis)

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
MALAGA	BRITANNIA AIRWAYS AND THOMS	C	28	0	0	93	4	4	0	0	0	4	91	5	44
	CHANNEL EXPRESS (INCORP: JET	S	62	0	0	74	15	5	6	0	0	15	0	0	0
	EXCEL AIRWAYS LTD	C	27	0	0	78	4	0	19	0	0	23	93	3	15
	FIRST CHOICE AIRWAYS LTD	C	40	0	0	68	13	13	8	0	0	19	70	25	50
	FLYJET LTD	C	10	0	0	0	0	20	80	0	0	87	80	12	5
	GB AIRWAYS LTD	S	72	0	0	68	24	7	0	1	0	14	0	0	0
	MONARCH AIRLINES	C	11	0	0	91	0	9	0	0	0	7	67	25	18
	MONARCH AIRLINES	S	156	0	0	78	10	7	5	0	0	11	85	8	124
	THOMAS COOK AIRLINES LTD	C	10	0	0	40	60	0	0	0	0	15	40	49	10
<b>TOTAL MALAGA</b>			<b>488</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>70</b>	<b>21</b>	<b>400</b>
MURCIA SAN JAVIER	ASTRAEUS LTD	C	10	0	0	80	10	0	10	0	0	20	70	16	10
	BMIBABY LTD	S	10	0	0	20	60	10	10	0	0	26	10	49	10
	CHANNEL EXPRESS (INCORP: JET	S	94	0	2	89	5	4	1	0	0	6	0	0	0
	EXCEL AIRWAYS LTD	C	9	0	0	89	0	0	11	0	0	12	0	0	0
<b>TOTAL MURCIA SAN JAVIER</b>			<b>123</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>10</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>40</b>	<b>33</b>	<b>20</b>
PALMA DE MALLORCA	BMIBABY LTD	S	62	0	0	48	40	11	0	0	0	17	48	31	62
	BRITANNIA AIRWAYS AND THOMS	C	98	0	0	69	16	4	7	1	2	35	84	8	91
	EUROPEAN AIR CHARTER	C	16	0	0	6	13	19	50	13	0	89	75	13	20
	EXCEL AIRWAYS LTD	C	27	0	0	67	0	11	22	0	0	26	52	33	31
	FIRST CHOICE AIRWAYS LTD	C	105	0	0	62	22	7	8	2	0	20	69	30	104
	MONARCH AIRLINES	C	22	0	0	41	41	18	0	0	0	18	67	19	27
	MONARCH AIRLINES	S	62	0	0	82	6	2	6	3	0	19	81	20	62
	MY TRAVEL AIRWAYS UK	C	82	2	0	88	5	5	1	0	1	11	70	31	111
	SKYSERVICE F B O Inc	C	2	0	0	0	50	0	50	0	0	70	0	0	0
	SPANAIR	C	2	0	0	100	0	0	0	0	0	1	50	34	10
THOMAS COOK AIRLINES LTD	C	74	0	0	51	22	8	15	4	0	37	80	29	79	
<b>TOTAL PALMA DE MALLORCA</b>			<b>553</b>	<b>3</b>	<b>3</b>	<b>64</b>	<b>18</b>	<b>7</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>26</b>	<b>71</b>	<b>25</b>	<b>597</b>
REUS	ASTRAEUS LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	BRITANNIA AIRWAYS AND THOMS	C	18	0	0	78	17	6	0	0	0	7	53	33	17
	EUROPEAN AIR CHARTER	C	10	0	0	60	20	20	0	0	0	12	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	72	6	0	22	0	0	23	94	1	18
	MONARCH AIRLINES	C	6	0	0	83	17	0	0	0	0	5	100	0	8
	MY TRAVEL AIRWAYS UK	C	20	0	0	65	0	5	15	5	10	94	96	2	24
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	13	25	13	0	0	24	100	0	8
<b>TOTAL REUS</b>			<b>83</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>7</b>	<b>10</b>	<b>1</b>	<b>2</b>	<b>33</b>	<b>87</b>	<b>9</b>	<b>75</b>
VALENCIA	CHANNEL EXPRESS (INCORP: JET	S	62	0	0	60	24	15	2	0	0	16	0	0	0
	SPANAIR	C	3	0	0	0	0	67	33	0	0	50	50	36	2
<b>TOTAL VALENCIA</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>23</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>25</b>	<b>38</b>	<b>4</b>
<b>TOTAL SPAIN</b>			<b>2410</b>	<b>8</b>	<b>6</b>	<b>71</b>	<b>13</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>70</b>	<b>24</b>	<b>2367</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR ATLANTA EUROPE LTD	C	2	0	0	0	0	50	50	0	0	58	0	0	0
	ASTRAEUS LTD	C	8	0	0	100	0	0	0	0	0	3	0	0	0
	BRITANNIA AIRWAYS AND THOMS	C	18	0	0	94	6	0	0	0	0	2	100	1	16
	EXCEL AIRWAYS LTD	C	16	1	0	63	19	6	13	0	0	22	41	24	17
	FIRST CHOICE AIRWAYS LTD	C	26	0	0	77	19	4	0	0	0	7	30	39	30
FLYJET LTD	C	8	0	0	100	0	0	0	0	0	1	30	29	10	

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			Actual (7)	Plan (8)												
ARRECIFE	MONARCH AIRLINES	C	10	0	0	70	20	10	0	0	0	11	40	25	10	
	MY TRAVEL AIRWAYS UK	C	17	0	0	88	6	6	0	0	7	17	108	18		
	THOMAS COOK AIRLINES LTD	C	18	0	0	56	0	11	33	0	40	55	60	33		
<b>TOTAL ARRECIFE</b>			<b>124</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>14</b>	<b>42</b>	<b>45</b>	<b>154</b>		
FUERTEVENTURA	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	88	0	0	13	0	10	100	0	8		
	EXCEL AIRWAYS LTD	C	8	0	0	100	0	0	0	0	1	88	5	8		
	FIRST CHOICE AIRWAYS LTD	C	25	0	0	84	16	0	0	0	7	86	4	22		
	MY TRAVEL AIRWAYS UK	C	18	0	0	94	6	0	0	0	3	56	26	18		
	THOMAS COOK AIRLINES LTD	C	18	0	0	67	11	0	11	0	11	68	70	49	20	
<b>TOTAL FUERTEVENTURA</b>			<b>77</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>20</b>	<b>76</b>	<b>21</b>	<b>76</b>	
LAS PALMAS	BRITANNIA AIRWAYS AND THOMS	C	27	0	0	93	0	7	0	0	4	100	2	25		
	EXCEL AIRWAYS LTD	C	8	0	0	75	25	0	0	0	8	88	7	8		
	FIRST CHOICE AIRWAYS LTD	C	26	0	0	50	19	19	12	0	22	75	14	28		
	FLYJET LTD	C	4	0	0	0	0	0	100	0	106	75	15	4		
	MONARCH AIRLINES	C	3	0	0	100	0	0	0	0	0	0	0	0		
	MY TRAVEL AIRWAYS UK	C	18	0	0	78	17	0	0	0	6	42	77	23	35	
	THOMAS COOK AIRLINES LTD	C	18	0	0	28	17	28	28	0	37	59	69	22		
<b>TOTAL LAS PALMAS</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>25</b>	<b>79</b>	<b>23</b>	<b>124</b>	
TENERIFE (SURREINA SOFIA)	AIR ATLANTA EUROPE LTD	C	10	0	0	0	10	10	60	20	0	136	0	0	0	
	ASTRAEUS LTD	C	17	0	0	59	0	0	41	0	54	86	8	14		
	BRITANNIA AIRWAYS AND THOMS	C	27	0	0	56	19	7	19	0	36	93	3	29		
	EXCEL AIRWAYS LTD	C	10	0	0	60	20	0	0	20	65	57	16	28		
	FIRST CHOICE AIRWAYS LTD	C	80	1	0	80	11	4	5	0	10	77	14	66		
	FLYJET LTD	C	13	0	0	23	31	23	23	0	37	25	46	4		
	GB AIRWAYS LTD	S	18	0	0	83	11	6	0	0	7	0	0	0		
	MONARCH AIRLINES	S	61	1	0	54	26	13	7	0	19	79	12	62		
	MONARCH AIRLINES	C	20	0	0	35	35	15	15	0	29	55	28	22		
	MY TRAVEL AIRWAYS UK	C	28	0	0	75	7	11	7	0	13	68	21	37		
	THOMAS COOK AIRLINES LTD	C	34	0	0	59	12	3	24	3	42	83	11	46		
	VOLAR AIRLINES	C	11	0	0	64	18	0	18	0	25	33	40	6		
	<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>330</b>	<b>2</b>	<b>0</b>	<b>61</b>	<b>16</b>	<b>8</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>71</b>	<b>17</b>	<b>346</b>
	<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>635</b>	<b>3</b>	<b>0</b>	<b>67</b>	<b>14</b>	<b>7</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>67</b>	<b>25</b>	<b>700</b>
ST LUCIA																
ST LUCIA (HEWANORRA)	BMI BRITISH MIDLAND	S	18	0	0	78	22	0	0	0	6	0	0	0		
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL ST LUCIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>		
SWEDEN																
GOTEBORG	CITY AIRLINE	S	64	0	0	84	13	0	3	0	9	97	2	66		
	MALMO AVIATION	C	2	0	0	50	0	50	0	0	19	0	0	0		
<b>TOTAL GOTEBORG</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>12</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>97</b>	<b>2</b>	<b>66</b>		
STOCKHOLM (ARLANDA)	SAS	S	42	0	0	88	7	5	0	0	5	100	4	10		
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>100</b>	<b>4</b>	<b>10</b>		
<b>TOTAL SWEDEN</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>97</b>	<b>3</b>	<b>76</b>		

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			Actual (7)	Plan (8)											
<b>SWITZERLAND</b>															
BASLE MULHOUSE	SWISS AIRLINES	S	56	0	0	95	5	0	0	0	0	2	88	5	106
<b>TOTAL BASLE MULHOUSE</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>5</b>	<b>106</b>
GENEVA	BMI BRITISH MIDLAND	C	10	0	0	80	0	20	0	0	0	9	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	114	0	0	73	11	8	9	0	0	16	89	6	115
<b>TOTAL GENEVA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>10</b>	<b>9</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>89</b>	<b>6</b>	<b>115</b>
ZURICH	BRITISH AIRWAYS CITIEXPRESS L	S	103	0	0	76	11	11	3	0	0	14	69	15	106
	SWISS AIRLINES	S	177	0	0	66	26	7	1	0	1	16	74	10	124
<b>TOTAL ZURICH</b>			<b>280</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>20</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>72</b>	<b>13</b>	<b>230</b>
<b>TOTAL SWITZERLAND</b>			<b>460</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>16</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>9</b>	<b>451</b>
<b>SYRIA</b>															
DAMASCUS	SYRIANAIR	S	16	0	0	19	19	44	19	0	0	44	25	38	16
<b>TOTAL DAMASCUS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>19</b>	<b>44</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>25</b>	<b>38</b>	<b>16</b>
<b>TOTAL SYRIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>19</b>	<b>44</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>25</b>	<b>38</b>	<b>16</b>
<b>TRINIDAD AND TOBAGO</b>															
PORT OF SPAIN	BWIA	S	20	0	0	50	20	15	15	0	0	30	31	206	13
<b>TOTAL PORT OF SPAIN</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>20</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>31</b>	<b>206</b>	<b>13</b>
<b>TOTAL TRINIDAD AND TOBAGO</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>20</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>31</b>	<b>206</b>	<b>13</b>
<b>TUNISIA</b>															
MONASTIR	ASTRAEUS LTD	C	8	0	0	25	25	38	13	0	0	34	0	0	0
	BRITANNIA AIRWAYS AND THOMS	C	17	0	0	59	29	0	0	12	0	36	100	0	9
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	56	22	22	0	0	0	12	63	25	8
	MY TRAVEL AIRWAYS UK	C	28	0	0	79	0	7	0	11	4	44	75	8	16
	THOMAS COOK AIRLINES LTD	C	9	0	0	44	11	0	22	22	0	77	38	56	8
<b>TOTAL MONASTIR</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>14</b>	<b>10</b>	<b>4</b>	<b>10</b>	<b>1</b>	<b>41</b>	<b>63</b>	<b>23</b>	<b>49</b>
<b>TOTAL TUNISIA</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>14</b>	<b>10</b>	<b>4</b>	<b>10</b>	<b>1</b>	<b>41</b>	<b>63</b>	<b>23</b>	<b>49</b>
<b>TURKEY</b>															
ANTALYA	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	63	25	13	0	0	0	13	0	0	0
	EXCEL AIRWAYS LTD	C	10	0	0	40	0	20	20	20	0	77	67	57	9
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	78	0	0	22	0	0	25	75	28	8
	MY TRAVEL AIRWAYS UK	C	9	0	0	89	0	0	11	0	0	10	100	2	8
	ONUR AIR	C	8	0	0	38	13	50	0	0	0	28	0	0	0
	THOMAS COOK AIRLINES LTD	C	32	2	0	59	6	16	16	3	0	32	71	40	24
<b>TOTAL ANTALYA</b>			<b>76</b>	<b>2</b>	<b>0</b>	<b>61</b>	<b>7</b>	<b>16</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>32</b>	<b>76</b>	<b>35</b>	<b>49</b>
BODRUM (MILAS)	ASTRAEUS LTD	C	10	0	0	60	20	0	20	0	0	37	0	0	0
	BRITANNIA AIRWAYS AND THOMS	C	9	0	0	100	0	0	0	0	0	1	100	0	8
	EXCEL AIRWAYS LTD	C	8	0	0	50	13	13	0	25	0	67	88	5	8
	FIRST CHOICE AIRWAYS LTD	C	27	0	0	89	4	0	0	7	0	27	96	3	26
	MONARCH AIRLINES	C	9	0	0	100	0	0	0	0	0	2	63	16	8
	MY TRAVEL AIRWAYS UK	C	16	0	0	81	0	0	19	0	0	22	94	4	16
	ONUR AIR	C	18	0	0	94	6	0	0	0	0	4	20	58	10

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)											
BODRUM (MILAS)	THOMAS COOK AIRLINES LTD	C	26	0	0	73	8	12	8	0	0	18	58	41	19
<b>TOTAL BODRUM (MILAS)</b>			<b>123</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>3</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>77</b>	<b>17</b>	<b>95</b>
DALAMAN	AIR ATLANTA EUROPE LTD	C	4	0	0	25	0	0	25	50	0	136	0	0	0
	BMI BRITISH MIDLAND	C	11	0	0	73	27	0	0	0	0	9	0	0	0
	BRITANNIA AIRWAYS AND THOMS	C	27	0	0	89	7	0	4	0	0	6	89	4	18
	EXCEL AIRWAYS LTD	C	47	0	0	53	15	26	6	0	0	22	73	56	30
	FINNAIR	C	4	0	0	0	50	25	0	25	0	103	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	36	0	0	92	0	8	0	0	0	6	98	2	41
	KIBRIS TURKISH AIRLINES - KTHY	S	26	0	0	54	4	19	8	15	0	54	54	44	24
	MONARCH AIRLINES	C	27	0	0	63	7	11	19	0	0	28	100	0	8
	MY TRAVEL AIRWAYS UK	C	44	2	0	95	0	0	0	5	0	11	70	34	46
	ONUR AIR	C	20	0	0	55	15	10	20	0	0	30	50	109	18
	THOMAS COOK AIRLINES LTD	C	78	0	0	62	9	12	9	9	0	45	95	3	37
<b>TOTAL DALAMAN</b>			<b>326</b>	<b>2</b>	<b>0</b>	<b>69</b>	<b>8</b>	<b>11</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>29</b>	<b>76</b>	<b>30</b>	<b>243</b>
ISTANBUL	ONUR AIR	C	10	0	0	90	0	10	0	0	0	8	71	82	17
	THY TURK HAVA YOLLARI TURKIS	S	61	1	1	41	25	28	7	0	0	25	48	19	44
<b>TOTAL ISTANBUL</b>			<b>71</b>	<b>1</b>	<b>1</b>	<b>48</b>	<b>21</b>	<b>25</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>54</b>	<b>36</b>	<b>61</b>
IZMIR (ADNAM MENDERES)	ATLASJET INTERNATIONAL	C	2	0	0	50	0	50	0	0	0	21	0	0	0
	THOMAS COOK AIRLINES LTD	C	17	0	0	41	0	12	24	0	24	147	94	4	16
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>16</b>	<b>21</b>	<b>0</b>	<b>21</b>	<b>134</b>	<b>94</b>	<b>4</b>	<b>16</b>
<b>TOTAL TURKEY</b>			<b>615</b>	<b>5</b>	<b>1</b>	<b>67</b>	<b>9</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>30</b>	<b>74</b>	<b>28</b>	<b>464</b>
UNITED ARAB EMIRATES															
DUBAI	EMIRATES	S	124	0	0	78	14	8	0	0	0	9	78	23	124
<b>TOTAL DUBAI</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>23</b>	<b>124</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>23</b>	<b>124</b>
UNITED KINGDOM															
ABERDEEN	BMI REGIONAL	S	146	0	0	90	8	2	0	0	0	3	91	6	148
	BRITISH AIRWAYS CITIEXPRESS L	S	174	1	0	87	5	6	3	0	0	7	82	10	174
<b>TOTAL ABERDEEN</b>			<b>320</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>8</b>	<b>322</b>
BELFAST CITY	BRITISH AIRWAYS CITIEXPRESS L	S	340	0	0	80	12	4	4	0	0	11	81	11	334
<b>TOTAL BELFAST CITY</b>			<b>340</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>11</b>	<b>334</b>
BELFAST INTERNATIONAL	BMIBABY LTD	S	156	0	0	67	17	9	6	1	0	18	57	20	148
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>56</b>	<b>21</b>	<b>149</b>
BRISTOL	AIR SOUTHWEST	S	43	0	0	81	9	5	5	0	0	13	78	14	64
<b>TOTAL BRISTOL</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>14</b>	<b>64</b>
CITY OF DERRY (EGLINTON)	AER ARRAN	S	42	0	0	100	0	0	0	0	0	1	87	13	62
	LOGANAIR	S	16	0	0	69	6	13	13	0	0	16	0	0	0
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>87</b>	<b>13</b>	<b>62</b>
EDINBURGH	BMI REGIONAL	S	230	0	0	90	7	2	1	0	0	5	93	5	243
	BRITISH AIRWAYS CITIEXPRESS L	S	308	0	0	77	15	5	3	0	0	10	81	9	310
	CHANNEL EXPRESS (INCORP: JET	S	160	0	0	78	9	12	2	0	0	10	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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 EDINBURGH</b>			<b>698</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>7</b>	553
<b>GATWICK</b>	BRITISH AIRWAYS PLC	S	360	0	4	63	18	14	5	1	0	20	79	11	382
	CHANNEL EXPRESS (INCORP: JET	S	153	1	1	80	12	5	4	0	0	11	0	0	0
	MY TRAVEL AIRWAYS UK	C	2	4	0	50	0	50	0	0	0	18	100	8	5
<b>TOTAL GATWICK</b>			<b>516</b>	<b>22</b>	<b>5</b>	<b>67</b>	<b>16</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>79</b>	<b>11</b>	388
<b>GLASGOW</b>	BMI REGIONAL	S	173	0	0	87	10	2	1	1	0	6	90	5	235
	BRITISH AIRWAYS CITIEXPRESS L	S	300	1	0	86	6	2	6	0	0	10	81	11	304
	MY TRAVEL AIRWAYS UK	C	2	0	0	0	0	50	50	0	0	101	0	0	0
<b>TOTAL GLASGOW</b>			<b>475</b>	<b>5</b>	<b>1</b>	<b>86</b>	<b>7</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>9</b>	539
<b>GUERNSEY</b>	AURIGNY AIR SERVICES	S	146	2	4	77	12	5	5	0	1	14	76	14	218
<b>TOTAL GUERNSEY</b>			<b>146</b>	<b>2</b>	<b>4</b>	<b>77</b>	<b>12</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>14</b>	<b>76</b>	<b>14</b>	218
<b>HEATHROW</b>	BMI BRITISH MIDLAND	S	410	0	4	79	11	6	4	0	0	10	75	13	414
	BRITISH AIRWAYS PLC	S	596	2	1	69	13	12	6	0	0	17	72	16	604
	QANTAS	S	38	0	1	87	5	3	3	3	0	14	87	9	91
<b>TOTAL HEATHROW</b>			<b>1044</b>	<b>2</b>	<b>6</b>	<b>74</b>	<b>12</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>14</b>	1109
<b>INVERNESS</b>	EASTERN AIRWAYS	S	136	1	0	87	11	2	0	0	0	5	94	4	140
<b>TOTAL INVERNESS</b>			<b>136</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>94</b>	<b>4</b>	140
<b>ISLE OF MAN</b>	BRITISH AIRWAYS CITIEXPRESS L	S	283	1	0	79	10	5	6	0	0	12	0	0	0
	EUROMANX GMBH	S	164	0	0	70	18	7	5	0	0	14	0	0	0
<b>TOTAL ISLE OF MAN</b>			<b>447</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>88</b>	<b>6</b>	290
<b>JERSEY</b>	BMIBABY LTD	S	62	0	0	55	16	15	10	5	0	33	44	26	62
	BRITISH AIRWAYS CITIEXPRESS L	C	20	0	0	80	10	10	0	0	0	9	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	92	0	0	82	8	7	4	0	0	11	74	15	123
	FLYBE.BRITISH EUROPEAN	C	10	0	0	70	30	0	0	0	0	7	40	25	10
<b>TOTAL JERSEY</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>12</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>63</b>	<b>19</b>	195
<b>KENT INTERNATIONAL</b>	EUJET	S	44	0	0	95	5	0	0	0	0	3	0	0	0
<b>TOTAL KENT INTERNATIONAL</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	0
<b>LONDON CITY</b>	VLM (BELGIUM)	S	351	0	5	93	5	3	0	0	0	4	93	5	368
<b>TOTAL LONDON CITY</b>			<b>351</b>	<b>0</b>	<b>5</b>	<b>93</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>93</b>	<b>5</b>	368
<b>NORWICH</b>	EASTERN AIRWAYS	S	125	0	1	97	0	0	3	0	0	6	92	5	132
<b>TOTAL NORWICH</b>			<b>125</b>	<b>0</b>	<b>1</b>	<b>97</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>5</b>	132
<b>PLYMOUTH</b>	AIR SOUTHWEST	S	99	0	4	68	22	8	2	0	0	14	75	14	72
<b>TOTAL PLYMOUTH</b>			<b>99</b>	<b>0</b>	<b>4</b>	<b>68</b>	<b>22</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>14</b>	72
<b>SOUTHAMPTON</b>	BRITISH AIRWAYS CITIEXPRESS L	S	229	0	0	82	9	7	2	0	0	8	90	5	234
	FLYBE.BRITISH EUROPEAN	S	146	0	0	71	12	5	10	1	0	20	0	0	0
<b>TOTAL SOUTHAMPTON</b>			<b>375</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>90</b>	<b>5</b>	234
<b>STANSTED</b>	EASTERN AIRWAYS	S	125	0	1	92	4	2	2	0	0	7	95	4	132
<b>TOTAL STANSTED</b>			<b>125</b>	<b>0</b>	<b>1</b>	<b>92</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>95</b>	<b>4</b>	132
<b>TOTAL UNITED KINGDOM</b>			<b>5682</b>	<b>37</b>	<b>27</b>	<b>79</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>10</b>	5303



CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>USA</b>															
ATLANTA	DELTA AIRLINES	S	62	0	0	58	15	19	8	0	0	20	87	12	62
<b>TOTAL ATLANTA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>15</b>	<b>19</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>87</b>	<b>12</b>	<b>62</b>
BOSTON	AMERICAN AIRLINES	S	8	0	0	100	0	0	0	0	0	3	82	7	62
<b>TOTAL BOSTON</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>82</b>	<b>7</b>	<b>62</b>
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	62	0	0	84	6	5	5	0	0	8	66	62	61
	BMI BRITISH MIDLAND	S	62	0	0	81	11	3	3	2	0	12	66	17	62
	PAKISTAN INTL AIRLINES	S	18	0	0	56	17	11	17	0	0	29	83	11	18
<b>TOTAL CHICAGO (O'HARE)</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>68</b>	<b>36</b>	<b>141</b>
HOUSTON	PAKISTAN INTL AIRLINES	S	17	0	0	53	29	18	0	0	0	16	53	44	17
<b>TOTAL HOUSTON</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>29</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>53</b>	<b>44</b>	<b>17</b>
LAS VEGAS	BMI BRITISH MIDLAND	S	18	0	0	83	11	6	0	0	0	6	0	0	0
	CONDOR	C	2	0	0	100	0	0	0	0	0	6	0	0	0
	MY TRAVEL AIRWAYS UK	C	17	0	0	59	6	12	12	6	6	63	78	15	9
<b>TOTAL LAS VEGAS</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>8</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>32</b>	<b>78</b>	<b>15</b>	<b>9</b>
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	60	0	0	88	2	3	3	2	2	20	92	4	60
	PAKISTAN INTL AIRLINES	S	37	0	0	30	14	41	11	5	0	45	36	47	39
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>97</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>6</b>	<b>18</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>29</b>	<b>70</b>	<b>21</b>	<b>99</b>
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	124	0	0	75	9	5	10	2	0	18	69	18	62
<b>TOTAL NEW YORK (NEWARK)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>9</b>	<b>5</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>69</b>	<b>18</b>	<b>62</b>
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	89	8	0	3	0	0	5	74	21	54
<b>TOTAL ORLANDO</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>74</b>	<b>21</b>	<b>54</b>
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	62	0	0	66	8	13	13	0	0	23	77	15	62
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>8</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>77</b>	<b>15</b>	<b>62</b>
SAN FRANCISCO	AMERICAN AIRLINES	S	54	0	0	80	11	6	4	0	0	10	0	0	0
<b>TOTAL SAN FRANCISCO</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
SANFORD	AIR ATLANTA EUROPE LTD	C	47	1	0	26	15	21	21	6	11	181	34	51	44
	BRITANNIA AIRWAYS AND THOMS	C	20	0	0	40	25	35	0	0	0	22	72	36	29
	FINNAIR	C	4	1	0	0	25	75	0	0	0	37	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	23	0	0	57	17	4	13	9	0	38	60	40	10
	MY TRAVEL AIRWAYS UK	C	37	0	0	54	11	11	14	5	5	88	58	29	31
	THOMAS COOK AIRLINES LTD	C	11	0	0	64	18	0	18	0	0	22	44	30	9
<b>TOTAL SANFORD</b>			<b>143</b>	<b>2</b>	<b>0</b>	<b>43</b>	<b>16</b>	<b>17</b>	<b>14</b>	<b>5</b>	<b>5</b>	<b>94</b>	<b>52</b>	<b>38</b>	<b>128</b>
WASHINGTON (DULLES)	BMI BRITISH MIDLAND	S	54	0	0	76	11	2	11	0	0	18	59	71	54
<b>TOTAL WASHINGTON (DULLES)</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>2</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>59</b>	<b>71</b>	<b>54</b>
<b>TOTAL USA</b>			<b>862</b>	<b>3</b>	<b>0</b>	<b>68</b>	<b>11</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>31</b>	<b>69</b>	<b>28</b>	<b>750</b>
<b>VENEZUELA</b>															
PORLAMAR	FIRST CHOICE AIRWAYS LTD	C	4	0	0	25	0	25	0	50	0	143	0	0	0
<b>TOTAL PORLAMAR</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>143</b>	<b>22</b>	<b>167</b>	<b>9</b>
<b>TOTAL VENEZUELA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>143</b>	<b>22</b>	<b>167</b>	<b>9</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)										
TOTAL MANCHESTER		20545	93	45	74	11	7	5	1	0	18	77	16	19640

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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	10	0	0	60	10	10	10	0	10	79	90	10	10
<b>TOTAL INNSBRUCK</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>90</b>	<b>10</b>	<b>10</b>
SALZBURG	AUSTRIAN AIRLINES	C	8	0	0	50	50	0	0	0	0	11	75	8	8
	SN BRUSSELS AIRLINES	S	10	0	0	70	10	0	20	0	0	27	0	0	0
<b>TOTAL SALZBURG</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>28</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>78</b>	<b>8</b>	<b>18</b>
<b>TOTAL AUSTRIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>21</b>	<b>4</b>	<b>11</b>	<b>0</b>	<b>4</b>	<b>41</b>	<b>82</b>	<b>8</b>	<b>28</b>
<b>BELGIUM</b>															
BRUSSELS	SN BRUSSELS AIRLINES	S	104	0	0	85	13	3	0	0	0	6	83	9	103
<b>TOTAL BRUSSELS</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>9</b>	<b>103</b>
<b>TOTAL BELGIUM</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>9</b>	<b>103</b>
<b>BULGARIA</b>															
BURGAS	BH AIR	C	18	0	0	89	6	6	0	0	0	7	63	17	16
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	1	100	1	8
<b>TOTAL BURGAS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>75</b>	<b>12</b>	<b>24</b>
VARNA	BH AIR	C	10	0	0	50	10	40	0	0	0	19	80	16	10
	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL VARNA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>6</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>85</b>	<b>11</b>	<b>20</b>
<b>TOTAL BULGARIA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>4</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>11</b>	<b>44</b>
<b>CANADA</b>															
TORONTO	AIR TRANSAT	S	8	0	0	63	0	13	13	13	0	60	40	14	10
<b>TOTAL TORONTO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>60</b>	<b>40</b>	<b>14</b>	<b>10</b>
<b>TOTAL CANADA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>60</b>	<b>40</b>	<b>14</b>	<b>10</b>
<b>CYPRUS</b>															
LARNACA	BRITANNIA AIRWAYS AND THOMS	C	10	0	0	70	10	10	10	0	0	18	100	0	8
	EUROCYPRIA AIRLINES LTD	C	10	0	0	0	20	20	40	0	20	283	0	0	0
	HELIOS AIRWAYS LTD	C	10	0	0	20	40	40	0	0	0	26	20	43	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	0	13	25	0	0	26	100	2	8
<b>TOTAL LARNACA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>18</b>	<b>21</b>	<b>18</b>	<b>0</b>	<b>5</b>	<b>92</b>	<b>76</b>	<b>13</b>	<b>34</b>
PAPHOS	BRITANNIA AIRWAYS AND THOMS	C	10	0	0	100	0	0	0	0	0	2	100	0	10
	EUROCYPRIA AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	1	88	6	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	4	100	1	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	10	0	0	0	0	2	100	0	8
<b>TOTAL PAPHOS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>97</b>	<b>1</b>	<b>34</b>
<b>TOTAL CYPRUS</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>12</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>3</b>	<b>48</b>	<b>87</b>	<b>7</b>	<b>68</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	62	0	0	79	16	5	0	0	0	8	73	13	62
<b>TOTAL PRAGUE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>13</b>	<b>62</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>13</b>	<b>62</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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>DENMARK</b>															
COPENHAGEN	SAS	S	63	1	0	89	6	3	2	0	0	7	0	0	0
TOTAL COPENHAGEN			<b>63</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>12</b>	62
TOTAL DENMARK			<b>63</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>12</b>	62
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	EXCEL AIRWAYS LTD	C	9	0	0	67	11	0	11	0	11	105	0	0	0
TOTAL PUERTO PLATA			<b>9</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>105</b>	<b>0</b>	<b>0</b>	0
TOTAL DOMINICAN REPUBLIC			<b>9</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>105</b>	<b>0</b>	<b>0</b>	0
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	THOMAS COOK AIRLINES LTD	C	9	0	0	56	11	22	11	0	0	20	0	0	0
TOTAL SHARM EL SHEIKH (OPHIRA)			<b>9</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>20</b>	<b>0</b>	<b>0</b>	0
TOTAL EGYPT			<b>9</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>20</b>	<b>0</b>	<b>0</b>	0
<b>FRANCE</b>															
NICE	EASYJET AIRLINE COMPANY LTD	S	62	0	0	34	45	16	5	0	0	23	89	7	62
TOTAL NICE			<b>62</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>45</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>89</b>	<b>7</b>	62
PARIS (CHARLES DE GAULLE)	BRIT AIR	S	161	0	0	69	16	15	0	1	0	15	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	74	13	10	3	0	0	14	76	15	62
TOTAL PARIS (CHARLES DE GAULLE)			<b>223</b>	<b>0</b>	<b>3</b>	<b>70</b>	<b>15</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>13</b>	218
TARBES-LOURDES INTERNATIONAL	TITAN AIRWAYS LTD	C	3	0	0	0	67	0	33	0	0	39	100	3	1
TOTAL TARBES-LOURDES INTERNATIONAL			<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>50</b>	<b>28</b>	2
TOTAL FRANCE			<b>288</b>	<b>3</b>	<b>3</b>	<b>62</b>	<b>22</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>78</b>	<b>12</b>	282
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	62	0	0	39	23	27	11	0	0	27	79	16	62
TOTAL BERLIN (SCHONEFELD)			<b>62</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>23</b>	<b>27</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>79</b>	<b>16</b>	62
COLOGNE (BONN)	HAPAG LLOYD EXPRESS	S	36	0	0	67	14	11	3	6	0	29	0	0	0
TOTAL COLOGNE (BONN)			<b>36</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>14</b>	<b>11</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	0
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	51	0	0	86	10	0	4	0	0	8	85	5	52
TOTAL DUSSELDORF			<b>51</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>10</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>5</b>	52
HANOVER	HAPAG LLOYD EXPRESS	S	36	0	0	53	19	22	6	0	0	21	50	23	26
TOTAL HANOVER			<b>36</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>19</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>50</b>	<b>23</b>	26
MUNICH	HAPAG LLOYD EXPRESS	S	26	0	0	62	23	8	8	0	0	18	0	0	0
TOTAL MUNICH			<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>23</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	0
TOTAL GERMANY			<b>211</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>18</b>	<b>15</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>76</b>	<b>14</b>	140
<b>GREECE</b>															
CHANIA	EXCEL AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	9	0	0	0
TOTAL CHANIA			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>25</b>	<b>33</b>	8
CORFU	BRITANNIA AIRWAYS AND THOMS	C	10	0	0	60	30	10	0	0	0	14	100	1	10

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)										
CORFU	EXCEL AIRWAYS LTD	C	10	0	0	70	10	20	0	0	0	13	88	5	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	13	25	0	0	0	14	38	33	8
	THOMAS COOK AIRLINES LTD	C	18	0	0	94	6	0	0	0	0	4	89	8	18
<b>TOTAL CORFU</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>15</b>	<b>53</b>
HERAKLION	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	100	0	0	0	0	0	1	90	2	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	3	0	130	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	25	0	13	13	0	51	100	0	8
<b>TOTAL HERAKLION</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>18</b>	<b>75</b>	<b>30</b>	<b>36</b>
KALAMATA	EXCEL AIRWAYS LTD	C	9	1	0	56	22	0	22	0	0	31	0	0	0
<b>TOTAL KALAMATA</b>			<b>9</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>
KEFALLINIA	BMI BRITISH MIDLAND	C	10	0	0	20	20	10	40	0	10	91	0	0	0
<b>TOTAL KEFALLINIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>10</b>	<b>40</b>	<b>0</b>	<b>10</b>	<b>91</b>	<b>33</b>	<b>49</b>	<b>18</b>
KOS	EXCEL AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	7	0	0	0
<b>TOTAL KOS</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>7</b>	<b>81</b>	<b>6</b>	<b>27</b>
RHODES	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	100	0	0	0	0	0	0	100	4	8
	EXCEL AIRWAYS LTD	C	18	0	0	83	0	6	11	0	0	15	67	13	18
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	13	13	0	0	15	100	1	9
<b>TOTAL RHODES</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>0</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>8</b>	<b>35</b>
SALONIKA	EXCEL AIRWAYS LTD	C	8	1	0	100	0	0	0	0	0	0	90	4	10
<b>TOTAL SALONIKA</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>94</b>	<b>2</b>	<b>18</b>
SKIATHOS	EXCEL AIRWAYS LTD	C	10	0	0	30	40	20	10	0	0	27	0	0	0
<b>TOTAL SKIATHOS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>40</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>50</b>	<b>46</b>	<b>10</b>
THIRA (SANTORINI)	EXCEL AIRWAYS LTD	C	8	0	0	63	25	13	0	0	0	13	88	4	8
<b>TOTAL THIRA (SANTORINI)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>88</b>	<b>4</b>	<b>8</b>
ZAKINTHOS	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	75	0	0	25	0	0	31	100	0	8
	EXCEL AIRWAYS LTD	C	20	0	0	80	0	10	10	0	0	21	100	2	8
	MY TRAVEL AIRWAYS UK	C	7	1	0	71	0	0	0	29	0	62	100	3	10
	THOMAS COOK AIRLINES LTD	C	9	0	0	44	33	11	11	0	0	24	63	32	8
<b>TOTAL ZAKINTHOS</b>			<b>44</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>7</b>	<b>7</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>30</b>	<b>79</b>	<b>18</b>	<b>42</b>
<b>TOTAL GREECE</b>			<b>209</b>	<b>3</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>7</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>72</b>	<b>20</b>	<b>265</b>
HUNGARY															
BUDAPEST	EASYJET AIRLINE COMPANY LTD	S	62	0	0	68	10	16	6	0	0	17	0	0	0
<b>TOTAL BUDAPEST</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>10</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL HUNGARY</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>10</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
IRISH REPUBLIC															
DUBLIN	RYANAIR	S	114	0	0	87	4	6	4	0	0	8	91	4	116
<b>TOTAL DUBLIN</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>4</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>91</b>	<b>4</b>	<b>116</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>4</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>91</b>	<b>4</b>	<b>117</b>
ITALY															
BERGAMO	RYANAIR	S	62	0	0	90	8	2	0	0	0	4	0	0	0

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Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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			62	0	0	90	8	2	0	0	0	4	0	0	0
NAPLES	BRITANNIA AIRWAYS AND THOMS	C	10	0	0	80	20	0	0	0	6	70	10	10	
TOTAL NAPLES			10	0	0	80	20	0	0	0	6	70	10	10	
ROME (CIAMPINO)	EASYJET AIRLINE COMPANY LTD	S	62	0	0	65	15	10	11	0	22	0	0	0	
TOTAL ROME (CIAMPINO)			62	0	0	65	15	10	11	0	22	0	0	0	
VENICE	BMI BRITISH MIDLAND	C	10	0	0	60	30	10	0	0	13	25	30	8	
TOTAL VENICE			10	0	0	60	30	10	0	0	13	22	31	9	
VERONA VILLAFRANCA	EXCEL AIRWAYS LTD	C	10	0	0	40	30	0	20	0	95	0	0	0	
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	38	0	0	0	13	75	13	8	
TOTAL VERONA VILLAFRANCA			20	0	0	45	35	5	10	0	56	50	27	18	
TOTAL ITALY			164	0	0	73	16	5	5	0	18	47	26	38	
MALTA															
MALTA	AIR MALTA	S	8	0	0	75	0	0	0	25	69	0	0	0	
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	69	11	16	
TOTAL MALTA			16	0	0	88	0	0	0	13	35	73	12	26	
TOTAL MALTA			16	0	0	88	0	0	0	13	35	73	12	26	
NETHERLANDS															
AMSTERDAM	KLM CITYHOPPER	S	296	0	0	71	13	8	9	0	17	75	13	296	
TOTAL AMSTERDAM			296	0	0	71	13	8	9	0	17	75	13	296	
TOTAL NETHERLANDS			296	0	0	71	13	8	9	0	17	75	13	296	
NORWAY															
STAVANGER	WIDEROE FLYVESELSKAP A/S	S	52	0	0	88	12	0	0	0	6	86	9	108	
TOTAL STAVANGER			52	0	0	88	12	0	0	0	6	86	9	108	
TOTAL NORWAY			52	0	0	88	12	0	0	0	6	86	9	108	
PORTUGAL(EXCLUDING MADEIRA)															
FARO	MONARCH AIRLINES	C	10	0	0	80	0	0	20	0	30	0	0	0	
	THOMAS COOK AIRLINES LTD	C	28	0	0	89	7	4	0	0	5	93	4	28	
TOTAL FARO			38	0	0	87	5	3	5	0	11	86	6	35	
TOTAL PORTUGAL(EXCLUDING MADEIRA)			38	0	0	87	5	3	5	0	11	86	6	35	
PORTUGAL(MADEIRA)															
FUNCHAL	EXCEL AIRWAYS LTD	C	8	0	0	88	13	0	0	0	6	100	1	8	
TOTAL FUNCHAL			8	0	0	88	13	0	0	0	6	100	1	8	
TOTAL PORTUGAL(MADEIRA)			8	0	0	88	13	0	0	0	6	100	1	8	
SLOVAK REPUBLIC															
BRATISLAVA	VLM (BELGIUM)	C	2	0	0	50	50	0	0	0	15	0	0	0	
TOTAL BRATISLAVA			2	2	0	50	50	0	0	0	15	0	0	0	
TOTAL SLOVAK REPUBLIC			2	2	0	50	50	0	0	0	15	0	0	0	

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			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>SPAIN</b>															
<b>ALICANTE</b>	BRITANNIA AIRWAYS AND THOMS	C	18	0	0	89	0	11	0	0	0	7	85	8	27
	EASYJET AIRLINE COMPANY LTD	S	82	0	0	73	13	11	2	0	0	12	67	32	79
	EXCEL AIRWAYS LTD	C	13	0	0	62	23	0	0	0	15	89	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	100	0	0	0	0	0	1	57	15	14
	THOMAS COOK AIRLINES LTD	C	18	0	0	72	17	0	11	0	0	18	89	11	18
<b>TOTAL ALICANTE</b>			<b>141</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>18</b>	<b>72</b>	<b>23</b>	<b>148</b>
<b>BARCELONA</b>	EASYJET AIRLINE COMPANY LTD	S	62	0	0	77	18	5	0	0	0	9	63	18	62
<b>TOTAL BARCELONA</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>9</b>	<b>62</b>	<b>18</b>	<b>63</b>
<b>GERONA</b>															
<b>GERONA</b>	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	100	0	0	0	0	0	1	100	2	8
	SPANAIR	C	10	0	0	20	20	30	20	0	10	75	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	13	13	25	0	0	32	0	0	0
<b>TOTAL GERONA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>12</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>4</b>	<b>39</b>	<b>88</b>	<b>8</b>	<b>16</b>
<b>IBIZA</b>															
<b>IBIZA</b>	BRITANNIA AIRWAYS AND THOMS	C	18	0	0	78	11	11	0	0	0	9	93	3	28
	EASYJET AIRLINE COMPANY LTD	S	6	0	0	50	33	0	17	0	0	21	0	0	0
	EXCEL AIRWAYS LTD	C	19	0	0	74	0	5	16	0	5	84	0	0	0
	THOMAS COOK AIRLINES LTD	C	18	0	0	67	0	0	33	0	0	44	94	6	17
<b>TOTAL IBIZA</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>7</b>	<b>5</b>	<b>16</b>	<b>0</b>	<b>2</b>	<b>44</b>	<b>89</b>	<b>6</b>	<b>62</b>
<b>MAHON</b>															
<b>MAHON</b>	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	88	13	0	0	0	0	3	94	3	18
	EXCEL AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	5	0	0	0
	MY TRAVEL AIRWAYS UK	C	20	0	0	95	0	5	0	0	0	2	85	12	20
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	0	100	0	20
<b>TOTAL MAHON</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>93</b>	<b>5</b>	<b>58</b>	
<b>MALAGA</b>															
<b>MALAGA</b>	BRITANNIA AIRWAYS AND THOMS	C	10	0	0	100	0	0	0	0	0	2	100	0	18
	EASYJET AIRLINE COMPANY LTD	S	72	0	0	86	8	6	0	0	0	7	76	12	62
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	0	25	0	53	89	8	18
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	2	63	10	8
<b>TOTAL MALAGA</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>9</b>	<b>116</b>
<b>PALMA DE MALLORCA</b>															
<b>PALMA DE MALLORCA</b>	AIR EUROPA	C	10	0	0	10	40	50	0	0	0	31	33	28	9
	BRITANNIA AIRWAYS AND THOMS	C	27	0	0	85	11	4	0	0	0	7	86	11	51
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	55	26	15	5	0	0	21	71	17	62
	EXCEL AIRWAYS LTD	C	18	0	0	89	0	0	0	0	11	88	86	9	7
	FUTURA AIRLINES	C	10	0	0	60	40	0	0	0	0	11	0	0	0
	SPANAIR	C	20	0	0	35	25	20	15	0	5	47	0	54	10
	THOMAS COOK AIRLINES LTD	C	32	0	0	84	9	3	3	0	0	11	97	3	37
<b>TOTAL PALMA DE MALLORCA</b>			<b>179</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>20</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>27</b>	<b>78</b>	<b>14</b>	<b>212</b>
<b>REUS</b>															
<b>REUS</b>	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	88	0	13	0	0	0	5	100	0	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	100	0	0	0	0	0	0	94	3	16
	THOMAS COOK AIRLINES LTD	C	16	0	0	94	6	0	0	0	0	3	100	0	8
<b>TOTAL REUS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>97</b>	<b>1</b>	<b>32</b>
<b>TOTAL SPAIN</b>			<b>646</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>79</b>	<b>13</b>	<b>707</b>
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	100	0	0	0	0	0	1	75	38	8

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			Actual (7)	Plan (8)											
ARRECIFE	THOMAS COOK AIRLINES LTD	C	9	0	0	78	0	0	22	0	0	32	85	8	20
<b>TOTAL ARRECIFE</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>59</b>	<b>25</b>	<b>46</b>
FUERTEVENTURA	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	0	25	0	80	89	4	9
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	0	25	0	0	31	0	0	0
<b>TOTAL FUERTEVENTURA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>55</b>	<b>89</b>	<b>4</b>	<b>9</b>
LAS PALMAS	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	75	0	0	25	0	0	21	88	4	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	90	0	10	0	0	0	3	89	3	9
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	5	100	1	8
<b>TOTAL LAS PALMAS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>4</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>92</b>	<b>3</b>	<b>25</b>
TENERIFE (SURREINA SOFIA)	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	100	0	0	0	0	0	1	100	0	8
	FUTURA AIRLINES	C	10	0	0	10	40	30	20	0	0	47	100	3	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	100	0	0	0	0	0	2	94	3	18
	THOMAS COOK AIRLINES LTD	C	18	0	0	100	0	0	0	0	0	1	96	3	28
	VOLAR AIRLINES	C	10	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>93</b>	<b>4</b>	<b>74</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>115</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>4</b>	<b>3</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>82</b>	<b>10</b>	<b>154</b>
<b>SWITZERLAND</b>															
GENEVA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	37	10	35	18	0	0	33	0	0	0
<b>TOTAL GENEVA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>10</b>	<b>35</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SWITZERLAND</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>10</b>	<b>35</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TUNISIA</b>															
MONASTIR	MY TRAVEL AIRWAYS UK	C	9	0	0	100	0	0	0	0	0	1	100	1	8
<b>TOTAL MONASTIR</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>1</b>	<b>8</b>
<b>TOTAL TUNISIA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>1</b>	<b>8</b>
<b>TURKEY</b>															
ANTALYA	SUNEXPRESS	C	8	0	0	75	25	0	0	0	0	9	100	2	8
<b>TOTAL ANTALYA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>100</b>	<b>2</b>	<b>8</b>
BODRUM (MILAS)	MY TRAVEL AIRWAYS UK	C	7	1	0	100	0	0	0	0	0	0	100	0	14
	THOMAS COOK AIRLINES LTD	C	17	0	0	65	24	12	0	0	0	10	100	1	8
<b>TOTAL BODRUM (MILAS)</b>			<b>24</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>100</b>	<b>0</b>	<b>22</b>
DALAMAN	BRITANNIA AIRWAYS AND THOMS	C	9	0	0	100	0	0	0	0	0	0	75	5	8
	EXCEL AIRWAYS LTD	C	18	0	0	67	6	17	11	0	0	22	0	0	0
	ONUR AIR	C	10	0	0	10	10	20	60	0	0	81	50	23	8
	PEGASUS AIRLINES	C	16	0	0	63	6	31	0	0	0	15	100	3	8
	THOMAS COOK AIRLINES LTD	C	18	0	0	67	22	11	0	0	0	12	83	17	18
<b>TOTAL DALAMAN</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>10</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>83</b>	<b>10</b>	<b>60</b>
IZMIR (ADNAM MENDERES)	PEGASUS AIRLINES	C	8	0	0	75	0	0	25	0	0	20	0	0	0
<b>TOTAL IZMIR (ADNAM MENDERES)</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>20</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TURKEY</b>			<b>111</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>12</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>89</b>	<b>7</b>	<b>90</b>



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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>UNITED KINGDOM</b>															
ABERDEEN	EASTERN AIRWAYS	S	218	0	2	78	12	6	3	0	0	13	92	5	224
<b>TOTAL ABERDEEN</b>			<b>218</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>92</b>	<b>5</b>	<b>224</b>
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	156	0	0	87	4	6	2	0	0	8	86	9	168
<b>TOTAL BELFAST CITY</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>4</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>9</b>	<b>168</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	147	1	1	70	16	12	1	0	0	13	76	17	123
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>147</b>	<b>1</b>	<b>1</b>	<b>70</b>	<b>16</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>17</b>	<b>123</b>
BIRMINGHAM	EASTERN AIRWAYS	S	168	0	0	95	3	0	2	0	0	5	97	3	175
<b>TOTAL BIRMINGHAM</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>97</b>	<b>3</b>	<b>175</b>
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	174	0	2	80	13	7	0	0	0	10	76	13	168
<b>TOTAL BRISTOL</b>			<b>174</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>13</b>	<b>168</b>
EXETER	FLYBE.BRITISH EUROPEAN	S	62	0	0	76	5	10	10	0	0	18	0	0	0
<b>TOTAL EXETER</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>5</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
GATWICK	BRITISH AIRWAYS PLC	S	227	1	0	64	17	10	9	0	0	18	79	11	238
<b>TOTAL GATWICK</b>			<b>227</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>18</b>	<b>79</b>	<b>11</b>	<b>238</b>
GLASGOW	BMI BRITISH MIDLAND	C	10	0	0	60	20	10	0	10	0	29	0	0	0
<b>TOTAL GLASGOW</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>
HEATHROW	BRITISH AIRWAYS PLC	S	396	0	0	69	13	12	5	1	0	16	67	15	353
<b>TOTAL HEATHROW</b>			<b>396</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>16</b>	<b>67</b>	<b>15</b>	<b>353</b>
ISLE OF MAN	EASTERN AIRWAYS	S	52	10	0	100	0	0	0	0	0	1	92	6	48
<b>TOTAL ISLE OF MAN</b>			<b>52</b>	<b>10</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>92</b>	<b>6</b>	<b>48</b>
JERSEY	FLYBE.BRITISH EUROPEAN	S	46	0	0	61	20	0	9	11	0	43	60	26	10
<b>TOTAL JERSEY</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>20</b>	<b>0</b>	<b>9</b>	<b>11</b>	<b>0</b>	<b>43</b>	<b>60</b>	<b>26</b>	<b>10</b>
KENT INTERNATIONAL	EUJET	S	22	0	2	32	23	14	32	0	0	34	0	0	0
<b>TOTAL KENT INTERNATIONAL</b>			<b>22</b>	<b>0</b>	<b>2</b>	<b>32</b>	<b>23</b>	<b>14</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>
PLYMOUTH	AIR WALES LTD	S	92	0	2	70	13	8	10	0	0	17	81	13	96
<b>TOTAL PLYMOUTH</b>			<b>92</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>13</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>81</b>	<b>13</b>	<b>96</b>
SOUTHAMPTON	EASTERN AIRWAYS	S	135	0	0	70	16	10	4	1	0	17	94	8	139
	FLYBE.BRITISH EUROPEAN	S	112	0	2	54	23	13	9	0	0	21	0	0	0
<b>TOTAL SOUTHAMPTON</b>			<b>247</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>19</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>94</b>	<b>8</b>	<b>139</b>
STANSTED	EASYJET AIRLINE COMPANY LTD	S	236	0	2	73	19	6	1	1	0	13	79	21	230
<b>TOTAL STANSTED</b>			<b>236</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>19</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>79</b>	<b>21</b>	<b>230</b>
<b>TOTAL UNITED KINGDOM</b>			<b>2254</b>	<b>15</b>	<b>13</b>	<b>74</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>81</b>	<b>12</b>	<b>1974</b>
<b>USA</b>															
SANFORD	EXCEL AIRWAYS LTD	C	9	0	0	67	0	11	22	0	0	43	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	4	0	0	25	25	25	25	0	0	52	0	0	0
	MONARCH AIRLINES	C	10	0	0	30	50	10	10	0	0	23	50	48	8
<b>TOTAL SANFORD</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>26</b>	<b>13</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>58</b>	<b>29</b>	<b>19</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)										
TOTAL USA		23	0	0	43	26	13	17	0	0	36	55	32	20
TOTAL NEWCASTLE		5083	25	16	73	13	9	5	1	0	17	80	12	4645

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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	58	24	11	5	2	0	23	73	11	62
<b>TOTAL GRAZ</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>24</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>73</b>	<b>11</b>	<b>62</b>
KLAGENFURT	RYANAIR	S	62	0	0	68	23	8	0	2	0	15	76	10	62
<b>TOTAL KLAGENFURT</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>22</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>76</b>	<b>10</b>	<b>62</b>
LINZ	RYANAIR	S	62	0	0	81	13	5	2	0	0	8	94	3	62
<b>TOTAL LINZ</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>94</b>	<b>3</b>	<b>62</b>
SALZBURG	RYANAIR	S	122	0	0	79	16	4	1	0	0	9	85	9	124
<b>TOTAL SALZBURG</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>16</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>9</b>	<b>124</b>
VIENNA	NIKI	S	103	0	0	62	27	6	4	1	0	21	0	0	0
<b>TOTAL VIENNA</b>			<b>103</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>27</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL AUSTRIA</b>			<b>412</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>21</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>82</b>	<b>8</b>	<b>310</b>
<b>BULGARIA</b>															
BURGAS	BH AIR	C	10	0	0	20	20	20	40	0	0	52	0	0	0
	BULGARIA AIR	C	10	0	0	20	20	30	30	0	0	59	90	7	10
<b>TOTAL BURGAS</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>25</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>90</b>	<b>7</b>	<b>10</b>
<b>TOTAL BULGARIA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>25</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>90</b>	<b>7</b>	<b>10</b>
<b>CANADA</b>															
VANCOUVER	THOMAS COOK AIRLINES LTD	S	8	8	0	63	13	0	25	0	0	25	0	0	0
	ZOOM AIRLINES	S	2	0	0	100	0	0	0	0	0	0	50	41	4
<b>TOTAL VANCOUVER</b>			<b>10</b>	<b>8</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>50</b>	<b>41</b>	<b>4</b>
<b>TOTAL CANADA</b>			<b>10</b>	<b>10</b>	<b>2</b>	<b>70</b>	<b>10</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>50</b>	<b>41</b>	<b>4</b>
<b>CROATIA</b>															
SPLIT	CHANNEL EXPRESS (INCORP: JET	C	10	0	0	60	10	10	20	0	0	26	0	0	0
<b>TOTAL SPLIT</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>26</b>	<b>80</b>	<b>11</b>	<b>10</b>
<b>TOTAL CROATIA</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>26</b>	<b>88</b>	<b>8</b>	<b>25</b>
<b>CYPRUS</b>															
LARNACA	CYPRUS AIRWAYS	S	34	0	0	71	21	3	6	0	0	12	76	23	42
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	25	25	0	0	0	19	38	16	8
<b>TOTAL LARNACA</b>			<b>42</b>	<b>2</b>	<b>2</b>	<b>67</b>	<b>21</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>22</b>	<b>50</b>
PAPHOS	BRITANNIA AIRWAYS AND THOMS	C	10	0	0	90	0	10	0	0	0	5	100	1	9
	FIRST CHOICE AIRWAYS LTD	S	4	0	0	100	0	0	0	0	0	5	100	1	9
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	70	30	0	0	0	0	12	0	0	0
<b>TOTAL PAPHOS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>100</b>	<b>1</b>	<b>18</b>
<b>TOTAL CYPRUS</b>			<b>66</b>	<b>2</b>	<b>2</b>	<b>73</b>	<b>18</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>17</b>	<b>68</b>
<b>CZECH REPUBLIC</b>															
BRNO (TURANY)	RYANAIR	S	63	0	0	73	10	8	8	2	0	18	0	0	0
<b>TOTAL BRNO (TURANY)</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>10</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)										
PRAGUE	CSA	S	114	0	0	63	23	9	5	0	0	16	80	11	114
	EASYJET AIRLINE COMPANY LTD	S	124	0	0	80	15	6	0	0	0	9	74	14	186
<b>TOTAL PRAGUE</b>			<b>238</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>18</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>13</b>	<b>300</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>301</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>76</b>	<b>13</b>	<b>300</b>
<b>DENMARK</b>															
AARHUS (TIRSTRUP)	RYANAIR	S	104	0	0	83	14	2	1	0	0	7	81	10	106
<b>TOTAL AARHUS (TIRSTRUP)</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>14</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>10</b>	<b>106</b>
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	175	0	1	77	15	6	2	0	0	10	74	13	176
<b>TOTAL COPENHAGEN</b>			<b>178</b>	<b>1</b>	<b>1</b>	<b>78</b>	<b>15</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>13</b>	<b>176</b>
<b>TOTAL DENMARK</b>			<b>282</b>	<b>1</b>	<b>1</b>	<b>79</b>	<b>15</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>11</b>	<b>344</b>
<b>ESTONIA</b>															
TALLIN	EASYJET AIRLINE COMPANY LTD	S	62	0	0	89	10	2	0	0	0	5	0	0	0
<b>TOTAL TALLIN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ESTONIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>FAROE ISLANDS</b>															
VAGAR	ATLANTIC AIRWAYS	S	17	1	1	41	47	6	0	0	6	91	39	21	18
<b>TOTAL VAGAR</b>			<b>17</b>	<b>1</b>	<b>1</b>	<b>41</b>	<b>47</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>91</b>	<b>39</b>	<b>21</b>	<b>18</b>
<b>TOTAL FAROE ISLANDS</b>			<b>17</b>	<b>1</b>	<b>1</b>	<b>41</b>	<b>47</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>91</b>	<b>39</b>	<b>21</b>	<b>18</b>
<b>FED REP YUGO SERBIA M'ENEGRO</b>															
PRISTINA	CHANNEL EXPRESS (INCORP: JET	C	3	5	0	100	0	0	0	0	0	0	50	16	4
<b>TOTAL PRISTINA</b>			<b>3</b>	<b>5</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>12</b>	<b>6</b>
<b>TOTAL FED REP YUGO SERBIA M'ENEGRO</b>			<b>3</b>	<b>5</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>12</b>	<b>6</b>
<b>FINLAND</b>															
HELSINKI	CHANNEL EXPRESS (INCORP: JET	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL HELSINKI</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
TAMPERE	RYANAIR	S	62	0	0	84	13	3	0	0	0	7	97	3	62
<b>TOTAL TAMPERE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>97</b>	<b>3</b>	<b>62</b>
<b>TOTAL FINLAND</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>97</b>	<b>3</b>	<b>62</b>
<b>FRANCE</b>															
BERGERAC	RYANAIR	S	82	0	0	94	4	2	0	0	0	4	74	9	72
<b>TOTAL BERGERAC</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>74</b>	<b>9</b>	<b>72</b>
BIARRITZ	RYANAIR	S	82	0	0	84	11	5	0	0	0	8	73	12	82
<b>TOTAL BIARRITZ</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>12</b>	<b>82</b>
CALVI	CHANNEL EXPRESS (INCORP: JET	C	10	0	0	80	20	0	0	0	0	7	100	2	8
<b>TOTAL CALVI</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>100</b>	<b>2</b>	<b>8</b>
CARCASSONNE	RYANAIR	S	125	0	0	77	19	3	0	1	0	9	89	6	124
<b>TOTAL CARCASSONNE</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>89</b>	<b>6</b>	<b>124</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)										
DINARD	RYANAIR	S	62	0	0	66	23	8	3	0	0	15	74	17	80
<b>TOTAL DINARD</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>23</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>74</b>	<b>17</b>	<b>80</b>
FIGARI	CHANNEL EXPRESS (INCORP: JET	C	10	0	0	100	0	0	0	0	0	3	88	3	8
<b>TOTAL FIGARI</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>3</b>	<b>8</b>
LA ROCHELLE	RYANAIR	S	71	0	1	72	18	6	4	0	0	16	94	4	71
<b>TOTAL LA ROCHELLE</b>			<b>71</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>18</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>94</b>	<b>4</b>	<b>71</b>
LIMOGES	RYANAIR	S	72	0	0	93	6	0	1	0	0	5	86	6	72
<b>TOTAL LIMOGES</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>6</b>	<b>72</b>
LYON	EASYJET AIRLINE COMPANY LTD	S	68	0	0	78	13	6	3	0	0	11	77	8	62
<b>TOTAL LYON</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>8</b>	<b>62</b>
MONTPELLIER	RYANAIR	S	62	0	0	98	2	0	0	0	0	3	93	7	70
<b>TOTAL MONTPELLIER</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>93</b>	<b>7</b>	<b>70</b>
NICE	EASYJET AIRLINE COMPANY LTD	S	124	0	0	69	14	10	6	0	0	16	84	10	124
<b>TOTAL NICE</b>			<b>124</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>14</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>84</b>	<b>10</b>	<b>124</b>
NIMES	RYANAIR	S	62	0	0	71	19	8	2	0	0	12	77	11	124
<b>TOTAL NIMES</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>19</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>11</b>	<b>124</b>
PAU	RYANAIR	S	62	0	0	84	10	6	0	0	0	7	77	10	62
<b>TOTAL PAU</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>77</b>	<b>10</b>	<b>62</b>
PERPIGNAN	RYANAIR	S	61	0	0	79	16	2	3	0	0	10	76	11	74
<b>TOTAL PERPIGNAN</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>16</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>11</b>	<b>74</b>
POITIERS	RYANAIR	S	62	0	0	85	15	0	0	0	0	8	58	16	62
<b>TOTAL POITIERS</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>58</b>	<b>16</b>	<b>62</b>
RODEZ	RYANAIR	S	62	0	0	65	13	19	3	0	0	15	97	4	62
<b>TOTAL RODEZ</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>13</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>97</b>	<b>4</b>	<b>62</b>
ST ETIENNE	RYANAIR	S	62	0	0	53	24	19	3	0	0	19	79	10	62
<b>TOTAL ST ETIENNE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>24</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>79</b>	<b>10</b>	<b>62</b>
TARBES-LOURDES INTERNATIONAL	AIR MEDITERRANEE	C	2	0	0	50	0	0	50	0	0	47	0	0	0
	CHANNEL EXPRESS (INCORP: JET	C	8	2	0	75	13	0	13	0	0	13	43	31	7
	TITAN AIRWAYS LTD	C	13	1	0	23	15	31	31	0	0	43	47	34	17
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>23</b>	<b>3</b>	<b>0</b>	<b>43</b>	<b>13</b>	<b>17</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>44</b>	<b>36</b>	<b>25</b>
TOURS	RYANAIR	S	62	0	0	73	21	6	0	0	0	9	94	4	62
<b>TOTAL TOURS</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>21</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>94</b>	<b>4</b>	<b>62</b>
<b>TOTAL FRANCE</b>			<b>1224</b>	<b>5</b>	<b>1</b>	<b>77</b>	<b>14</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>10</b>	<b>1308</b>
<b>GERMANY</b>															
ALTENBURG - WALLBURG	RYANAIR	S	62	0	0	98	2	0	0	0	0	2	89	8	62
<b>TOTAL ALTENBURG - WALLBURG</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>89</b>	<b>8</b>	<b>62</b>
BERLIN (SCHONEFELD)	RYANAIR	S	124	0	0	84	10	6	0	0	0	7	91	5	124
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>5</b>	<b>124</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2004		
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				Actual (7)	Plan (8)										
BERLIN (TEGEL)	AIR BERLIN	S	164	0	2	79	12	5	3	1	0	13	67	19	123
<b>TOTAL BERLIN (TEGEL)</b>			<b>164</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>19</b>	<b>123</b>
COLOGNE (BONN)	EUROWINGS LUFTVERKEHRS	S	124	0	0	86	10	3	0	0	0	6	85	6	124
<b>TOTAL COLOGNE (BONN)</b>			<b>124</b>	<b>1</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>85</b>	<b>6</b>	<b>124</b>
DUSSELDORF	AIR BERLIN	S	154	0	2	69	12	14	3	2	0	18	90	9	154
<b>TOTAL DUSSELDORF</b>			<b>154</b>	<b>0</b>	<b>2</b>	<b>69</b>	<b>12</b>	<b>14</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>90</b>	<b>9</b>	<b>154</b>
FRIEDRICHSHAFEN	RYANAIR	S	62	0	0	87	6	6	0	0	0	6	84	7	62
<b>TOTAL FRIEDRICHSHAFEN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>7</b>	<b>62</b>
HAHN	RYANAIR	S	239	0	0	83	10	5	2	0	0	12	80	11	238
<b>TOTAL HAHN</b>			<b>239</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>11</b>	<b>238</b>
HANOVER	AIR BERLIN	S	61	0	0	75	10	7	5	3	0	17	69	11	62
<b>TOTAL HANOVER</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>69</b>	<b>11</b>	<b>62</b>
KARLSRUHE/BADEN BADEN	RYANAIR	S	104	0	0	79	16	5	0	0	0	10	80	8	106
<b>TOTAL KARLSRUHE/BADEN BADEN</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>8</b>	<b>106</b>
LEIPZIG	AIR BERLIN	S	28	0	0	79	14	4	4	0	0	10	0	0	0
<b>TOTAL LEIPZIG</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
LUBECK	RYANAIR	S	165	1	1	93	5	1	1	0	0	4	92	6	125
<b>TOTAL LUBECK</b>			<b>166</b>	<b>1</b>	<b>1</b>	<b>93</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>92</b>	<b>6</b>	<b>125</b>
MUNICH	EASYJET AIRLINE COMPANY LTD	S	124	0	0	73	17	5	5	0	0	13	69	16	124
<b>TOTAL MUNICH</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>69</b>	<b>16</b>	<b>124</b>
MUNSTER-OSNABRUCK	AIR BERLIN	S	62	0	0	77	10	10	3	0	0	10	90	5	61
<b>TOTAL MUNSTER-OSNABRUCK</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>90</b>	<b>5</b>	<b>61</b>
NIEDERRHEIN	RYANAIR	S	104	0	0	88	11	2	0	0	0	5	93	4	168
<b>TOTAL NIEDERRHEIN</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>93</b>	<b>4</b>	<b>168</b>
NUREMBERG	AIR BERLIN	S	70	0	0	63	13	10	11	3	0	29	79	9	62
<b>TOTAL NUREMBERG</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>10</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>79</b>	<b>9</b>	<b>62</b>
PADERBORN	AIR BERLIN	S	113	0	0	74	14	7	4	0	0	14	84	15	111
<b>TOTAL PADERBORN</b>			<b>113</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>84</b>	<b>15</b>	<b>111</b>
STUTT GART	EUROWINGS LUFTVERKEHRS	S	124	0	0	82	10	5	2	0	0	9	0	0	0
<b>TOTAL STUTT GART</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GERMANY</b>			<b>1885</b>	<b>2</b>	<b>5</b>	<b>81</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>9</b>	<b>1768</b>
GREECE															
CORFU	BRITANNIA AIRWAYS AND THOMS	C	10	0	0	80	0	0	20	0	0	18	80	7	10
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	5	88	28	8
<b>TOTAL CORFU</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>72</b>	<b>23</b>	<b>32</b>
HERAKLION	BRITANNIA AIRWAYS AND THOMS	C	9	0	0	89	0	0	11	0	0	8	100	2	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	4	63	33	8
<b>TOTAL HERAKLION</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>67</b>	<b>34</b>	<b>24</b>

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				Actual (7)	Plan (8)										
KOS	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	3	89	4	9
<b>TOTAL KOS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>4</b>	<b>9</b>
RHODES	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	25	25	0	0	0	16	75	7	8
<b>TOTAL RHODES</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>68</b>	<b>16</b>	<b>37</b>
ZAKINTHOS	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	100	3	8
	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	0	2	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	3	63	8	8
<b>TOTAL ZAKINTHOS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>69</b>	<b>10</b>	<b>26</b>
<b>TOTAL GREECE</b>			<b>77</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>69</b>	<b>20</b>	<b>134</b>
<b>HUNGARY</b>															
BUDAPEST	MALEV (HUNGARIAN AIRLINES)	S	52	0	0	58	29	13	0	0	0	15	76	9	106
	SKYEUROPE AIRLINES HUNGARY	S	62	0	0	53	27	10	6	2	2	30	49	19	61
<b>TOTAL BUDAPEST</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>28</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>23</b>	<b>66</b>	<b>13</b>	<b>167</b>
<b>TOTAL HUNGARY</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>28</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>23</b>	<b>66</b>	<b>13</b>	<b>167</b>
<b>ICELAND</b>															
KEFLAVIK	JET X	S	105	0	0	60	21	12	5	1	1	27	0	0	0
<b>TOTAL KEFLAVIK</b>			<b>105</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>21</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>27</b>	<b>79</b>	<b>45</b>	<b>123</b>
<b>TOTAL ICELAND</b>			<b>105</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>21</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>27</b>	<b>79</b>	<b>45</b>	<b>123</b>
<b>IRISH REPUBLIC</b>															
CONNAUGHT	RYANAIR	S	62	0	0	89	6	5	0	0	0	6	71	11	62
<b>TOTAL CONNAUGHT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>71</b>	<b>11</b>	<b>62</b>
CORK	RYANAIR	S	248	0	0	76	14	7	3	0	0	12	67	14	184
<b>TOTAL CORK</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>67</b>	<b>14</b>	<b>184</b>
DUBLIN	RYANAIR	S	690	0	1	78	12	7	3	0	0	12	73	12	763
<b>TOTAL DUBLIN</b>			<b>690</b>	<b>1</b>	<b>1</b>	<b>78</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>12</b>	<b>763</b>
KERRY COUNTY	RYANAIR	S	124	0	0	89	9	2	0	0	0	5	74	10	124
<b>TOTAL KERRY COUNTY</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>73</b>	<b>11</b>	<b>128</b>
SHANNON	RYANAIR	S	186	0	0	81	14	4	0	1	0	11	92	6	124
<b>TOTAL SHANNON</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>92</b>	<b>6</b>	<b>124</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>1310</b>	<b>3</b>	<b>1</b>	<b>80</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>12</b>	<b>1261</b>
<b>ISRAEL</b>															
TEL AVIV	EL AL	S	28	1	0	64	29	7	0	0	0	12	69	11	13
	ISRAIR LTD	C	32	0	0	28	38	25	9	0	0	28	0	0	0
<b>TOTAL TEL AVIV</b>			<b>60</b>	<b>1</b>	<b>0</b>	<b>45</b>	<b>33</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>69</b>	<b>11</b>	<b>13</b>
<b>TOTAL ISRAEL</b>			<b>60</b>	<b>1</b>	<b>0</b>	<b>45</b>	<b>33</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>69</b>	<b>11</b>	<b>13</b>
<b>ITALY</b>															
ALGHERO/SASSARI	RYANAIR	S	124	0	0	83	10	4	2	0	0	9	87	7	124
<b>TOTAL ALGHERO/SASSARI</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>87</b>	<b>7</b>	<b>124</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)										
ANCONA	RYANAIR	S	62	0	0	65	15	18	3	0	0	16	65	12	62
TOTAL ANCONA			<b>62</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>65</b>	<b>12</b>	62
BARI (PALESE)	RYANAIR	S	62	0	0	58	31	10	2	0	0	15	65	14	62
TOTAL BARI (PALESE)			<b>62</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>31</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>65</b>	<b>14</b>	62
BERGAMO	RYANAIR	S	162	0	0	69	15	14	2	0	0	14	76	12	214
TOTAL BERGAMO			<b>162</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>76</b>	<b>12</b>	214
BOLOGNA	EASYJET AIRLINE COMPANY LTD	S	60	0	0	80	10	8	2	0	0	10	62	36	58
TOTAL BOLOGNA			<b>60</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>62</b>	<b>36</b>	58
BRESCIA/MONTICHIARI	RYANAIR	S	82	0	0	71	18	7	1	2	0	18	62	15	124
TOTAL BRESCIA/MONTICHIARI			<b>82</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>62</b>	<b>15</b>	124
BRINDISI	RYANAIR	S	62	0	0	55	27	16	2	0	0	16	76	10	62
TOTAL BRINDISI			<b>62</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>27</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>76</b>	<b>10</b>	62
FORLI	RYANAIR	S	124	0	0	63	27	6	3	1	0	17	66	16	124
TOTAL FORLI			<b>124</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>27</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>66</b>	<b>16</b>	124
GENOA	RYANAIR	S	72	0	0	65	21	14	0	0	0	14	75	11	114
TOTAL GENOA			<b>72</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>21</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>11</b>	114
NAPLES	EASYJET AIRLINE COMPANY LTD	S	124	1	3	62	18	12	8	0	0	21	70	13	124
TOTAL NAPLES			<b>124</b>	<b>2</b>	<b>3</b>	<b>62</b>	<b>18</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>70</b>	<b>13</b>	124
OLBIA	CHANNEL EXPRESS (INCORP: JET	C	10	0	0	40	10	20	30	0	0	37	30	35	10
TOTAL OLBIA			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>10</b>	<b>20</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>30</b>	<b>35</b>	10
PALERMO	RYANAIR	S	123	0	1	87	4	4	5	0	0	11	60	15	124
TOTAL PALERMO			<b>123</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>4</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>60</b>	<b>15</b>	124
PESCARA	RYANAIR	S	62	0	0	79	19	2	0	0	0	9	81	9	62
TOTAL PESCARA			<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>9</b>	62
PISA	BRITANNIA AIRWAYS AND THOMS	C	2	0	0	0	0	50	50	0	0	67	0	0	0
	RYANAIR	S	186	0	0	73	18	6	2	0	1	14	66	15	196
TOTAL PISA			<b>189</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>18</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>14</b>	<b>66</b>	<b>15</b>	196
ROME (CIAMPINO)	RYANAIR	S	310	0	0	76	11	4	6	1	1	21	85	9	346
TOTAL ROME (CIAMPINO)			<b>310</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>4</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>21</b>	<b>80</b>	<b>12</b>	470
TREVISO	RYANAIR	S	186	0	0	87	10	4	0	0	0	6	87	7	186
TOTAL TREVISO			<b>186</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>7</b>	186
TRIESTE (RONCHI DEI LEGIONARI)	RYANAIR	S	62	0	0	84	8	8	0	0	0	8	79	8	62
TOTAL TRIESTE (RONCHI DEI LEGIONARI)			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>8</b>	62
TURIN	RYANAIR	S	62	0	0	89	11	0	0	0	0	5	89	6	62
TOTAL TURIN			<b>62</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>89</b>	<b>6</b>	62
VERONA VILLAFRANCA	EUROPEAN AIR CHARTER	C	8	0	0	63	13	13	0	13	0	37	63	10	8
TOTAL VERONA VILLAFRANCA			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>30</b>	<b>63</b>	<b>10</b>	8
TOTAL ITALY			<b>1949</b>	<b>2</b>	<b>4</b>	<b>74</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>13</b>	2449



CAA AIRLINE / AIRPORT REPORTING SYSTEM

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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>LATVIA</b>															
RIGA	RYANAIR	S	62	0	0	90	8	0	2	0	0	6	0	0	0
TOTAL RIGA			<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL LATVIA			<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>MALTA</b>															
MALTA	AIR MALTA	S	44	0	0	64	23	9	0	5	0	26	92	3	26
TOTAL MALTA			<b>44</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>23</b>	<b>9</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>26</b>	<b>92</b>	<b>3</b>	<b>26</b>
TOTAL MALTA			<b>44</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>23</b>	<b>9</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>26</b>	<b>92</b>	<b>3</b>	<b>26</b>
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	182	0	0	80	13	4	2	1	0	10	76	12	176
TOTAL AMSTERDAM			<b>182</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>12</b>	<b>178</b>
EINDHOVEN	RYANAIR	S	104	0	0	99	1	0	0	0	0	2	90	7	105
TOTAL EINDHOVEN			<b>104</b>	<b>0</b>	<b>0</b>	<b>99</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>7</b>	<b>105</b>
ROTTERDAM	TRANSAVIA	S	122	0	2	97	2	1	0	0	0	3	92	4	124
TOTAL ROTTERDAM			<b>122</b>	<b>0</b>	<b>2</b>	<b>97</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>92</b>	<b>4</b>	<b>124</b>
TOTAL NETHERLANDS			<b>408</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>8</b>	<b>407</b>
<b>NORWAY</b>															
BERGEN	CHANNEL EXPRESS (INCORP: JET	C	2	0	0	100	0	0	0	0	0	5	50	8	2
TOTAL BERGEN			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>50</b>	<b>8</b>	<b>2</b>
HAUGESUND	RYANAIR	S	61	0	1	97	2	0	0	2	0	6	92	4	62
TOTAL HAUGESUND			<b>61</b>	<b>0</b>	<b>1</b>	<b>97</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>4</b>	<b>62</b>
SANDEFJORD(TORP)	RYANAIR	S	166	0	0	84	10	5	1	0	0	7	86	6	166
TOTAL SANDEFJORD(TORP)			<b>166</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>6</b>	<b>166</b>
TOTAL NORWAY			<b>229</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>6</b>	<b>234</b>
<b>POLAND</b>															
KRAKOW	SKY EUROPE	S	62	0	0	69	15	5	11	0	0	18	0	0	0
TOTAL KRAKOW			<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>5</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
WARSAW	SKY EUROPE	S	52	0	0	40	38	10	8	4	0	33	66	26	62
TOTAL WARSAW			<b>52</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>38</b>	<b>10</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>33</b>	<b>64</b>	<b>23</b>	<b>114</b>
WROCLAW	RYANAIR	S	62	0	0	89	8	3	0	0	0	6	0	0	0
TOTAL WROCLAW			<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>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL POLAND			<b>176</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>19</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>66</b>	<b>19</b>	<b>184</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	EASYJET AIRLINE COMPANY LTD	S	133	1	1	64	22	9	5	0	0	17	78	16	134
	EUROATLANTIC AIRWAYS	C	8	0	0	50	0	25	0	25	0	64	75	18	4
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	78	17	6	0	0	0	11	68	28	19
	THOMAS COOK AIRLINES LTD	C	10	0	0	50	50	0	0	0	0	15	80	8	20

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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 FARO			169	1	1	64	22	9	4	1	0	18	78	16	195
OPORTO (PORTUGAL)	RYANAIR	S	124	0	0	60	29	6	4	0	0	14	0	0	0
TOTAL OPORTO (PORTUGAL)			124	0	0	60	29	6	4	0	0	14	100	0	1
TOTAL PORTUGAL(EXCLUDING MADEIRA)			293	2	1	62	25	8	4	1	0	17	77	16	202
RUMANIA															
BUCHAREST (BANEASA)	CHANNEL EXPRESS (INCORP: JET	C	2	2	0	100	0	0	0	0	0	5	0	30	1
TOTAL BUCHAREST (BANEASA)			2	2	0	100	0	0	0	0	0	5	0	30	1
TOTAL RUMANIA			2	2	0	100	0	0	0	0	0	5	0	34	2
SLOVAK REPUBLIC															
BRATISLAVA	SKY EUROPE	S	96	0	0	51	14	20	14	2	0	33	62	27	60
TOTAL BRATISLAVA			96	0	0	51	14	20	14	2	0	33	62	27	60
TOTAL SLOVAK REPUBLIC			96	0	0	51	14	20	14	2	0	33	62	27	60
SLOVENIA															
LJUBLJANA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	89	5	6	0	0	0	8	76	10	62
TOTAL LJUBLJANA			62	0	0	89	5	6	0	0	0	8	76	10	62
TOTAL SLOVENIA			62	0	0	89	5	6	0	0	0	8	76	10	62
SPAIN															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	204	0	2	84	9	5	1	0	0	9	71	21	200
TOTAL ALICANTE			204	0	2	84	9	5	1	0	0	9	71	20	220
ALMERIA	EASYJET AIRLINE COMPANY LTD	S	61	0	1	69	20	8	3	0	0	14	0	0	0
	RYANAIR	S	82	0	0	89	9	2	0	0	0	4	0	0	0
TOTAL ALMERIA			143	0	1	80	13	5	1	0	0	8	0	0	0
ASTURIAS	EASYJET AIRLINE COMPANY LTD	S	61	0	1	67	20	7	7	0	0	14	0	0	0
TOTAL ASTURIAS			61	0	1	67	20	7	7	0	0	14	0	0	0
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	124	1	0	62	20	10	8	0	0	21	68	18	123
TOTAL BARCELONA			124	2	0	62	20	10	8	0	0	21	69	18	124
BILBAO	EASYJET AIRLINE COMPANY LTD	S	140	0	0	71	19	9	1	0	0	11	73	12	124
	SPANAIR	C	3	0	0	33	33	0	33	0	0	31	0	0	0
TOTAL BILBAO			143	0	0	70	20	9	1	0	0	12	73	12	124
GERONA	RYANAIR	S	248	1	0	79	12	5	4	1	0	13	82	10	222
TOTAL GERONA			248	1	0	79	12	5	4	1	0	13	82	9	231
GRANADA	RYANAIR	S	62	0	0	79	18	3	0	0	0	8	0	0	0
TOTAL GRANADA			63	0	0	79	17	3	0	0	0	8	0	0	0
IBIZA	BRITANNIA AIRWAYS AND THOMS	C	18	0	0	78	17	6	0	0	0	9	89	5	28
	EASYJET AIRLINE COMPANY LTD	S	130	0	0	77	13	5	5	0	0	12	81	14	124
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	4	78	26	9
	IBERWORLD	C	10	0	0	50	50	0	0	0	0	11	0	0	0
TOTAL IBIZA			168	0	0	76	15	5	4	0	0	11	83	24	179

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Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)
JEREZ	RYANAIR	S	124	0	0	90	4	4	2	0	0	7	89	6	134
<b>TOTAL JEREZ</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>6</b>	<b>134</b>
MAHON	BRITANNIA AIRWAYS AND THOMS	C	18	0	0	89	11	0	0	0	0	3	100	2	18
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	83	11	0	0	0	6	63	78	9	18
	MY TRAVEL AIRWAYS UK	C	10	0	0	90	10	0	0	0	0	2	60	20	20
	THOMAS COOK AIRLINES LTD	C	20	0	0	85	0	5	10	0	0	21	94	1	18
<b>TOTAL MAHON</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>25</b>	<b>82</b>	<b>8</b>	<b>74</b>
MALAGA	BRITANNIA AIRWAYS AND THOMS	C	10	0	0	80	20	0	0	0	0	4	100	3	8
	EASYJET AIRLINE COMPANY LTD	S	205	0	1	69	18	8	5	0	0	15	74	16	205
<b>TOTAL MALAGA</b>			<b>215</b>	<b>2</b>	<b>1</b>	<b>69</b>	<b>18</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>15</b>	<b>221</b>
MURCIA SAN JAVIER	RYANAIR	S	124	0	0	81	12	7	0	0	0	8	89	5	123
<b>TOTAL MURCIA SAN JAVIER</b>			<b>124</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>5</b>	<b>123</b>
PALMA DE MALLORCA	AIR BERLIN	S	62	0	0	66	16	15	3	0	0	15	75	12	67
	AIR EUROPA	C	10	0	0	10	30	40	20	0	0	37	0	0	0
	BRITANNIA AIRWAYS AND THOMS	C	24	0	0	88	13	0	0	0	0	6	76	9	50
	EASYJET AIRLINE COMPANY LTD	S	74	0	0	54	22	11	12	1	0	25	61	20	72
	EUROPEAN AIR CHARTER	C	10	0	0	10	20	40	20	10	0	85	10	44	10
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	67	17	11	6	0	0	15	78	30	18
	IBERWORLD	C	10	0	0	90	10	0	0	0	0	6	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	1	0	88	13	0	0	0	0	3	84	18	19
<b>TOTAL PALMA DE MALLORCA</b>			<b>217</b>	<b>2</b>	<b>0</b>	<b>61</b>	<b>18</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>65</b>	<b>18</b>	<b>266</b>
REUS	FIRST CHOICE AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	1	100	1	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	25	0	0	39	38	127	8
	RYANAIR	S	100	0	0	83	9	7	1	0	0	8	86	6	124
<b>TOTAL REUS</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>12</b>	<b>149</b>
SANTANDER	RYANAIR	S	62	0	0	73	23	3	2	0	0	10	0	0	0
<b>TOTAL SANTANDER</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>23</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
SANTIAGO DE COMPOSTELA (SPAIN)	RYANAIR	S	62	0	0	81	16	3	0	0	0	7	0	0	0
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
SEVILLE	RYANAIR	S	82	0	0	89	6	5	0	0	0	5	0	0	0
<b>TOTAL SEVILLE</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
VALENCIA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	76	13	5	6	0	0	13	0	0	0
	RYANAIR	S	124	0	0	44	40	12	3	0	0	20	0	0	0
<b>TOTAL VALENCIA</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>31</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>131</b>	<b>3</b>
VALLADOLID	RYANAIR	S	62	0	0	74	15	8	3	0	0	12	77	10	62
<b>TOTAL VALLADOLID</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>10</b>	<b>62</b>
ZARAGOZA	RYANAIR	S	62	0	0	85	8	3	3	0	0	8	0	0	0
<b>TOTAL ZARAGOZA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SPAIN</b>			<b>2534</b>	<b>8</b>	<b>5</b>	<b>75</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>15</b>	<b>1915</b>
SPAIN(CANARY ISLANDS)															
ARRECIFE	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	100	0	0	0	0	0	2	100	4	10

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			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
ARRECIFE	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	13	0	13	0	0	14	40	31	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	25	0	0	0	7	90	5	10	
<b>TOTAL ARRECIFE</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>13</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>56</b>	<b>42</b>	<b>43</b>	
FUERTEVENTURA	BRITANNIA AIRWAYS AND THOMS	C	6	0	0	100	0	0	0	0	2	88	4	8	
<b>TOTAL FUERTEVENTURA</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>2</b>	<b>88</b>	<b>5</b>	<b>16</b>	
LAS PALMAS	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	100	0	0	0	0	1	100	1	8	
	THOMAS COOK AIRLINES LTD	C	7	0	0	29	14	0	29	29	0	87	0	0	
<b>TOTAL LAS PALMAS</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>7</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>41</b>	<b>89</b>	<b>10</b>	<b>27</b>	
TENERIFE (SURREINA SOFIA)	BRITANNIA AIRWAYS AND THOMS	C	8	0	0	88	0	13	0	0	11	88	3	8	
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	80	10	10	0	0	8	100	2	8	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>90</b>	<b>6</b>	<b>40</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>3</b>	<b>5</b>	<b>3</b>	<b>16</b>	<b>78</b>	<b>19</b>	<b>126</b>	
<b>SWEDEN</b>															
GOTEBORG (SAVE)	RYANAIR	S	166	0	0	73	20	7	0	0	9	76	10	114	
<b>TOTAL GOTEBORG (SAVE)</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>20</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>10</b>	<b>114</b>	
MALMO	RYANAIR	S	104	0	0	85	14	1	0	0	7	72	13	105	
<b>TOTAL MALMO</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>72</b>	<b>13</b>	<b>105</b>	
STOCKHOLM (ARLANDA)	CHANNEL EXPRESS (INCORP: JET	C	2	0	0	100	0	0	0	0	2	50	8	2	
<b>TOTAL STOCKHOLM (ARLANDA)</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>2</b>	<b>50</b>	<b>8</b>	<b>2</b>	
STOCKHOLM (SKAVSTA)	RYANAIR	S	176	0	0	90	7	2	1	0	5	89	7	174	
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>89</b>	<b>7</b>	<b>174</b>	
<b>TOTAL SWEDEN</b>			<b>448</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>10</b>	<b>521</b>	
<b>SWITZERLAND</b>															
BASLE MULHOUSE	EASYJET AIRLINE COMPANY LTD	S	62	0	0	66	16	18	0	0	14	71	13	62	
<b>TOTAL BASLE MULHOUSE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>16</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>13</b>	<b>62</b>	
<b>TOTAL SWITZERLAND</b>			<b>62</b>	<b>2</b>	<b>2</b>	<b>66</b>	<b>16</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>13</b>	<b>62</b>	
<b>TUNISIA</b>															
MONASTIR	NOUVELAIR TUNISIE	C	10	0	0	20	10	10	40	20	0	99	0	0	
<b>TOTAL MONASTIR</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>10</b>	<b>10</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>99</b>	<b>38</b>	<b>39</b>	
<b>TOTAL TUNISIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>10</b>	<b>10</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>99</b>	<b>38</b>	<b>39</b>	
<b>TURKEY</b>															
ANTALYA	KIBRIS TURKISH AIRLINES - KTHY	S	110	1	4	51	21	16	10	1	1	31	34	44	96
	ONUR AIR	C	4	0	0	25	0	25	50	0	0	57	0	0	0
	SUNEXPRESS	C	8	0	0	50	38	13	0	0	0	16	0	0	0
	THOMAS COOK AIRLINES LTD	C	9	0	0	78	0	0	22	0	0	32	100	1	8
	THY TURK HAVA YOLLARI TURKIS	S	10	0	0	40	30	10	20	0	0	26	0	0	0
<b>TOTAL ANTALYA</b>			<b>141</b>	<b>1</b>	<b>4</b>	<b>51</b>	<b>21</b>	<b>15</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>30</b>	<b>39</b>	<b>41</b>	<b>104</b>
BODRUM (MILAS)	FIRST CHOICE AIRWAYS LTD	C	9	0	0	56	44	0	0	0	12	75	7	8	
	THOMAS COOK AIRLINES LTD	C	10	0	0	60	30	10	0	0	13	0	0	0	

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			Actual (7)	Plan (8)											
<b>TOTAL BODRUM (MILAS)</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>37</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>7</b>	<b>8</b>
<b>DALAMAN</b>	BRITANNIA AIRWAYS AND THOMS	C	9	0	0	89	11	0	0	0	0	4	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	8	88	6	8
	KIBRIS TURKISH AIRLINES - KTHY	S	36	0	1	67	11	8	11	3	0	25	61	26	41
	THOMAS COOK AIRLINES LTD	C	18	0	0	78	0	6	17	0	0	23	100	3	8
<b>TOTAL DALAMAN</b>			<b>71</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>8</b>	<b>6</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>67</b>	<b>19</b>	<b>67</b>
<b>ISTANBUL</b>	ONUR AIR	C	40	0	0	48	25	8	20	0	0	30	72	24	32
	THY TURK HAVA YOLLARI TURKIS	S	26	0	0	35	23	27	12	4	0	40	0	0	0
<b>TOTAL ISTANBUL</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>24</b>	<b>15</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>34</b>	<b>72</b>	<b>24</b>	<b>32</b>
<b>IZMIR (ADNAM MENDERES)</b>	KIBRIS TURKISH AIRLINES - KTHY	S	37	0	1	54	19	19	8	0	0	21	70	14	23
	THOMAS COOK AIRLINES LTD	C	9	0	0	89	0	11	0	0	0	7	0	0	0
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>46</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>15</b>	<b>17</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>70</b>	<b>14</b>	<b>23</b>
<b>TOTAL TURKEY</b>			<b>343</b>	<b>1</b>	<b>6</b>	<b>56</b>	<b>19</b>	<b>13</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>56</b>	<b>29</b>	<b>234</b>
<b>UNITED KINGDOM</b>															
<b>BELFAST INTERNATIONAL</b>	EASYJET AIRLINE COMPANY LTD	S	282	0	0	67	17	12	4	0	0	15	59	21	273
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>282</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>59</b>	<b>21</b>	<b>273</b>
<b>BLACKPOOL</b>	RYANAIR	S	104	0	0	93	5	2	0	0	0	3	92	7	106
<b>TOTAL BLACKPOOL</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>92</b>	<b>7</b>	<b>106</b>
<b>CITY OF DERRY (EGLINTON)</b>	RYANAIR	S	61	0	1	92	8	0	0	0	0	4	86	7	114
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>7</b>	<b>114</b>
<b>EDINBURGH</b>	EASYJET AIRLINE COMPANY LTD	S	334	0	2	63	19	14	4	1	0	17	60	22	333
	FLYGLOBESPAN	S	103	0	1	60	26	9	2	3	0	23	0	0	0
<b>TOTAL EDINBURGH</b>			<b>438</b>	<b>3</b>	<b>3</b>	<b>62</b>	<b>21</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>60</b>	<b>22</b>	<b>333</b>
<b>GLASGOW</b>	EASYJET AIRLINE COMPANY LTD	S	280	0	0	78	12	8	2	0	0	10	80	9	273
	FLYGLOBESPAN	S	104	0	0	75	15	10	0	0	0	10	0	0	0
<b>TOTAL GLASGOW</b>			<b>384</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>9</b>	<b>273</b>
<b>GUERNSEY</b>	AURIGNY AIR SERVICES	S	84	0	2	75	12	5	6	1	1	28	53	26	264
<b>TOTAL GUERNSEY</b>			<b>84</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>12</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>28</b>	<b>53</b>	<b>26</b>	<b>264</b>
<b>ISLE OF MAN</b>	EUROMANX GMBH	S	62	0	0	39	29	18	8	6	0	36	0	0	0
<b>TOTAL ISLE OF MAN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>29</b>	<b>18</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>36</b>	<b>26</b>	<b>32</b>	<b>114</b>
<b>JERSEY</b>	VLM (BELGIUM)	C	10	1	0	70	30	0	0	0	0	13	0	0	0
<b>TOTAL JERSEY</b>			<b>10</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>70</b>	<b>19</b>	<b>10</b>
<b>MANCHESTER</b>	EASTERN AIRWAYS	S	123	1	1	82	15	2	2	0	0	9	93	6	132
<b>TOTAL MANCHESTER</b>			<b>123</b>	<b>3</b>	<b>1</b>	<b>82</b>	<b>15</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>93</b>	<b>6</b>	<b>132</b>
<b>NEWCASTLE</b>	EASYJET AIRLINE COMPANY LTD	S	236	0	2	67	24	8	1	1	0	14	76	23	230
<b>TOTAL NEWCASTLE</b>			<b>236</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>24</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>76</b>	<b>23</b>	<b>230</b>
<b>NEWQUAY</b>	RYANAIR	S	123	0	1	84	9	5	2	0	0	8	83	6	121
<b>TOTAL NEWQUAY</b>			<b>123</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>6</b>	<b>121</b>
<b>PRESTWICK</b>	RYANAIR	S	318	0	0	79	14	7	0	0	0	10	88	9	309

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2005

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)										
TOTAL PRESTWICK		318	0	0	79	14	7	0	0	0	10	88	9	309
TOTAL UNITED KINGDOM		2225	13	10	73	16	8	2	1	0	13	71	16	2279
TOTAL STANSTED		15028	61	44	75	15	7	3	0	0	13	76	13	14696

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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)												
AALBORG																		
AARHUS (TIRSTRUP)																		
	STANSTED	RYANAIR	S	A	52	0	0	96	2	2	0	0	0	1	91	5	53	
	STANSTED	RYANAIR	S	D	52	0	0	69	27	2	2	0	0	12	72	15	53	
<b>TOTAL AARHUS (TIRSTRUP)</b>					<b>104</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>14</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>10</b>	<b>10</b>	
ABERDEEN																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	140	0	0	76	14	6	3	1	0	12	74	13	141	
	HEATHROW	BMI BRITISH MIDLAND	S	D	140	0	0	72	13	12	3	0	0	13	77	11	141	
	MANCHESTER	BMI REGIONAL	S	A	73	0	0	89	10	1	0	0	0	4	92	5	74	
	MANCHESTER	BMI REGIONAL	S	D	73	0	0	92	5	3	0	0	0	3	89	6	74	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	78	0	0	91	3	3	4	0	0	6	92	5	79	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	78	0	0	92	0	3	5	0	0	6	82	11	79	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	87	1	0	87	7	3	2	0	0	7	85	9	87	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	87	0	0	86	2	8	3	0	0	8	78	10	87	
	GATWICK	BRITISH AIRWAYS PLC	S	A	93	0	0	48	28	14	10	0	0	23	73	12	116	
	GATWICK	BRITISH AIRWAYS PLC	S	D	93	0	0	55	23	15	8	0	0	20	67	15	116	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	200	0	0	66	14	13	9	0	0	17	77	11	197	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	201	0	0	66	12	17	5	0	0	18	70	14	198	
	NEWCASTLE	EASTERN AIRWAYS	S	A	110	0	0	81	11	5	2	1	0	13	91	6	112	
	NEWCASTLE	EASTERN AIRWAYS	S	D	108	0	2	75	14	7	4	0	0	13	94	5	112	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	52	0	0	58	25	10	8	0	0	18	62	17	53	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	52	0	0	48	19	21	12	0	0	26	51	23	53	
<b>TOTAL ABERDEEN</b>					<b>1665</b>	<b>1</b>	<b>2</b>	<b>73</b>	<b>12</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>11</b>	<b>11</b>	
ABU DHABI INTERNATIONAL																		
	GATWICK	ETIHAD AIRWAYS	S	A	31	0	0	84	0	3	13	0	0	16	0	0	0	
	GATWICK	ETIHAD AIRWAYS	S	D	31	0	0	68	23	3	6	0	0	15	0	0	0	
	HEATHROW	ETIHAD AIRWAYS	S	A	45	0	0	89	7	2	2	0	0	5	91	5	45	
	HEATHROW	ETIHAD AIRWAYS	S	D	45	0	0	56	29	9	7	0	0	19	51	25	45	
	HEATHROW	GULF AIR	S	A	34	0	0	91	6	3	0	0	0	4	80	19	35	
	HEATHROW	GULF AIR	S	D	34	0	0	74	21	6	0	0	0	11	68	20	34	
<b>TOTAL ABU DHABI INTERNATIONAL</b>					<b>220</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>15</b>	<b>15</b>	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)											
ABUJA	HEATHROW	BRITISH AIRWAYS PLC		S A	32	0	0	94	6	0	0	0	0	2	55	21	22
	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	0	74	13	6	6	0	0	13	45	21	22
<b>TOTAL ABUJA</b>					<b>63</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>50</b>	<b>21</b>	<b>21</b>
ACCRA	GATWICK	ASTRAEUS LTD		S A	16	0	0	0	0	19	81	0	0	83	0	0	0
	GATWICK	ASTRAEUS LTD		S D	15	0	0	13	20	13	53	0	0	68	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC		S A	31	0	0	90	0	3	3	3	0	16	74	9	31
	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	0	29	42	16	10	3	0	37	29	39	31
	GATWICK	FLYJET LTD		C A	4	0	0	25	0	25	25	25	0	78	0	117	1
	GATWICK	FLYJET LTD		C D	4	0	0	25	0	0	25	25	25	191	0	69	1
	GATWICK	MONARCH AIRLINES		C A	6	0	0	50	0	17	33	0	0	29	0	66	4
	GATWICK	MONARCH AIRLINES		C D	6	0	0	17	50	33	0	0	0	23	0	44	4
<b>TOTAL ACCRA</b>					<b>113</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>17</b>	<b>13</b>	<b>26</b>	<b>4</b>	<b>1</b>	<b>48</b>	<b>35</b>	<b>43</b>	<b>43</b>
ADDIS ABABA	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS		S A	14	0	0	43	14	21	14	7	0	46	94	3	17
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS		S D	15	0	0	27	33	27	13	0	0	34	11	45	18
	GATWICK	ETHIOPIAN AIRLINES		S A	9	0	0	33	22	22	11	11	0	56	0	0	0
	GATWICK	ETHIOPIAN AIRLINES		S D	9	0	0	0	0	56	33	11	0	79	0	0	0
	HEATHROW	ETHIOPIAN AIRLINES		S A	19	0	0	58	26	11	5	0	0	19	67	19	18
	HEATHROW	ETHIOPIAN AIRLINES		S D	18	1	1	39	17	22	22	0	0	32	56	23	18
<b>TOTAL ADDIS ABABA</b>					<b>84</b>	<b>1</b>	<b>1</b>	<b>37</b>	<b>20</b>	<b>24</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>39</b>	<b>56</b>	<b>23</b>	<b>23</b>
AGADIR	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	5	0	0	100	0	0	0	0	0	2	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	5	0	0	80	20	0	0	0	0	6	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK		C A	5	0	0	80	20	0	0	0	0	6	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK		C D	5	0	0	100	0	0	0	0	0	4	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK		C A	5	0	0	80	0	20	0	0	0	10	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK		C D	5	0	0	80	0	20	0	0	0	12	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD		C A	5	0	0	80	0	0	0	0	20	86	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD		C D	5	0	0	80	0	0	0	0	20	94	0	0	0
<b>TOTAL AGADIR</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>28</b>	<b>62</b>	<b>29</b>	<b>29</b>



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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)											
AJACCIO	HEATHROW	BMI BRITISH MIDLAND	C	A	5	0	0	80	20	0	0	0	0	8	0	51	4
	HEATHROW	BMI BRITISH MIDLAND	C	D	5	0	0	100	0	0	0	0	0	1	50	14	4
<b>TOTAL AJACCIO</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>25</b>	<b>32</b>	<b>32</b>
AL AIN																	
ALEXANDRIA (BORG EL ARA	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	13	0	0	77	15	8	0	0	0	7	0	0	0
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	14	0	0	64	14	14	7	0	0	18	0	0	0
<b>TOTAL ALEXANDRIA (BORG EL ARAB)</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
ALGHERO/SASSARI																	
	GATWICK	ASTRAEUS LTD	C	A	5	0	0	80	0	0	20	0	0	15	0	0	0
	GATWICK	ASTRAEUS LTD	C	D	5	0	0	40	20	20	20	0	0	33	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	C	A	5	0	0	60	20	20	0	0	0	12	100	0	5
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	C	D	5	0	0	0	40	60	0	0	0	33	100	9	5
	STANSTED	RYANAIR	S	A	62	0	0	84	10	3	3	0	0	10	89	5	62
	STANSTED	RYANAIR	S	D	62	0	0	82	11	5	2	0	0	9	85	8	62
<b>TOTAL ALGHERO/SASSARI</b>					<b>144</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>6</b>	<b>6</b>
ALGIERS																	
	HEATHROW	AIR ALGERIE	S	A	23	0	0	48	22	30	0	0	0	19	36	30	22
	HEATHROW	AIR ALGERIE	S	D	23	0	0	35	26	30	9	0	0	28	14	35	22
	GATWICK	BRITISH AIRWAYS PLC	S	A	22	0	0	41	9	23	27	0	0	43	41	47	22
	GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	32	32	18	18	0	0	37	27	38	22
<b>TOTAL ALGIERS</b>					<b>90</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>22</b>	<b>26</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>30</b>	<b>37</b>	<b>37</b>
ALICANTE																	
	BIRMINGHAM	AIR MALTA	C	A	5	0	0	0	0	60	20	20	0	86	0	0	0
	BIRMINGHAM	AIR MALTA	C	D	5	0	0	20	20	40	0	20	0	62	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	A	31	0	0	45	35	10	10	0	0	23	52	30	31
	HEATHROW	BMI BRITISH MIDLAND	S	D	31	0	0	45	35	13	6	0	0	21	39	30	31
	BIRMINGHAM	BMIBABY LTD	S	A	26	0	0	73	4	15	4	4	0	24	0	0	0
	BIRMINGHAM	BMIBABY LTD	S	D	26	0	0	73	8	8	8	4	0	24	0	0	0
	MANCHESTER	BMIBABY LTD	S	A	31	0	0	39	13	32	10	6	0	45	7	62	29
	MANCHESTER	BMIBABY LTD	S	D	31	0	0	48	19	16	13	3	0	31	23	45	31

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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	BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	75	0	25	0	0	0	16	75	7	8
	BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	75	0	25	0	0	0	9	89	4	9
	EDINBURGH	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	75	25	0	0	0	0	8	0	0	0
	EDINBURGH	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	100	0	0	0	0	0	8	0	0	0
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	9	0	0	89	11	0	0	0	0	8	79	10	19
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	9	0	0	100	0	0	0	0	0	5	81	11	21
	GLASGOW	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	9	0	0	100	0	0	0	0	0	0	63	42	8
	GLASGOW	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	9	0	0	89	11	0	0	0	0	4	89	26	9
	LUTON	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	9	0	0	67	33	0	0	0	0	9	100	0	4
	LUTON	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	9	0	0	78	11	11	0	0	0	13	100	1	4
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	14	0	0	79	21	0	0	0	0	6	64	23	14
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	14	0	0	93	0	7	0	0	0	4	81	8	16
	NEWCASTLE	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	9	0	0	89	0	11	0	0	0	7	92	7	13
	NEWCASTLE	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	9	0	0	89	0	11	0	0	0	7	79	9	14
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	2	0	0	50	50	0	0	0	0	13	60	27	5
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	5	0	0	0	20	40	40	0	0	47	0	73	3
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	4	1	0	50	0	25	25	0	0	26	0	37	1
	GATWICK	BRITISH AIRWAYS PLC	C	A	3	0	0	67	0	33	0	0	0	15	0	168	2
	GATWICK	BRITISH AIRWAYS PLC	C	D	3	0	0	67	0	0	33	0	0	31	0	125	3
	MANCHESTER	CHANNEL EXPRESS (INCORP: JET 2)	S	A	31	0	0	48	42	3	3	3	0	26	0	0	0
	MANCHESTER	CHANNEL EXPRESS (INCORP: JET 2)	S	D	31	1	0	87	3	3	3	3	0	13	0	0	0

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 2004					
					93	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)											
ALICANTE																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	93	0	0	69	12	13	6	0	0	17	79	18	66	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	93	1	1	60	23	10	8	0	0	18	62	24	66	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	66	0	2	68	5	12	14	2	0	26	79	18	61	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	66	0	1	45	23	21	9	2	0	28	65	29	62	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	41	0	0	76	15	10	0	0	0	10	69	34	39	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	41	0	0	71	12	12	5	0	0	14	65	30	40	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	102	0	1	86	6	6	2	0	0	8	70	21	100	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	102	0	1	81	13	5	1	0	0	9	71	21	100	
	GATWICK	EXCEL AIRWAYS LTD	C	A	24	1	0	75	8	13	4	0	0	15	89	5	19	
	GATWICK	EXCEL AIRWAYS LTD	C	D	24	0	0	88	0	4	8	0	0	11	89	4	19	
	GLASGOW	EXCEL AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	3	60	15	5	
	GLASGOW	EXCEL AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	4	60	16	5	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	13	0	0	69	8	8	8	8	0	32	78	92	9	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	13	0	0	69	0	15	8	8	0	35	89	13	9	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	6	0	0	50	33	0	0	0	17	98	0	0	0	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	7	0	0	71	14	0	0	0	14	81	0	0	0	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	78	15	9	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	2	78	19	9	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	15	0	0	73	20	7	0	0	0	10	64	27	14	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	16	0	0	81	13	6	0	0	0	13	67	19	15	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	14	20	65	5	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	40	60	0	0	0	0	12	60	28	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	18	0	0	33	44	22	0	0	0	21	64	31	28	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	18	0	0	72	17	6	6	0	0	12	71	21	28	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	23	0	0	61	26	13	0	0	0	14	0	0	0	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	23	0	0	74	17	9	0	0	0	14	0	0	0	
	EDINBURGH	FLYGLOBESPAN	S	A	27	0	1	78	11	0	11	0	0	13	0	0	0	
	EDINBURGH	FLYGLOBESPAN	S	D	27	0	0	89	0	4	7	0	0	13	0	0	0	
	GLASGOW	FLYGLOBESPAN	S	A	31	0	0	90	10	0	0	0	0	4	77	23	26	
	GLASGOW	FLYGLOBESPAN	S	D	31	0	0	90	6	3	0	0	0	6	67	24	27	
	MANCHESTER	FLYJET LTD	C	A	2	0	0	0	50	50	0	0	0	37	0	43	1	
	MANCHESTER	FLYJET LTD	C	D	2	0	0	100	0	0	0	0	0	5	100	0	1	
	GLASGOW	FUTURA AIRLINES	C	A	5	0	0	20	60	0	20	0	0	49	0	0	0	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
ALICANTE																		
	GLASGOW	FUTURA AIRLINES	C	D	4	0	0	50	50	0	0	0	0	12	0	0	0	0
	GATWICK	GB AIRWAYS LTD	S	A	76	0	0	57	21	7	12	4	0	33	64	37	61	61
	GATWICK	GB AIRWAYS LTD	S	D	76	0	0	37	42	7	11	4	0	37	55	39	62	62
	EDINBURGH	GREECE AIRWAYS	S	A	6	0	0	67	17	17	0	0	0	14	67	25	12	12
	EDINBURGH	GREECE AIRWAYS	S	D	6	0	0	50	17	33	0	0	0	20	58	25	12	12
	GLASGOW	GREECE AIRWAYS	S	A	9	0	0	78	22	0	0	0	0	5	88	8	8	8
	GLASGOW	GREECE AIRWAYS	S	D	9	0	0	33	22	44	0	0	0	25	60	15	10	10
	BIRMINGHAM	MONARCH AIRLINES	S	A	11	0	0	45	36	9	9	0	0	24	0	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	S	D	11	0	0	73	9	9	9	0	0	21	0	0	0	0
	EDINBURGH	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	0	100	0	8	8
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	11	88	5	8	8
	GATWICK	MONARCH AIRLINES	S	A	61	0	4	74	16	5	3	2	0	14	69	27	62	62
	GATWICK	MONARCH AIRLINES	C	A	14	0	0	71	7	14	7	0	0	16	36	44	14	14
	GATWICK	MONARCH AIRLINES	S	D	62	0	4	76	15	5	2	3	0	16	73	24	62	62
	GATWICK	MONARCH AIRLINES	C	D	13	0	0	62	8	15	8	0	8	45	57	18	14	14
	LUTON	MONARCH AIRLINES	S	A	31	0	0	58	19	10	10	3	0	26	87	13	31	31
	LUTON	MONARCH AIRLINES	S	D	31	0	0	65	23	0	10	3	0	26	90	10	31	31
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	20	80	0	0	0	0	19	79	12	14	14
	MANCHESTER	MONARCH AIRLINES	S	A	61	0	1	85	7	5	2	2	0	13	85	15	62	62
	MANCHESTER	MONARCH AIRLINES	S	D	62	0	0	87	8	2	2	2	0	10	84	14	62	62
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	6	71	13	14	14
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	30	0	4	93	0	3	3	0	0	6	63	28	54	54
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	0	63	32	8	8
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	20	0	0	0	15	78	15	9	9
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	31	0	0	97	3	0	0	0	0	4	53	27	58	58
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	9	0	0	100	0	0	0	0	0	4	50	28	14	14
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	9	0	0	78	11	11	0	0	0	12	38	26	13	13
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	14	0	0	79	0	0	7	7	7	52	50	51	18	18
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	14	0	0	79	0	0	7	7	7	57	72	37	18	18
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	0	33	22	9	9
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	2	100	3	5	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	20	0	0	0	17	60	56	5	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	0	40	0	0	0	17	60	22	5	5

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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	
ALICANTE																			
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	20	0	60	20	0	0	55	100	0	9		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	20	40	20	20	0	0	46	90	3	10		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	7	60	53	10		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	20	0	0	0	9	50	33	10		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	18	0	0	28	33	17	22	0	0	40	56	31	18		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	17	1	0	59	6	12	24	0	0	30	67	28	18		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	11	0	11	0	0	17	89	14	9		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	22	0	11	0	0	20	89	8	9		
<b>TOTAL ALICANTE</b>					<b>2116</b>	<b>13</b>	<b>20</b>	<b>69</b>	<b>15</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>67</b>	<b>26</b>	<b>26</b>		
ALMA ATA																			
	HEATHROW	AIR ASTANA	S	A	9	0	0	89	0	0	11	0	0	11	89	12	9		
	HEATHROW	AIR ASTANA	S	D	9	0	0	89	0	0	11	0	0	11	56	35	9		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	14	0	0	100	0	0	0	0	0	0	69	23	13		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	13	0	0	23	23	38	15	0	0	34	46	27	13		
<b>TOTAL ALMA ATA</b>					<b>45</b>	<b>2</b>	<b>0</b>	<b>73</b>	<b>7</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>64</b>	<b>24</b>	<b>24</b>		
ALMERIA																			
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	75	25	0	0	0	0	6	80	8	5		
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	75	25	0	0	0	0	7	100	1	5		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	87	6	6	0	0	0	6	0	0	0		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	65	32	3	0	0	0	15	0	0	0		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	30	0	1	87	7	3	3	0	0	9	0	0	0		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	52	32	13	3	0	0	18	0	0	0		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	5		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	1	5		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	7	60	37	5		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	14	60	42	5		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	4	80	8	5		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	80	7	5		
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	14	0	0	21	21	43	7	7	0	52	0	0	0		
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	14	0	0	36	50	0	14	0	0	36	0	0	0		

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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)												
ALMERIA	GATWICK	GB AIRWAYS LTD	S	A	18	0	0	67	28	0	6	0	0	13	61	34	18	
	GATWICK	GB AIRWAYS LTD	S	D	18	0	0	50	44	0	6	0	0	19	89	26	18	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	10	80	9	5		
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	50	0	0	0	17	80	6	5		
	MANCHESTER	MONARCH AIRLINES	S	A	18	0	0	94	6	0	0	0	7	0	0	0		
	MANCHESTER	MONARCH AIRLINES	S	D	18	0	0	94	6	0	0	0	3	0	0	0		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	18	0	0	94	0	0	6	0	5	64	42	14		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	18	0	0	100	0	0	0	0	1	71	43	14		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	2	80	25	5		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	75	0	0	0	15	60	28	5		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	21	60	164	5		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	9	80	9	5		
	STANSTED	RYANAIR	S	A	41	0	0	98	2	0	0	0	1	0	0	0		
	STANSTED	RYANAIR	S	D	41	0	0	80	15	5	0	0	7	0	0	0		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	0	100	0	0	0	25	0	0	0		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	8	0	0	0		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	25	25	0	59	100	3	5		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	25	0	25	62	100	1	5		
<b>TOTAL ALMERIA</b>					<b>414</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>18</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>25</b>	<b>25</b>	
ALTENBURG - WALLBURG	STANSTED	RYANAIR	S	A	31	0	0	100	0	0	0	0	0	90	6	31		
	STANSTED	RYANAIR	S	D	31	0	0	97	3	0	0	0	4	87	9	31		
<b>TOTAL ALTENBURG - WALLBURG</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>89</b>	<b>8</b>	<b>8</b>		
AMMAN	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	14	0	0	93	7	0	0	0	3	94	6	17		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	14	0	0	43	21	29	7	0	26	56	16	16		
	HEATHROW	ROYAL JORDANIAN	S	A	31	0	1	90	10	0	0	0	3	87	5	31		
	HEATHROW	ROYAL JORDANIAN	S	D	31	0	0	32	19	35	13	0	34	6	51	31		
<b>TOTAL AMMAN</b>					<b>91</b>	<b>1</b>	<b>1</b>	<b>63</b>	<b>14</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>17</b>	<b>57</b>	<b>22</b>	<b>22</b>		
AMSTERDAM	HEATHROW	BMI BRITISH MIDLAND	S	A	226	0	1	78	11	6	4	1	0	13	67	18	228	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
AMSTERDAM																		
	HEATHROW	BMI BRITISH MIDLAND	S	D	228	0	0	70	15	11	4	0	0	14	71	16	228	
	BIRMINGHAM	BMIBABY LTD	S	A	56	0	1	50	20	11	18	2	0	30	0	0	0	
	BIRMINGHAM	BMIBABY LTD	S	D	56	0	1	61	16	7	14	2	0	30	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	157	0	0	78	10	8	4	0	0	11	73	12	162	
	GATWICK	BRITISH AIRWAYS PLC	S	D	157	0	0	70	18	9	3	0	0	14	76	11	162	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	234	0	0	78	9	10	3	0	0	11	71	15	238	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	234	0	0	68	15	9	9	0	0	18	63	19	238	
	MANCHESTER	CHANNEL EXPRESS (INCORP: JET 2)	S	A	83	0	0	93	4	4	0	0	0	3	0	0	0	
	MANCHESTER	CHANNEL EXPRESS (INCORP: JET 2)	S	D	83	0	0	89	5	5	1	0	0	5	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	65	16	10	10	0	0	21	35	35	62	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	42	32	16	10	0	0	29	73	14	62	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	106	0	0	75	12	10	2	0	0	11	70	13	110	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	106	0	0	53	29	12	6	0	0	19	65	15	110	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	77	10	10	3	0	0	9	81	8	31	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	55	32	10	3	0	0	16	77	9	31	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	140	0	0	69	11	12	6	1	0	18	69	19	160	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	140	0	0	60	17	16	6	1	0	21	66	18	160	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	91	0	0	85	10	2	2	1	0	9	81	9	88	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	91	0	0	76	15	7	2	0	0	11	72	15	88	
	BIRMINGHAM	KLM	S	A	86	0	0	86	3	7	3	0	0	8	0	0	0	
	BIRMINGHAM	KLM	S	D	86	0	0	79	13	7	1	0	0	10	0	0	0	
	HEATHROW	KLM	S	A	274	0	0	82	8	5	5	0	0	10	80	10	274	
	HEATHROW	KLM	S	D	274	0	0	71	16	8	4	1	0	18	68	17	272	
	MANCHESTER	KLM	S	A	68	0	0	91	4	4	0	0	0	6	78	10	64	
	MANCHESTER	KLM	S	D	68	0	0	88	6	6	0	0	0	8	73	14	64	
	BIRMINGHAM	KLM CITYHOPPER	S	A	33	0	0	64	12	9	15	0	0	22	77	14	177	
	BIRMINGHAM	KLM CITYHOPPER	S	D	33	0	0	42	12	27	18	0	0	29	73	16	172	
	EDINBURGH	KLM CITYHOPPER	S	A	154	0	0	79	11	8	2	0	0	10	77	12	154	
	EDINBURGH	KLM CITYHOPPER	S	D	154	1	0	66	18	14	3	0	0	16	70	21	152	
	GLASGOW	KLM CITYHOPPER	S	A	122	0	0	86	7	5	2	0	0	8	77	11	123	
	GLASGOW	KLM CITYHOPPER	S	D	122	0	0	58	27	8	5	1	1	24	61	16	123	
	LONDON CITY	KLM CITYHOPPER	S	A	140	0	0	93	4	2	1	0	0	4	91	4	109	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)											
AMSTERDAM	LONDON CITY	KLM CITYHOPPER	S	D	139	0	0	73	14	9	4	0	0	14	87	10	108
	MANCHESTER	KLM CITYHOPPER	S	A	120	0	0	72	10	13	6	0	0	15	69	18	145
	MANCHESTER	KLM CITYHOPPER	S	D	120	0	0	62	16	12	9	1	1	24	60	22	145
	NEWCASTLE	KLM CITYHOPPER	S	A	148	0	0	73	12	7	7	0	0	16	73	13	148
	NEWCASTLE	KLM CITYHOPPER	S	D	148	0	0	68	13	9	10	0	0	19	77	13	148
	LONDON CITY	VLM (BELGIUM)	S	A	84	0	0	92	4	4	1	0	0	4	0	0	0
	LONDON CITY	VLM (BELGIUM)	S	D	84	0	0	89	1	7	2	0	0	9	0	0	0
<b>TOTAL AMSTERDAM</b>					<b>4773</b>	<b>3</b>	<b>3</b>	<b>74</b>	<b>12</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>15</b>	<b>15</b>
ANCONA	STANSTED	RYANAIR	S	A	31	0	0	71	6	16	6	0	0	14	77	7	31
	STANSTED	RYANAIR	S	D	31	0	0	58	23	19	0	0	0	18	52	17	31
<b>TOTAL ANCONA</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>63</b>	<b>14</b>	<b>14</b>
ANTALYA	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	50	25	0	25	0	0	43	0	0	0
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	75	25	0	0	0	0	11	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	50	50	0	0	0	0	15	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	75	0	25	0	0	0	10	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	60	0	20	20	0	0	28	50	28	4
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	60	20	20	0	0	0	18	60	13	5
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	5	0	0	40	0	20	20	20	0	73	75	8	4
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	5	0	0	40	0	20	20	20	0	82	60	97	5
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	44	22	22	11	0	0	30	22	42	9
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	12	0	0	75	17	0	8	0	0	13	78	16	9
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	26	75	31	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	0	0	20	0	0	25	75	25	4
	GATWICK	KIBRIS TURKISH AIRLINES - KTHY	S	A	7	0	0	43	0	29	29	0	0	33	80	9	5
	GATWICK	KIBRIS TURKISH AIRLINES - KTHY	S	D	6	0	0	33	17	17	33	0	0	38	60	15	5
	GLASGOW	KIBRIS TURKISH AIRLINES - KTHY	S	A	4	0	0	75	0	0	25	0	0	30	100	4	4
	GLASGOW	KIBRIS TURKISH AIRLINES - KTHY	S	D	4	0	0	0	75	0	25	0	0	54	75	12	4
	HEATHROW	KIBRIS TURKISH AIRLINES - KTHY	S	A	5	0	0	40	40	0	0	20	0	51	20	96	5



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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
ANTALYA	HEATHROW	KIBRIS TURKISH AIRLINES - KTHY	S	D	5	0	0	40	20	20	0	20	0	61	0	108	5
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	54	1	3	56	17	17	9	0	2	29	49	37	47
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	56	0	1	46	25	16	11	2	0	32	20	51	49
	GLASGOW	MNG AIRLINES CARGO	C	A	4	0	0	100	0	0	0	0	0	4	0	0	0
	GLASGOW	MNG AIRLINES CARGO	C	D	4	0	0	0	75	25	0	0	0	28	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	8	0	100	1
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	80	20	0	0	0	0	5	50	46	2
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	20	0	0	19	100	3	4
	MANCHESTER	ONUR AIR	C	A	4	0	0	75	0	25	0	0	0	16	0	0	0
	MANCHESTER	ONUR AIR	C	D	4	0	0	0	25	75	0	0	0	40	0	0	0
	STANSTED	ONUR AIR	C	A	3	0	0	33	0	0	67	0	0	55	0	0	0
	GLASGOW	SUNEXPRESS	C	A	4	0	0	50	25	0	25	0	0	29	0	0	0
	GLASGOW	SUNEXPRESS	C	D	4	0	0	50	50	0	0	0	0	14	0	0	0
	LUTON	SUNEXPRESS	C	A	4	0	0	75	25	0	0	0	0	5	0	0	0
	LUTON	SUNEXPRESS	C	D	4	0	0	75	25	0	0	0	0	14	0	0	0
	NEWCASTLE	SUNEXPRESS	C	A	4	0	0	50	50	0	0	0	0	12	100	2	4
	NEWCASTLE	SUNEXPRESS	C	D	4	0	0	100	0	0	0	0	0	6	100	2	4
	STANSTED	SUNEXPRESS	C	A	4	0	0	50	50	0	0	0	0	12	0	0	0
	STANSTED	SUNEXPRESS	C	D	4	0	0	50	25	25	0	0	0	20	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	0	0	13	0	0	18	100	1	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	0	0	11	0	0	18	75	56	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	18	0	0	28	6	28	22	17	0	81	50	84	12
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	21	0	0	38	10	19	19	14	0	67	53	66	17
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	0	0	75	0	0	81	50	41	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	20	0	20	60	0	0	71	50	47	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	15	1	0	53	7	20	20	0	0	34	67	51	12
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	17	1	0	65	6	12	12	6	0	30	75	30	12
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	32	100	3	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	20	0	0	33	100	0	4
	STANSTED	THY TURK HAVA YOLLARI TURKISH	S	A	5	0	0	60	0	20	20	0	0	22	0	0	0
	STANSTED	THY TURK HAVA YOLLARI TURKISH	S	D	5	0	0	20	60	0	20	0	0	30	0	0	0

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
ANTALYA																		
<b>TOTAL ANTALYA</b>					<b>394</b>	<b>6</b>	<b>4</b>	<b>54</b>	<b>16</b>	<b>13</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>34</b>	<b>54</b>	<b>40</b>	<b>40</b>	
ANTIGUA																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	40	0	20	40	0	0	51	40	288	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	20	0	60	0	20	0	76	40	345	5	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	14	0	0	79	14	7	0	0	9	100	1	14		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	14	0	0	36	36	29	0	0	23	14	38	14		
<b>TOTAL ANTIGUA</b>					<b>38</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>18</b>	<b>24</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>53</b>	<b>97</b>	<b>97</b>	
ANTWERP																		
	LONDON CITY	VLM (BELGIUM)	S	A	119	0	0	92	4	3	2	0	0	6	98	3	122	
	LONDON CITY	VLM (BELGIUM)	S	D	119	0	0	87	8	5	1	0	0	8	97	4	123	
<b>TOTAL ANTWERP</b>					<b>238</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>97</b>	<b>4</b>	<b>4</b>	
ARRECIFE																		
	BIRMINGHAM	AIR EUROPA	C	A	4	0	0	100	0	0	0	0	0	5	0	0	0	
	BIRMINGHAM	AIR EUROPA	C	D	4	0	0	100	0	0	0	0	0	8	0	0	0	
	BIRMINGHAM	AIR MALTA	C	A	4	0	0	100	0	0	0	0	0	100	5	2		
	BIRMINGHAM	AIR MALTA	C	D	4	0	0	100	0	0	0	0	0	4	0	32	2	
	MANCHESTER	ASTRAEUS LTD	C	A	4	0	0	100	0	0	0	0	0	1	0	0	0	
	MANCHESTER	ASTRAEUS LTD	C	D	4	0	0	100	0	0	0	0	0	5	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	5	0	0	60	20	0	0	0	20	96	100	1	4	
	BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	5	0	0	60	0	20	0	0	20	104	100	1	4	
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	14	0	0	86	14	0	0	0	0	5	92	7	13	
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	13	0	0	62	38	0	0	0	0	13	77	17	13	
	GLASGOW	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	5	0	0	100	0	0	0	0	0	0	60	53	5	
	GLASGOW	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	100	0	0	0	0	0	2	20	67	5	
	LUTON	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	100	0	0	0	0	0	0	75	8	4	
	LUTON	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	100	0	0	0	0	0	7	75	10	4	
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	9	0	0	100	0	0	0	0	0	2	100	0	8	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 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
ARRECIFE	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	9	0	0	89	11	0	0	0	0	3	100	1	8
	NEWCASTLE	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	100	0	0	0	0	0	2	75	45	4
	NEWCASTLE	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	100	0	0	0	0	0	1	75	31	4
	STANSTED	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	100	0	0	0	0	0	100	2	5	
	STANSTED	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	100	0	0	0	0	0	4	100	6	5
	GATWICK	EXCEL AIRWAYS LTD	C	A	9	0	0	44	11	22	22	0	0	34	83	6	6
	GATWICK	EXCEL AIRWAYS LTD	C	D	10	0	0	30	20	20	30	0	0	41	71	22	7
	GLASGOW	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	20	187	5	
	GLASGOW	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	1	80	8	5	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	8	1	0	75	13	0	13	0	15	25	33	8	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	8	0	0	50	25	13	13	0	0	30	56	16	9
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	16	0	0	75	0	19	6	0	0	17	32	35	19
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	16	0	0	50	31	6	13	0	0	22	42	22	19
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	0	45	5
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	7	20	40	5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	13	0	0	69	23	8	0	0	0	9	27	42	15
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	13	0	0	85	15	0	0	0	0	4	33	36	15
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	7	60	25	5
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	22	20	36	5
	GLASGOW	FLYGLOBESPAN	S	A	9	0	0	100	0	0	0	0	0	0	0	0	0
	GLASGOW	FLYGLOBESPAN	S	D	9	0	0	89	11	0	0	0	0	7	0	0	0
	GATWICK	FLYJET LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	FLYJET LTD	C	D	2	0	0	100	0	0	0	0	0	4	0	0	0
	MANCHESTER	FLYJET LTD	C	A	4	0	0	100	0	0	0	0	0	2	40	24	5
	MANCHESTER	FLYJET LTD	C	D	4	0	0	100	0	0	0	0	0	1	20	34	5
	GLASGOW	FUTURA AIRLINES	C	A	3	0	0	33	33	33	0	0	0	27	100	0	4
	GLASGOW	FUTURA AIRLINES	C	D	3	0	0	33	67	0	0	0	0	16	100	0	2
	GATWICK	GB AIRWAYS LTD	S	A	8	0	0	50	38	0	13	0	0	22	22	71	9
	GATWICK	GB AIRWAYS LTD	S	D	9	0	0	44	22	33	0	0	0	21	22	77	9
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	3	40	38	5

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 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
ARRECIFE	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	1	40	23	5
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	33	56	0	11	0	0	32	0	68	11
	GATWICK	MONARCH AIRLINES	C	D	10	0	0	80	20	0	0	0	0	9	50	45	12
	LUTON	MONARCH AIRLINES	S	A	5	0	0	40	60	0	0	0	0	15	0	0	0
	LUTON	MONARCH AIRLINES	S	D	4	0	0	25	0	25	50	0	0	50	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	60	40	0	0	0	0	12	20	29	5
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	80	0	20	0	0	0	10	60	21	5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	9	0	0	89	0	0	0	0	11	91	33	50	9
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	8	0	0	88	0	0	0	0	13	112	22	61	9
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	0	0	78	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	2	0	94	5
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	20	0	0	23	20	33	5
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	25	20	30	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	89	11	0	0	0	0	5	11	111	9
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	88	0	13	0	0	0	9	22	105	9
	EDINBURGH	SPANAIR	C	A	4	0	0	100	0	0	0	0	0	1	0	0	0
	EDINBURGH	SPANAIR	C	D	3	1	0	100	0	0	0	0	0	8	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	80	5	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	80	7	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	0	4	78	16	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	11	0	0	73	9	0	9	9	0	48	91	14	11
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	11	0	0	64	9	9	9	9	0	36	44	19	9
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	9	0	0	44	11	33	0	11	0	38	50	19	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	56	0	11	33	0	0	40	50	58	16
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	56	0	11	33	0	0	40	59	61	17
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	20	0	0	27	90	6	10
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	39	80	9	10
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	4	100	4	5
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	10	80	5	5
	EDINBURGH	VOLAR AIRLINES	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	EDINBURGH	VOLAR AIRLINES	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL ARRECIFE</b>					<b>481</b>	<b>2</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>20</b>	<b>47</b>	<b>39</b>	<b>39</b>

ARUBA

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)												
ARUBA																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	5	0	33	2	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	50	0	0	0	0	15	100	5	2	
<b>TOTAL ARUBA</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>50</b>	<b>19</b>	<b>19</b>	
ASHKHABAD																		
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	A	18	0	0	100	0	0	0	0	2	94	3	18		
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	D	18	0	0	61	33	6	0	0	15	44	29	18		
	HEATHROW	TURKMENISTAN AIRLINES	S	A	9	0	0	67	11	22	0	0	13	44	19	9		
	HEATHROW	TURKMENISTAN AIRLINES	S	D	9	0	0	22	11	56	11	0	34	11	41	9		
<b>TOTAL ASHKHABAD</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>56</b>	<b>21</b>	<b>21</b>		
ASTURIAS																		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	30	0	1	80	7	7	7	0	10	0	0	0		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	55	32	6	6	0	17	0	0	0		
<b>TOTAL ASTURIAS</b>					<b>61</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>20</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>14</b>	<b>85</b>	<b>7</b>	<b>7</b>		
ATHENS																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	74	15	5	4	0	1	23	88	4	81	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	41	32	19	6	1	0	27	62	16	81	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	37	0	0	84	8	8	0	0	9	71	11	31		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	37	0	0	84	8	8	0	0	11	87	8	31		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	77	13	3	6	0	12	87	5	62		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	71	19	6	3	0	15	85	7	62		
	GLASGOW	GREECE AIRWAYS	S	A	9	0	0	89	0	11	0	0	6	56	21	9		
	GLASGOW	GREECE AIRWAYS	S	D	9	0	0	78	11	11	0	0	13	63	21	8		
	GATWICK	OLYMPIC AIRWAYS	S	A	25	0	2	52	24	12	12	0	30	0	0	0		
	GATWICK	OLYMPIC AIRWAYS	S	D	25	0	2	4	4	40	36	16	0	82	0	0		
	HEATHROW	OLYMPIC AIRWAYS	S	A	90	0	1	54	24	10	8	2	1	33	72	22	93	
	HEATHROW	OLYMPIC AIRWAYS	S	D	91	0	1	33	22	25	16	2	1	45	61	27	93	
	MANCHESTER	OLYMPIC AIRWAYS	S	A	9	0	0	22	44	22	11	0	27	54	26	13		
	MANCHESTER	OLYMPIC AIRWAYS	S	D	9	0	0	11	22	44	22	0	42	46	30	13		
<b>TOTAL ATHENS</b>					<b>590</b>	<b>7</b>	<b>6</b>	<b>55</b>	<b>20</b>	<b>14</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>29</b>	<b>74</b>	<b>14</b>	<b>14</b>	
ATLANTA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	43	17	37	3	0	26	61	22	31		
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	77	23	0	0	0	11	71	22	31		

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JULY 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)												
ATLANTA																		
	GATWICK	DELTA AIRLINES	S	A	123	0	0	40	23	18	17	2	0	36	73	18	124	
	GATWICK	DELTA AIRLINES	S	D	121	1	2	77	16	4	3	0	0	11	81	10	124	
	MANCHESTER	DELTA AIRLINES	S	A	31	0	0	35	16	32	16	0	0	32	81	8	31	
	MANCHESTER	DELTA AIRLINES	S	D	31	0	0	81	13	6	0	0	0	7	94	15	31	
<b>TOTAL ATLANTA</b>					<b>366</b>	<b>1</b>	<b>2</b>	<b>58</b>	<b>19</b>	<b>14</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>77</b>	<b>15</b>	<b>15</b>	
AUCKLAND INTERNATIONAL																		
	HEATHROW	AIR NEW ZEALAND LTD	S	A	31	0	0	61	16	10	3	10	0	37	81	14	31	
	HEATHROW	AIR NEW ZEALAND LTD	S	D	31	0	0	45	32	13	6	3	0	31	61	18	31	
<b>TOTAL AUCKLAND INTERNATIONAL</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>24</b>	<b>11</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>34</b>	<b>71</b>	<b>16</b>	<b>16</b>	
AZORES PONTA DELGADA																		
	GATWICK	SATA	S	A	4	0	0	50	50	0	0	0	0	12	0	0	0	
	GATWICK	SATA	S	D	4	0	0	25	25	25	25	0	0	42	0	0	0	
<b>TOTAL AZORES PONTA DELGADA</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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	59	0	0	81	8	8	2	0	0	9	53	29	62
	HEATHROW	GULF AIR	S	D	59	0	0	36	36	25	3	0	0	23	53	30	62
<b>TOTAL BAHRAIN</b>					<b>118</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>22</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>53</b>	<b>30</b>	<b>30</b>
BAKU ( HEYDER ALIYEV INT'L	GATWICK	AZERBAIJAN AIRLINES ( AZAL )	S	A	13	0	0	69	23	8	0	0	0	11	77	9	13
	GATWICK	AZERBAIJAN AIRLINES ( AZAL )	S	D	13	0	0	62	38	0	0	0	0	14	54	15	13
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	31	0	0	97	3	0	0	0	0	2	94	2	17
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	31	0	0	55	29	13	3	0	0	15	44	30	16
<b>TOTAL BAKU ( HEYDER ALIYEV INT'L )</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>20</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>68</b>	<b>14</b>	<b>14</b>
BALTIMORE	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	90	6	0	3	0	0	7	94	2	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	61	26	13	0	0	0	16	52	18	31
<b>TOTAL BALTIMORE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>10</b>	<b>10</b>
BANDAR SERI BEGAWAN	HEATHROW	ROYAL BRUNEI AIRLINES	S	A	31	0	0	74	13	6	6	0	0	17	58	17	31
	HEATHROW	ROYAL BRUNEI AIRLINES	S	D	31	0	0	65	16	16	3	0	0	17	68	22	31
<b>TOTAL BANDAR SERI BEGAWAN</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>17</b>	<b>63</b>	<b>19</b>	<b>19</b>
BANGKOK	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	A	62	0	0	94	5	2	0	0	0	4	95	2	56
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	D	62	0	0	50	26	24	0	0	0	18	47	24	57
<b>TOTAL BANGKOK</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>65</b>	<b>18</b>	<b>18</b>
BANJUL	GATWICK	MONARCH AIRLINES	C	A	9	0	0	0	56	33	11	0	0	44	56	29	9
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	56	33	11	0	0	0	16	67	27	9
<b>TOTAL BANJUL</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>44</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>43</b>	<b>43</b>	<b>43</b>
BARCELONA	EDINBURGH	AIR EUROPA	C	A	4	0	0	50	25	25	0	0	0	17	100	6	4
	EDINBURGH	AIR EUROPA	C	D	4	0	0	75	25	0	0	0	0	8	75	20	4
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	31	0	0	81	6	3	10	0	0	13	87	6	31

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
BARCELONA	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	31	0	0	90	0	3	6	0	0	10	90	6	31
	GATWICK	BRITISH AIRWAYS PLC	S	A	93	0	0	45	29	12	13	1	0	29	68	16	93
	GATWICK	BRITISH AIRWAYS PLC	S	D	93	0	0	51	25	11	13	1	0	27	65	18	93
	HEATHROW	BRITISH AIRWAYS PLC	S	A	124	0	0	46	27	15	12	0	0	25	60	23	133
	HEATHROW	BRITISH AIRWAYS PLC	S	D	124	0	0	48	23	23	6	0	0	23	47	25	133
	EDINBURGH	CHANNEL EXPRESS (INCORP: JET 2)	S	A	9	0	14	56	44	0	0	0	0	11	56	14	9
	EDINBURGH	CHANNEL EXPRESS (INCORP: JET 2)	S	D	9	0	14	67	33	0	0	0	0	11	78	13	9
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	124	0	0	47	29	16	8	0	0	21	60	20	118
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	124	0	0	44	32	19	5	0	0	22	58	21	119
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	96	0	2	60	16	14	10	0	0	21	57	20	102
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	97	0	1	45	35	11	8	0	0	24	50	23	102
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	97	0	3	0	0	0	4	77	13	31
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	58	35	6	0	0	0	14	48	24	31
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	62	1	0	73	13	8	6	0	0	16	75	12	61
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	52	27	11	10	0	0	25	61	24	62
	EDINBURGH	FLYGLOBESPAN	S	A	20	0	1	60	15	5	20	0	0	24	0	0	0
	EDINBURGH	FLYGLOBESPAN	S	D	21	0	0	57	19	0	19	5	0	34	0	0	0
	GLASGOW	FLYGLOBESPAN	S	A	31	0	0	84	10	3	0	3	0	15	0	51	4
	GLASGOW	FLYGLOBESPAN	S	D	31	0	0	71	26	0	0	3	0	20	0	70	4
	HEATHROW	IBERIA	S	A	121	0	3	69	17	9	4	1	0	18	68	16	124
	HEATHROW	IBERIA	S	D	122	0	1	70	15	7	7	2	0	18	72	17	124
	MANCHESTER	MONARCH AIRLINES	S	A	31	0	0	29	23	32	13	3	0	40	77	13	31
	MANCHESTER	MONARCH AIRLINES	S	D	31	0	0	87	0	6	3	3	0	15	77	9	31
	BIRMINGHAM	TITAN AIRWAYS LTD	C	A	2	0	0	0	100	0	0	0	0	24	0	0	0
	BIRMINGHAM	TITAN AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	10	0	0	0
<b>TOTAL BARCELONA</b>					<b>1563</b>	<b>5</b>	<b>36</b>	<b>57</b>	<b>22</b>	<b>12</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>62</b>	<b>19</b>	<b>19</b>
BARI (PALESE)	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	22	44	11	22	0	0	30	43	32	14
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	33	44	11	11	0	0	28	57	31	14
	STANSTED	RYANAIR	S	A	31	0	0	71	23	3	3	0	0	11	71	12	31
	STANSTED	RYANAIR	S	D	31	0	0	45	39	16	0	0	0	18	58	16	31



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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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)											
BARI (PALESE)																	
<b>TOTAL BARI (PALESE)</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>34</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>60</b>	<b>19</b>	<b>19</b>
BARRA																	
	GLASGOW	LOGANAIR	S	A	28	2	0	79	18	4	0	0	0	8	72	9	32
	GLASGOW	LOGANAIR	S	D	28	2	0	57	36	7	0	0	0	14	66	10	32
<b>TOTAL BARRA</b>					<b>56</b>	<b>4</b>	<b>0</b>	<b>68</b>	<b>27</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>10</b>	<b>10</b>
BASLE MULHOUSE																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	92	0	0	92	4	3	0	0	0	5	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	92	0	0	71	14	13	2	0	0	13	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	44	24	24	8	0	0	25	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	39	27	26	8	0	0	26	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	71	13	16	0	0	0	10	71	13	31
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	61	19	19	0	0	0	17	71	13	31
	LONDON CITY	SWISS AIRLINES	S	A	73	1	1	95	4	1	0	0	0	6	0	0	0
	LONDON CITY	SWISS AIRLINES	S	D	74	0	0	57	36	7	0	0	0	14	0	0	0
	MANCHESTER	SWISS AIRLINES	S	A	28	0	0	96	4	0	0	0	0	3	87	6	53
	MANCHESTER	SWISS AIRLINES	S	D	28	0	0	93	7	0	0	0	0	2	89	4	53
<b>TOTAL BASLE MULHOUSE</b>					<b>573</b>	<b>1</b>	<b>1</b>	<b>71</b>	<b>16</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>88</b>	<b>6</b>	<b>6</b>
BASTIA																	
	GATWICK	ASTRAEUS LTD	C	A	5	0	0	20	20	20	40	0	0	66	0	0	0
	GATWICK	ASTRAEUS LTD	C	D	5	0	0	60	0	20	20	0	0	37	0	0	0
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	5	0	0	20	20	20	40	0	0	51	0	0	0
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	5	0	0	20	40	0	40	0	0	45	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	60	0	20	20	0	0	40	89	4	9
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	20	60	0	20	0	0	49	89	5	9
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	C	A	5	0	0	80	0	0	20	0	0	23	100	0	4
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	C	D	5	0	0	60	20	0	20	0	0	32	75	6	4
	GATWICK	GB AIRWAYS LTD	S	A	9	0	0	44	11	44	0	0	0	25	50	17	4
	GATWICK	GB AIRWAYS LTD	S	D	9	0	0	67	22	11	0	0	0	14	75	12	4
<b>TOTAL BASTIA</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>19</b>	<b>16</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>81</b>	<b>7</b>	<b>7</b>
BEIJING																	
	HEATHROW	AIR CHINA	S	A	31	0	0	45	19	16	16	3	0	33	52	25	31

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
BEIJING																		
	HEATHROW	AIR CHINA		S D	30	0	1	73	17	3	7	0	0	18	55	23	31	
	HEATHROW	BRITISH AIRWAYS PLC		S A	27	0	0	93	7	0	0	0	4	82	69	22		
	HEATHROW	BRITISH AIRWAYS PLC		S D	27	0	0	48	37	15	0	0	20	41	88	22		
<b>TOTAL BEIJING</b>					<b>115</b>	<b>2</b>	<b>1</b>	<b>64</b>	<b>20</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>57</b>	<b>47</b>	<b>47</b>	
BEIRUT																		
	HEATHROW	MEA		S A	31	0	0	90	6	3	0	0	4	84	18	31		
	HEATHROW	MEA		S D	31	0	0	52	26	16	6	0	23	39	36	31		
<b>TOTAL BEIRUT</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>60</b>	<b>25</b>	<b>25</b>	
BELFAST CITY																		
	HEATHROW	BMI BRITISH MIDLAND		S A	237	0	1	78	13	8	2	0	10	74	13	239		
	HEATHROW	BMI BRITISH MIDLAND		S D	238	0	0	69	16	11	3	0	14	58	20	239		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	170	0	0	71	21	3	5	0	14	75	14	167		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S D	170	0	0	88	4	5	3	0	8	86	9	167		
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN		S A	184	2	3	73	11	9	5	1	16	89	10	184		
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN		S D	186	1	1	54	23	12	10	2	26	77	15	185		
	EDINBURGH	FLYBE.BRITISH EUROPEAN		S A	109	0	0	76	9	6	8	0	16	88	6	110		
	EDINBURGH	FLYBE.BRITISH EUROPEAN		S D	109	0	0	66	20	6	7	1	19	79	11	110		
	GATWICK	FLYBE.BRITISH EUROPEAN		S A	109	0	0	64	16	12	7	1	21	76	11	110		
	GATWICK	FLYBE.BRITISH EUROPEAN		S D	108	0	1	58	21	11	7	1	1	26	73	18	110	
	GLASGOW	FLYBE.BRITISH EUROPEAN		S A	123	0	7	79	9	6	6	1	14	89	5	115		
	GLASGOW	FLYBE.BRITISH EUROPEAN		S D	123	0	7	66	20	7	7	2	19	86	8	115		
	NEWCASTLE	FLYBE.BRITISH EUROPEAN		S A	78	0	0	88	4	5	3	0	7	87	8	84		
	NEWCASTLE	FLYBE.BRITISH EUROPEAN		S D	78	0	0	86	5	8	1	0	8	86	10	84		
<b>TOTAL BELFAST CITY</b>					<b>2023</b>	<b>4</b>	<b>20</b>	<b>72</b>	<b>14</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>79</b>	<b>12</b>	<b>12</b>	
BELFAST INTERNATIONAL																		
	BIRMINGHAM	BMIBABY LTD		S A	66	0	5	38	17	33	12	0	35	0	0	0		
	BIRMINGHAM	BMIBABY LTD		S D	69	0	2	39	28	20	13	0	33	0	0	0		
	MANCHESTER	BMIBABY LTD		S A	78	0	0	60	17	15	6	1	22	45	25	74		
	MANCHESTER	BMIBABY LTD		S D	78	0	0	74	17	3	5	1	14	69	15	74		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S A	110	0	0	68	16	12	4	0	14	73	14	115		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S D	110	0	0	73	15	9	4	0	15	64	18	114		

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
BELFAST INTERNATIONAL																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	119	0	0	57	17	17	9	0	0	22	66	21	119	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	119	0	0	55	24	13	7	0	0	20	73	16	119	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	115	0	0	82	10	7	1	0	0	8	83	7	115	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	115	0	0	82	11	6	1	0	0	8	82	9	115	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	137	0	1	83	4	9	3	1	0	11	79	11	141	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	137	0	1	61	20	15	4	0	0	17	62	22	140	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	73	1	1	67	16	15	1	0	0	14	72	17	61	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	74	0	0	73	16	9	1	0	0	12	79	18	62	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	141	0	0	77	10	9	4	0	0	12	66	17	137	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	141	0	0	56	24	16	4	0	0	18	51	25	136	
<b>TOTAL BELFAST INTERNATIONAL</b>					<b>1682</b>	<b>1</b>	<b>10</b>	<b>67</b>	<b>16</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>17</b>	<b>17</b>	
BELGRADE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	23	0	0	61	9	26	4	0	0	18	75	20	20	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	23	0	0	57	17	22	4	0	0	21	55	31	22	
	HEATHROW	JATAIRWAYS	S	A	31	0	0	71	26	3	0	0	0	11	52	20	31	
	HEATHROW	JATAIRWAYS	S	D	31	0	0	45	23	23	10	0	0	26	32	38	31	
<b>TOTAL BELGRADE</b>					<b>108</b>	<b>1</b>	<b>0</b>	<b>58</b>	<b>19</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>51</b>	<b>28</b>	<b>28</b>	
BENBECULA																		
	GLASGOW	LOGANAIR	S	A	52	2	0	58	13	10	19	0	0	31	80	7	44	
	GLASGOW	LOGANAIR	S	D	54	2	0	33	28	19	20	0	0	41	64	13	44	
<b>TOTAL BENBECULA</b>					<b>106</b>	<b>4</b>	<b>0</b>	<b>45</b>	<b>21</b>	<b>14</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>72</b>	<b>10</b>	<b>10</b>	
BENHAZI																		
BERGAMO																		
	MANCHESTER	ASTRAEUS LTD	C	A	4	0	0	50	0	50	0	0	0	20	83	4	6	
	MANCHESTER	ASTRAEUS LTD	C	D	4	0	0	50	0	50	0	0	0	24	100	4	5	
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	A	4	0	0	75	0	0	25	0	0	43	80	7	5	
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	D	5	0	0	60	0	0	40	0	0	32	80	7	5	
	LUTON	RYANAIR	S	A	62	0	0	92	3	5	0	0	0	5	95	3	62	
	LUTON	RYANAIR	S	D	62	0	0	76	18	5	2	0	0	10	81	11	62	
	NEWCASTLE	RYANAIR	S	A	31	0	0	100	0	0	0	0	0	0	0	0	0	
	NEWCASTLE	RYANAIR	S	D	31	0	0	81	16	3	0	0	0	8	0	0	0	
	STANSTED	RYANAIR	S	A	81	0	0	77	9	14	1	0	0	12	82	10	107	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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	
BERGAMO																			
	STANSTED	RYANAIR		S D	81	0	0	62	22	14	2	0	0	16	69	15	107		
<b>TOTAL BERGAMO</b>					<b>365</b>	<b>2</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>13</b>	<b>13</b>		
BERGEN																			
	GATWICK	ASTRAEUS LTD		C A	5	0	0	40	20	0	40	0	0	61	20	43	5		
	GATWICK	ASTRAEUS LTD		C D	5	0	0	0	40	20	20	20	0	75	40	37	5		
	GATWICK	BRAATHENS ASA		S A	31	0	0	68	23	10	0	0	13	77	12	31			
	GATWICK	BRAATHENS ASA		S D	31	0	0	61	23	16	0	0	16	84	11	31			
<b>TOTAL BERGEN</b>					<b>76</b>	<b>1</b>	<b>0</b>	<b>59</b>	<b>24</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>62</b>	<b>22</b>	<b>22</b>		
BERGERAC																			
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN		S A	23	0	0	65	9	9	13	4	0	29	0	0	0		
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN		S D	23	0	0	39	35	4	17	4	0	40	0	0	0		
	STANSTED	RYANAIR		S A	41	0	0	98	2	0	0	0	1	78	6	36			
	STANSTED	RYANAIR		S D	41	0	0	90	5	5	0	0	6	69	12	36			
<b>TOTAL BERGERAC</b>					<b>128</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>4</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>74</b>	<b>9</b>	<b>9</b>		
BERLIN (SCHONEFELD)																			
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	83	0	0	76	16	5	4	0	11	85	7	84			
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	83	0	0	72	14	10	4	0	15	71	16	84			
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S A	31	0	0	39	23	26	13	0	28	84	20	31			
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S D	31	0	0	39	23	29	10	0	26	74	13	31			
	STANSTED	RYANAIR		S A	62	0	0	94	3	3	0	0	3	92	4	62			
	STANSTED	RYANAIR		S D	62	0	0	74	18	8	0	0	11	90	7	62			
<b>TOTAL BERLIN (SCHONEFELD)</b>					<b>352</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>13</b>	<b>83</b>	<b>10</b>	<b>10</b>		
BERLIN (TEGEL)																			
	MANCHESTER	AIR BERLIN		S A	10	0	0	40	0	40	20	0	40	0	0	0			
	MANCHESTER	AIR BERLIN		S D	10	0	0	50	10	30	10	0	29	0	0	0			
	STANSTED	AIR BERLIN		S A	82	0	1	85	7	4	2	1	12	73	20	62			
	STANSTED	AIR BERLIN		S D	82	0	1	73	17	6	4	0	13	62	18	61			
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	31	0	0	87	3	0	10	0	11	87	10	30			
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S D	31	0	0	87	3	0	10	0	10	97	3	31			
	HEATHROW	BRITISH AIRWAYS PLC		S A	154	0	0	73	15	6	5	0	12	68	14	155			
	HEATHROW	BRITISH AIRWAYS PLC		S D	154	0	0	68	17	11	3	1	15	62	19	155			

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 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)												
BERLIN (TEGEL)																		
<b>TOTAL BERLIN (TEGEL)</b>					<b>554</b>	<b>0</b>	<b>2</b>	<b>74</b>	<b>13</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>69</b>	<b>16</b>	<b>16</b>	
BERMUDA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	22	0	0	73	23	0	5	0	0	15	90	3	21	
	GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	91	9	0	0	0	0	8	82	7	22	
<b>TOTAL BERMUDA</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>16</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>5</b>	<b>5</b>	
BERNE																		
	EDINBURGH	CIRRUS LUFTFAHRT	C	A	5	0	0	60	0	40	0	0	0	13	0	0	0	
	EDINBURGH	CIRRUS LUFTFAHRT	C	D	5	0	0	40	40	20	0	0	0	20	0	0	0	
<b>TOTAL BERNE</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>20</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	
BIARRITZ																		
	STANSTED	RYANAIR	S	A	41	0	0	93	5	2	0	0	0	3	80	8	41	
	STANSTED	RYANAIR	S	D	41	0	0	76	17	7	0	0	0	12	66	17	41	
<b>TOTAL BIARRITZ</b>					<b>82</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>12</b>	<b>12</b>	
BILBAO																		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	70	0	0	89	6	6	0	0	0	4	84	7	62	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	70	0	0	53	33	13	1	0	0	19	63	17	62	
	HEATHROW	IBERIA	S	A	31	0	0	87	0	10	3	0	0	13	87	6	31	
	HEATHROW	IBERIA	S	D	31	0	0	77	10	6	6	0	0	14	77	10	31	
	STANSTED	SPANAIR	C	A	2	0	0	50	0	0	50	0	0	32	0	0	0	
<b>TOTAL BILBAO</b>					<b>205</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>74</b>	<b>12</b>	<b>12</b>	
BILLUND																		
	GATWICK	MAERSK AIR	S	A	78	0	0	79	14	1	5	0	0	12	82	9	79	
	GATWICK	MAERSK AIR	S	D	78	0	0	73	18	4	5	0	0	13	78	9	79	
	EDINBURGH	SUN AIR OF SCANDINAVIA	S	A	7	0	0	86	14	0	0	0	0	3	100	1	9	
	EDINBURGH	SUN AIR OF SCANDINAVIA	S	D	7	0	0	100	0	0	0	0	0	4	78	9	9	
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	A	32	1	0	78	19	3	0	0	0	9	67	15	33	
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	D	32	1	0	97	0	3	0	0	0	3	91	7	33	
<b>TOTAL BILLUND</b>					<b>236</b>	<b>3</b>	<b>50</b>	<b>80</b>	<b>14</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>9</b>	<b>9</b>	
BIRMINGHAM																		
	EDINBURGH	BMIBABY LTD	S	A	62	0	21	77	10	5	8	0	0	15	0	0	0	
	EDINBURGH	BMIBABY LTD	S	D	62	0	21	65	19	8	8	0	0	19	0	0	0	

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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)											
BIRMINGHAM	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	123	0	0	88	7	4	1	0	0	5	93	3	112
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	103	0	0	83	9	6	2	0	0	9	87	6	112
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	113	0	0	91	2	3	4	0	0	8	87	7	133
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	112	0	0	90	4	2	4	0	0	8	91	6	97
	NEWCASTLE	EASTERN AIRWAYS	S	A	84	0	0	95	2	0	2	0	0	5	97	4	87
	NEWCASTLE	EASTERN AIRWAYS	S	D	84	0	0	94	4	0	2	0	0	5	97	3	88
	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	A	151	0	5	72	10	9	8	1	0	17	89	7	161
	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	D	151	0	5	72	9	11	7	1	1	22	87	7	161
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	A	148	0	3	67	18	6	8	1	0	18	79	12	163
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	D	149	0	2	71	13	5	6	3	1	25	79	12	163
<b>TOTAL BIRMINGHAM</b>					<b>1343</b>	<b>5</b>	<b>57</b>	<b>80</b>	<b>9</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>87</b>	<b>7</b>	<b>7</b>
BISHKEK (FRUNZE)	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	14	0	0	71	7	7	7	7	0	23	83	11	12
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	13	0	0	46	31	8	15	0	0	27	15	53	13
<b>TOTAL BISHKEK (FRUNZE)</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>19</b>	<b>7</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>25</b>	<b>48</b>	<b>33</b>	<b>33</b>
BLACKPOOL	STANSTED	RYANAIR	S	A	52	0	0	98	0	2	0	0	0	1	94	7	53
	STANSTED	RYANAIR	S	D	52	0	0	88	10	2	0	0	0	5	91	8	53
<b>TOTAL BLACKPOOL</b>					<b>104</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>92</b>	<b>7</b>	<b>7</b>
BODRUM (MILAS)	GATWICK	ASTRAEUS LTD	C	A	5	0	0	20	20	0	40	20	0	96	0	0	0
	GATWICK	ASTRAEUS LTD	C	D	5	0	0	40	0	0	60	0	0	80	0	0	0
	MANCHESTER	ASTRAEUS LTD	C	A	5	0	0	60	20	0	20	0	0	37	0	0	0
	MANCHESTER	ASTRAEUS LTD	C	D	5	0	0	60	20	0	20	0	0	37	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	75	0	25	0	0	0	22	100	0	3
	BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	5	0	0	60	20	0	20	0	0	28	100	7	3
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	0	0	50	50	0	0	84	100	0	4

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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
BODRUM (MILAS)	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	5	0	0	20	0	40	40	0	0	73	100	5	4
	LUTON	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	75	0	0	25	0	0	21	0	0	0
	LUTON	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	5	0	0	40	40	0	20	0	0	30	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	100	0	0	0	0	0	100	0	0	4
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	5	0	0	100	0	0	0	0	0	1	100	0	4
	GATWICK	EXCEL AIRWAYS LTD	C	A	10	0	0	40	10	0	50	0	0	63	100	0	4
	GATWICK	EXCEL AIRWAYS LTD	C	D	12	0	0	50	0	17	33	0	0	50	100	7	4
	GLASGOW	EXCEL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0
	GLASGOW	EXCEL AIRWAYS LTD	C	D	3	0	0	33	0	0	67	0	0	92	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	50	25	0	0	25	0	57	100	1	4
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	50	0	25	0	25	0	76	75	9	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	3	100	0	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	22	0	0	68	27	0	5	0	0	11	93	5	15
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	23	0	0	65	26	4	4	0	0	14	76	10	17
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	60	40	0	0	0	0	11	100	4	4
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	0	5
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	10	80	13	5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	13	0	0	92	0	0	0	8	0	27	100	1	13
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	14	0	0	86	7	0	0	7	0	27	92	4	13
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	100	1	4
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	20	80	0	0	0	0	21	50	13	4
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	0	50	14	4
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	0	75	21	4
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	0	50	0	0	0	18	88	7	8
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	20	60	20	0	0	0	25	100	1	8
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	1	50	19	4
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	3	75	13	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	100	8	4

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JULY 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	
BODRUM (MILAS)																			
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	14	50	12	4		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	3	1	0	100	0	0	0	0	0	0	75	16	4		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	16	75	22	4		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	75	0	0	25	0	0	26	88	3	8		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	88	0	0	13	0	0	19	100	6	8		
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	3	1	0	100	0	0	0	0	0	0	100	0	7		
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	100	0	7		
	EDINBURGH	ONUR AIR	C	A	4	0	0	75	25	0	0	0	0	6	100	7	4		
	EDINBURGH	ONUR AIR	C	D	4	0	0	50	50	0	0	0	0	19	50	19	4		
	GATWICK	ONUR AIR	C	A	3	0	0	33	0	67	0	0	0	25	0	0	0		
	GATWICK	ONUR AIR	C	D	4	0	0	50	0	50	0	0	0	27	100	0	1		
	GLASGOW	ONUR AIR	C	A	5	0	0	80	0	20	0	0	0	9	0	0	0		
	GLASGOW	ONUR AIR	C	D	4	0	0	0	25	25	50	0	0	52	0	0	0		
	MANCHESTER	ONUR AIR	C	A	9	0	0	89	11	0	0	0	0	4	40	45	5		
	MANCHESTER	ONUR AIR	C	D	9	0	0	100	0	0	0	0	0	3	0	71	5		
	GLASGOW	PEGASUS AIRLINES	C	A	10	0	0	50	30	0	20	0	0	20	0	0	0		
	GLASGOW	PEGASUS AIRLINES	C	D	12	0	0	50	17	17	17	0	0	26	0	0	0		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	0	50	0	0	62	100	0	4		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	0	50	0	0	58	100	1	4		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	13	0	0	31	0	15	38	8	8	147	90	3	10		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	13	0	0	23	8	15	38	15	0	102	64	18	11		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	0	77	0	15	8	0	0	18	63	34	8		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	13	0	0	69	15	8	8	0	0	17	55	46	11		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	8	0	0	63	25	13	0	0	0	9	100	0	4		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	22	11	0	0	0	11	100	1	4		
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	5	0	0	0		
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	40	20	0	0	0	21	0	0	0		
<b>TOTAL BODRUM (MILAS)</b>					<b>416</b>	<b>2</b>	<b>0</b>	<b>65</b>	<b>12</b>	<b>8</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>84</b>	<b>11</b>	<b>11</b>		
BOGOTA																			
BOLOGNA																			
	GATWICK	BRITISH AIRWAYS PLC	S	A	88	0	0	51	28	14	7	0	0	22	62	17	82		
	GATWICK	BRITISH AIRWAYS PLC	S	D	88	0	0	40	30	20	10	0	0	28	54	24	82		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	93	0	7	0	0	0	6	55	55	29		



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 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)													
BOLOGNA																			
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	67	20	10	3	0	0	14	69	18	29		
	EDINBURGH	WINDJET SPA	C	A	5	0	0	0	0	60	40	0	0	60	0	0	0		
	EDINBURGH	WINDJET SPA	C	D	5	0	0	20	40	40	0	0	0	26	0	0	0		
<b>TOTAL BOLOGNA</b>					<b>248</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>24</b>	<b>16</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>57</b>	<b>27</b>	<b>27</b>		
BORDEAUX																			
	BIRMINGHAM	BMIBABY LTD	S	A	31	0	0	61	23	13	3	0	0	14	0	0	0		
	BIRMINGHAM	BMIBABY LTD	S	D	31	0	0	68	23	10	0	0	0	14	0	0	0		
	MANCHESTER	BMIBABY LTD	S	A	31	0	0	65	19	13	3	0	0	15	61	29	31		
	MANCHESTER	BMIBABY LTD	S	D	31	0	0	71	26	0	3	0	0	11	74	17	31		
	GATWICK	BRITISH AIRWAYS PLC	S	A	87	0	0	38	22	29	10	1	0	31	44	22	71		
	GATWICK	BRITISH AIRWAYS PLC	S	D	87	0	0	33	34	23	9	0	0	27	56	16	71		
<b>TOTAL BORDEAUX</b>					<b>298</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>26</b>	<b>19</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>59</b>	<b>18</b>	<b>18</b>		
BOSTON																			
	HEATHROW	AMERICAN AIRLINES	S	A	62	0	0	68	15	15	3	0	0	14	77	10	57		
	HEATHROW	AMERICAN AIRLINES	S	D	62	0	0	85	11	3	0	0	0	8	65	12	57		
	MANCHESTER	AMERICAN AIRLINES	S	A	2	0	0	100	0	0	0	0	0	6	87	8	31		
	MANCHESTER	AMERICAN AIRLINES	S	D	6	0	0	100	0	0	0	0	0	2	77	6	31		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	86	8	3	2	1	0	10	87	9	93		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	54	29	15	2	0	0	17	51	25	93		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	74	10	3	13	0	0	20	64	34	44		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	35	35	26	3	0	0	24	49	35	45		
<b>TOTAL BOSTON</b>					<b>380</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>69</b>	<b>18</b>	<b>18</b>		
BRATISLAVA																			
	BIRMINGHAM	AIR SLOVAKIA BWJ	S	A	6	0	5	67	17	0	17	0	0	17	58	65	12		
	BIRMINGHAM	AIR SLOVAKIA BWJ	S	D	7	0	5	14	14	29	43	0	0	46	31	56	13		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	77	13	6	3	0	0	9	0	0	0		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	61	19	19	0	0	0	16	0	0	0		
	MANCHESTER	SKY EUROPE	S	A	14	0	0	71	14	7	0	7	0	24	0	0	0		
	MANCHESTER	SKY EUROPE	S	D	14	0	0	64	0	21	7	7	0	29	0	0	0		
	STANSTED	SKY EUROPE	S	A	48	0	0	71	10	8	8	2	0	22	83	19	30		
	STANSTED	SKY EUROPE	S	D	48	0	0	31	17	31	19	2	0	45	40	36	30		
<b>TOTAL BRATISLAVA</b>					<b>203</b>	<b>2</b>	<b>10</b>	<b>59</b>	<b>14</b>	<b>16</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>54</b>	<b>30</b>	<b>30</b>		

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)											
BREMEN	LONDON CITY	OLTOSTFRIESISCHE LUFFTRANSPORT	S	A	47	0	0	83	11	2	4	0	0	10	98	2	49
	LONDON CITY	OLTOSTFRIESISCHE LUFFTRANSPORT	S	D	47	0	0	81	13	2	4	0	0	11	92	9	49
<b>TOTAL BREMEN</b>					<b>94</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>95</b>	<b>6</b>	<b>6</b>
BRESCIA/MONTICHIARI	GATWICK	ASTRAEUS LTD	C	A	5	0	0	20	20	40	20	0	0	55	0	0	0
	GATWICK	ASTRAEUS LTD	C	D	5	0	0	20	20	40	20	0	0	52	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	1	100	4	5
	STANSTED	RYANAIR	S	A	41	0	0	78	12	5	2	2	0	16	74	11	62
	STANSTED	RYANAIR	S	D	41	0	0	63	24	10	0	2	0	20	50	18	62
<b>TOTAL BRESCIA/MONTICHIARI</b>					<b>97</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>18</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>65</b>	<b>14</b>	<b>14</b>
BREST	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	18	0	0	56	17	11	17	0	0	29	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	18	0	0	56	17	22	0	6	0	37	0	0	0
<b>TOTAL BREST</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>17</b>	<b>17</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>
BRIDGETOWN	MANCHESTER	BMI BRITISH MIDLAND	S	A	8	1	1	88	13	0	0	0	0	4	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	31	0	1	61	19	10	3	0	6	91	87	7	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	74	16	3	3	0	3	54	71	14	31
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	23	0	0	61	9	4	26	0	0	36	83	11	18
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	22	0	0	27	27	18	23	5	0	47	56	15	18
<b>TOTAL BRIDGETOWN</b>					<b>124</b>	<b>1</b>	<b>2</b>	<b>61</b>	<b>17</b>	<b>8</b>	<b>10</b>	<b>1</b>	<b>2</b>	<b>52</b>	<b>69</b>	<b>36</b>	<b>36</b>
BRINDISI	STANSTED	RYANAIR	S	A	31	0	0	35	35	26	3	0	0	24	65	13	31
	STANSTED	RYANAIR	S	D	31	0	0	74	19	6	0	0	0	9	87	6	31
<b>TOTAL BRINDISI</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>27</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>78</b>	<b>10</b>	<b>10</b>
BRISTOL	MANCHESTER	AIR SOUTHWEST	S	A	21	0	0	67	19	10	5	0	0	17	81	11	21
	MANCHESTER	AIR SOUTHWEST	S	D	22	0	0	95	0	0	5	0	0	8	77	15	43
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	126	0	0	87	7	3	2	1	0	9	87	6	108

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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
BRISTOL	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	127	0	0	69	19	9	4	0	0	15	83	9	109
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	82	0	0	82	11	6	1	0	0	9	85	8	78
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	110	0	0	75	17	6	2	0	0	10	85	8	110
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	88	0	0	74	17	5	3	1	0	14	82	11	78
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	88	0	0	56	16	20	7	1	0	25	54	17	78
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	78	0	0	85	9	5	0	1	0	10	79	10	78
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	78	0	0	63	19	17	0	1	0	17	68	15	78
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	87	0	1	84	10	6	0	0	0	8	80	10	84
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	87	0	1	76	15	9	0	0	0	12	71	15	84
<b>TOTAL BRISTOL</b>					<b>995</b>	<b>1</b>	<b>2</b>	<b>75</b>	<b>14</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>11</b>	<b>11</b>
BRNO (TURANY)	STANSTED	RYANAIR	S	A	32	0	0	78	3	6	9	3	0	18	0	0	0
	STANSTED	RYANAIR	S	D	31	0	0	68	16	10	6	0	0	18	0	0	0
<b>TOTAL BRNO (TURANY)</b>					<b>63</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>10</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
BRUSSELS	HEATHROW	BMI BRITISH MIDLAND	S	A	180	0	0	79	9	7	5	0	1	13	69	21	178
	HEATHROW	BMI BRITISH MIDLAND	S	D	180	0	0	74	12	7	6	0	0	13	59	24	177
	EDINBURGH	BMI REGIONAL	S	A	71	0	0	96	0	3	1	0	0	4	94	4	77
	EDINBURGH	BMI REGIONAL	S	D	72	0	0	93	3	1	3	0	0	6	82	6	77
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	66	0	0	83	9	5	3	0	0	7	87	7	68
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	66	0	0	89	8	3	0	0	0	4	90	7	68
	HEATHROW	BRITISH AIRWAYS PLC	S	A	225	0	0	63	16	16	5	0	0	17	69	16	226
	HEATHROW	BRITISH AIRWAYS PLC	S	D	225	0	0	56	20	18	7	0	0	20	59	21	226
	BIRMINGHAM	SN BRUSSELS AIRLINES	S	A	88	0	1	86	6	8	0	0	0	6	87	6	91
	BIRMINGHAM	SN BRUSSELS AIRLINES	S	D	88	0	1	92	6	2	0	0	0	4	79	8	92
	GATWICK	SN BRUSSELS AIRLINES	S	A	47	0	0	72	26	2	0	0	0	12	74	11	43
	GATWICK	SN BRUSSELS AIRLINES	S	D	47	0	0	68	21	11	0	0	0	12	67	13	43
	GLASGOW	SN BRUSSELS AIRLINES	S	A	39	0	0	95	3	0	3	0	0	5	0	0	0
	GLASGOW	SN BRUSSELS AIRLINES	S	D	39	0	0	67	21	8	5	0	0	16	0	0	0
	HEATHROW	SN BRUSSELS AIRLINES	S	A	5	0	0	100	0	0	0	0	0	60	12	5	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
BRUSSELS																		
	HEATHROW	SN BRUSSELS AIRLINES	S	D	5	0	0	60	40	0	0	0	0	9	100	3	4	
	MANCHESTER	SN BRUSSELS AIRLINES	S	A	80	0	0	84	9	8	0	0	0	8	88	5	78	
	MANCHESTER	SN BRUSSELS AIRLINES	S	D	80	0	0	93	4	3	0	1	0	7	97	1	78	
	NEWCASTLE	SN BRUSSELS AIRLINES	S	A	52	0	0	92	4	4	0	0	0	4	86	9	50	
	NEWCASTLE	SN BRUSSELS AIRLINES	S	D	52	0	0	77	21	2	0	0	0	8	79	10	53	
	LONDON CITY	VLM (BELGIUM)	S	A	108	0	1	87	10	3	0	0	0	8	87	9	113	
	LONDON CITY	VLM (BELGIUM)	S	D	107	0	2	91	7	2	0	0	0	5	88	6	112	
<b>TOTAL BRUSSELS</b>					<b>1922</b>	<b>2</b>	<b>5</b>	<b>78</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>13</b>	<b>13</b>	
BUCHAREST (BANEASA)																		
	STANSTED	CHANNEL EXPRESS (INCORP: JET 2)	C	A	2	0	0	100	0	0	0	0	0	5	0	0	0	
<b>TOTAL BUCHAREST (BANEASA)</b>					<b>2</b>	<b>2</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>30</b>	<b>30</b>	
BUCHAREST (OTOPENI)																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	92	8	0	0	0	0	2	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	0	79	7	7	7	0	0	13	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	58	16	16	6	3	0	26	74	12	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	45	32	10	10	3	0	31	61	14	31	
	HEATHROW	TAROM	S	A	31	0	0	77	10	6	6	0	0	13	97	2	31	
	HEATHROW	TAROM	S	D	31	0	0	58	26	10	6	0	0	18	58	14	31	
<b>TOTAL BUCHAREST (OTOPENI)</b>					<b>151</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>19</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>72</b>	<b>11</b>	<b>11</b>	
BUDAPEST																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	23	0	0	35	17	26	17	4	0	45	27	32	22	
	GATWICK	BRITISH AIRWAYS PLC	S	D	23	0	0	26	35	30	9	0	0	30	64	21	22	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	71	16	8	5	0	0	12	68	15	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	46	26	25	3	0	0	22	50	24	62	
	MANCHESTER	CHANNEL EXPRESS (INCORP: JET 2)	S	A	19	0	0	53	32	5	11	0	0	24	0	0	0	
	MANCHESTER	CHANNEL EXPRESS (INCORP: JET 2)	S	D	19	0	0	79	16	0	5	0	0	15	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	52	23	13	10	3	0	35	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	52	45	0	3	0	0	17	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	65	15	8	11	2	0	23	77	12	31	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	48	24	16	10	2	0	28	65	21	31	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	71	10	19	0	0	0	12	0	0	0	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
BUDAPEST																		
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	65	10	13	13	0	0	23	0	0	0	
	HEATHROW	MALEV (HUNGARIAN AIRLINES)	S	A	62	0	0	74	10	10	6	0	0	13	69	17	62	
	HEATHROW	MALEV (HUNGARIAN AIRLINES)	S	D	62	0	0	69	18	8	5	0	0	15	77	20	62	
	STANSTED	MALEV (HUNGARIAN AIRLINES)	S	A	26	0	0	88	4	8	0	0	0	7	85	7	53	
	STANSTED	MALEV (HUNGARIAN AIRLINES)	S	D	26	0	0	27	54	19	0	0	0	23	68	11	53	
	STANSTED	SKYEUROPE AIRLINES HUNGARY	S	A	31	0	0	74	19	0	3	3	0	19	68	12	31	
	STANSTED	SKYEUROPE AIRLINES HUNGARY	S	D	31	0	0	32	35	19	10	0	3	41	30	25	30	
	LUTON	WIZZ AIR	S	A	27	6	0	59	26	4	4	7	0	28	65	18	40	
	LUTON	WIZZ AIR	S	D	31	0	0	29	23	26	13	6	3	56	38	30	40	
<b>TOTAL BUDAPEST</b>					<b>814</b>	<b>6</b>	<b>0</b>	<b>58</b>	<b>21</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>63</b>	<b>18</b>	<b>18</b>	
Buenos Aires																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	78	11	11	0	0	0	9	100	1	18	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	59	18	12	6	6	0	31	72	10	18	
<b>TOTAL BUENOS AIRES</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>14</b>	<b>11</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>86</b>	<b>5</b>	<b>5</b>	
BURGAS																		
	BIRMINGHAM	BH AIR	C	A	7	0	0	57	43	0	0	0	0	11	20	26	5	
	BIRMINGHAM	BH AIR	C	D	6	0	0	50	0	17	33	0	0	35	20	32	5	
	EDINBURGH	BH AIR	C	A	15	0	0	73	20	7	0	0	0	12	41	41	17	
	EDINBURGH	BH AIR	C	D	13	0	0	23	54	15	8	0	0	25	41	47	17	
	GATWICK	BH AIR	C	A	6	0	0	67	0	17	17	0	0	23	100	7	4	
	GATWICK	BH AIR	C	D	6	0	0	17	17	50	17	0	0	36	100	5	4	
	GLASGOW	BH AIR	C	A	25	0	0	72	8	4	16	0	0	19	41	19	17	
	GLASGOW	BH AIR	C	D	25	0	0	52	16	16	16	0	0	26	41	37	17	
	MANCHESTER	BH AIR	C	A	21	0	0	67	10	10	14	0	0	22	32	28	19	
	MANCHESTER	BH AIR	C	D	21	0	0	52	5	29	14	0	0	29	35	27	20	
	NEWCASTLE	BH AIR	C	A	9	0	0	89	11	0	0	0	0	6	50	21	8	
	NEWCASTLE	BH AIR	C	D	9	0	0	89	0	11	0	0	0	7	75	14	8	
	STANSTED	BH AIR	C	A	5	0	0	20	20	40	20	0	0	44	0	0	0	
	STANSTED	BH AIR	C	D	5	0	0	20	20	0	60	0	0	60	0	0	0	
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	5	0	0	60	20	0	0	20	0	71	100	2	4	
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	5	0	0	80	0	0	0	20	0	65	100	0	4	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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)											
BURGAS	GLASGOW	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	100	0	0	0	0	0	5	0	0	0
	GLASGOW	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	75	25	0	0	0	0	10	75	10	4
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	100	0	0	0	0	0	1	100	0	4
	STANSTED	BULGARIA AIR	C	A	5	0	0	20	40	20	20	0	0	46	100	2	5
	STANSTED	BULGARIA AIR	C	D	5	0	0	20	0	40	40	0	0	72	80	11	5
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	75	0	0	0	25	0	66	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	9	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	60	20	20	0	0	0	14	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	13	0	0	54	23	8	15	0	0	25	63	17	8
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	13	0	0	62	15	8	15	0	0	23	63	29	8
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	50	0	0	0	0	9	100	0	4
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	16	100	6	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	78	11	11	0	0	0	6	78	9	9
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	67	22	11	0	0	0	8	78	6	9
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	50	211	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	1	50	213	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	0	0	50	25	25	0	88	75	10	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	0	50	0	25	25	0	90	75	7	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	49	100	1	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	50	0	25	0	0	49	100	2	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	6	75	12	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	1	75	6	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	0	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	1	100	2	4
<b>TOTAL BURGAS</b>					<b>321</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>15</b>	<b>11</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>60</b>	<b>27</b>	<b>27</b>

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)																		
	HEATHROW	BMI BRITISH MIDLAND	C	A	5	0	0	40	60	0	0	0	0	11	0	63	5	
	HEATHROW	BMI BRITISH MIDLAND	C	D	5	0	0	80	0	20	0	0	0	15	20	29	5	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	5	0	0	40	0	20	40	0	0	47	25	28	4	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	5	0	0	60	20	20	0	0	0	19	100	8	1	
	GATWICK	BRITISH AIRWAYS PLC	S	A	15	0	0	13	33	33	20	0	0	36	21	44	14	
	GATWICK	BRITISH AIRWAYS PLC	S	D	15	0	0	27	33	27	13	0	0	33	64	21	14	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	36	0	0	50	17	25	8	0	0	21	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	36	0	0	47	31	14	8	0	0	21	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	60	0	0	40	0	0	35	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	0	60	40	0	0	0	31	0	0	0	
	GATWICK	MERIDIANA AIR	S	A	31	0	0	13	16	32	32	6	0	63	28	44	29	
	GATWICK	MERIDIANA AIR	S	D	30	0	0	37	40	20	3	0	0	25	68	16	31	
<b>TOTAL CAGLIARI (ELMAS)</b>					<b>193</b>	<b>4</b>	<b>0</b>	<b>36</b>	<b>26</b>	<b>23</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>31</b>	<b>42</b>	<b>32</b>	<b>32</b>	
CAIRO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	94	0	0	6	0	0	5	100	0	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	42	29	19	10	0	0	24	35	35	31	
	HEATHROW	EGYPT AIR	S	A	31	0	0	71	13	13	3	0	0	14	50	27	32	
	HEATHROW	EGYPT AIR	S	D	31	0	0	10	45	29	16	0	0	36	9	47	32	
<b>TOTAL CAIRO</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>22</b>	<b>15</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>48</b>	<b>27</b>	<b>27</b>	
CALCUTTA																		
	HEATHROW	AIR INDIA	S	A	10	0	1	90	0	0	10	0	0	10	0	0	0	
	HEATHROW	AIR INDIA	S	D	10	0	2	50	20	0	30	0	0	29	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	14	0	0	93	7	0	0	0	0	2	85	3	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	69	8	15	8	0	0	19	29	33	14	
<b>TOTAL CALCUTTA</b>					<b>47</b>	<b>0</b>	<b>3</b>	<b>77</b>	<b>9</b>	<b>4</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>56</b>	<b>19</b>	<b>19</b>	
CALGARY																		
	HEATHROW	AIR CANADA	S	A	62	0	0	94	3	2	0	0	2	14	61	22	62	
	HEATHROW	AIR CANADA	S	D	62	0	0	47	32	15	6	0	0	22	13	40	62	
	MANCHESTER	ZOOM AIRLINES	S	A	3	0	0	67	33	0	0	0	0	7	0	0	0	
<b>TOTAL CALGARY</b>					<b>127</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>18</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>18</b>	<b>38</b>	<b>30</b>	<b>30</b>	
CALVI																		

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
CALVI																		
	GATWICK	ASTRAEUS LTD		C A	5	0	0	60	0	20	0	0	20	121	0	0	0	
	GATWICK	ASTRAEUS LTD		C D	5	0	0	40	20	0	20	0	20	138	0	0	0	
	MANCHESTER	ASTRAEUS LTD		C A	5	0	0	80	0	0	20	0	0	30	100	0	4	
	MANCHESTER	ASTRAEUS LTD		C D	5	0	0	80	0	0	20	0	0	24	100	0	4	
	STANSTED	CHANNEL EXPRESS (INCORP: JET 2)		C A	5	0	0	100	0	0	0	0	0	4	100	3	4	
	STANSTED	CHANNEL EXPRESS (INCORP: JET 2)		C D	5	0	0	60	40	0	0	0	0	11	100	1	4	
<b>TOTAL CALVI</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>3</b>	<b>10</b>	<b>0</b>	<b>7</b>	<b>55</b>	<b>92</b>	<b>5</b>	<b>5</b>	
CAMPBELTOWN																		
	GLASGOW	LOGANAIR		S A	42	0	0	86	5	7	2	0	0	8	93	3	44	
	GLASGOW	LOGANAIR		S D	42	0	0	67	14	14	5	0	0	15	86	8	44	
<b>TOTAL CAMPBELTOWN</b>					<b>84</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>90</b>	<b>6</b>	<b>6</b>	
CANCUN																		
	BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY		C A	4	0	0	50	25	0	25	0	0	24	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY		C D	3	0	0	100	0	0	0	0	0	6	0	0	0	
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY		C A	7	1	0	57	14	14	14	0	0	24	44	22	9	
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY		C D	8	1	0	63	38	0	0	0	0	11	67	18	9	
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY		C A	8	1	0	88	0	0	13	0	0	12	89	4	9	
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY		C D	7	3	0	86	14	0	0	0	0	9	78	14	9	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	25	50	0	25	0	0	29	75	82	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	3	0	0	67	0	33	0	0	0	16	75	87	4	
	GLASGOW	FIRST CHOICE AIRWAYS LTD		C A	3	0	0	67	33	0	0	0	0	12	0	0	0	
	GLASGOW	FIRST CHOICE AIRWAYS LTD		C D	3	0	0	33	67	0	0	0	0	20	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	5	0	0	0	20	20	20	20	20	400	25	163	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	50	0	25	25	0	0	47	50	107	4	
	GATWICK	MONARCH AIRLINES		C A	4	0	0	25	0	0	50	25	0	122	0	0	0	
	GATWICK	MONARCH AIRLINES		C D	5	0	0	20	20	20	20	20	0	83	0	0	0	
	MANCHESTER	MONARCH AIRLINES		C A	4	0	0	0	25	25	25	25	0	115	0	0	0	
	MANCHESTER	MONARCH AIRLINES		C D	4	1	0	50	25	0	25	0	0	45	0	0	0	



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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
CANCUN																		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	10	0	0	70	20	10	0	0	0	11	44	89	9	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	22	56	11	11	0	0	30	33	44	9	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	0	0	0	25	196	50	72	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	3	0	0	0	67	33	0	0	0	30	25	92	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	63	13	13	0	0	13	103	56	56	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	6	0	0	83	0	0	17	0	0	22	73	19	11	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	25	0	0	0	50	679	100	0	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	25	0	0	25	347	100	3	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	26	25	27	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	3	0	0	67	0	33	0	0	0	14	100	3	4	
<b>TOTAL CANCUN</b>					<b>131</b>	<b>7</b>	<b>0</b>	<b>52</b>	<b>21</b>	<b>9</b>	<b>11</b>	<b>3</b>	<b>5</b>	<b>84</b>	<b>62</b>	<b>42</b>	<b>42</b>	
CANNES																		
CAPE TOWN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	100	0	0	0	0	0	87	48	31		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	58	29	13	0	0	0	18	42	65	31	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	26	0	4	100	0	0	0	0	0	3	80	11	40	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	26	0	2	85	4	4	8	0	0	13	55	16	40	
<b>TOTAL CAPE TOWN</b>					<b>114</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>66</b>	<b>32</b>	<b>32</b>	
CARCASSONNE																		
	STANSTED	RYANAIR	S	A	63	0	0	90	8	0	0	2	0	6	89	3	62	
	STANSTED	RYANAIR	S	D	62	0	0	63	31	6	0	0	0	13	89	9	62	
<b>TOTAL CARCASSONNE</b>					<b>125</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>89</b>	<b>6</b>	<b>6</b>	
CARDIFF WALES																		
	EDINBURGH	BMIBABY LTD	S	A	74	0	0	81	9	8	1	0	0	8	58	26	78	
	EDINBURGH	BMIBABY LTD	S	D	74	0	0	62	20	12	5	0	0	16	49	33	78	
<b>TOTAL CARDIFF WALES</b>					<b>148</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>53</b>	<b>29</b>	<b>29</b>	
CASABLANCA MOHAMED V																		
	HEATHROW	GB AIRWAYS LTD	S	A	9	0	0	89	11	0	0	0	0	5	67	19	9	
	HEATHROW	GB AIRWAYS LTD	S	D	10	0	0	30	30	40	0	0	0	23	44	23	9	
	HEATHROW	ROYAL AIR MAROC	S	A	31	0	0	74	6	6	10	3	0	30	74	23	31	
	HEATHROW	ROYAL AIR MAROC	S	D	21	0	0	57	10	10	19	5	0	49	55	31	31	
<b>TOTAL CASABLANCA MOHAMED V</b>					<b>71</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>11</b>	<b>11</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>32</b>	<b>63</b>	<b>26</b>	<b>26</b>	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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
CATANIA (FONTANAROSSA)		HEATHROW	BMI BRITISH MIDLAND	C	A	5	0	0	60	20	0	20	0	0	46	20	24	5
		HEATHROW	BMI BRITISH MIDLAND	C	D	5	0	0	20	80	0	0	0	0	18	80	9	5
		GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	5	0	0	40	40	0	0	0	20	271	60	16	5
		GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	5	0	0	80	0	20	0	0	0	10	20	30	5
		GATWICK	BRITISH AIRWAYS PLC	S	A	23	0	0	39	39	17	4	0	0	24	6	35	18
		GATWICK	BRITISH AIRWAYS PLC	S	D	23	0	0	17	52	26	4	0	0	28	56	15	18
		GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	3	100	5	5
		GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	4	100	0	5
		MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	60	20	20	0	0	0	19	40	23	5
		MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	1	100	3	5
		MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	0	0	20	89	20	76	5
		MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	0	0	20	78	60	48	5
<b>TOTAL CATANIA (FONTANAROSSA)</b>						<b>96</b>	<b>1</b>	<b>0</b>	<b>51</b>	<b>30</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>41</b>	<b>52</b>	<b>24</b>	<b>24</b>
CHANIA		BIRMINGHAM	AEGEAN AIRLINES	C	A	4	0	0	25	25	50	0	0	0	30	0	0	0
		BIRMINGHAM	AEGEAN AIRLINES	C	D	4	0	0	50	25	25	0	0	0	17	0	0	0
		GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	50	0	50	0	0	0	19	75	10	4
		GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	50	50	0	0	0	0	12	100	3	4
		MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	100	0	0	0	0	0	1	100	4	4
		MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	100	0	0	0	0	0	0	75	6	4
		GATWICK	EXCEL AIRWAYS LTD	C	A	8	0	0	75	13	13	0	0	0	8	100	0	4
		GATWICK	EXCEL AIRWAYS LTD	C	D	7	0	0	43	14	43	0	0	0	25	50	18	4
		MANCHESTER	EXCEL AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	7	67	42	3
		MANCHESTER	EXCEL AIRWAYS LTD	C	D	6	0	0	67	0	33	0	0	0	15	50	54	4
		NEWCASTLE	EXCEL AIRWAYS LTD	C	A	4	0	0	50	50	0	0	0	0	13	0	0	0
		NEWCASTLE	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	5	0	0	0
		GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	75	13	13	0	0	0	12	100	3	8
		GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	63	25	0	13	0	0	18	100	5	8
		MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	0	0	0	25	132	100	0	4

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 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
CHANIA																		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	100	0	4	
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	38	13	25	0	13	13	123	100	2	8	
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	75	0	0	13	13	0	54	75	15	8	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	50	25	0	0	0	25	149	100	5	4	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	8	75	9	4	
<b>TOTAL CHANIA</b>					<b>106</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>14</b>	<b>13</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>34</b>	<b>77</b>	<b>13</b>	<b>13</b>	
CHARLOTTE																		
	GATWICK	US AIRWAYS	S	A	31	0	0	68	6	13	10	0	3	33	84	8	31	
	GATWICK	US AIRWAYS	S	D	31	0	0	35	32	16	16	0	0	32	39	24	31	
<b>TOTAL CHARLOTTE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>19</b>	<b>15</b>	<b>13</b>	<b>0</b>	<b>2</b>	<b>32</b>	<b>61</b>	<b>16</b>	<b>16</b>	
CHERBOURG																		
CHICAGO (O'HARE)																		
	HEATHROW	AIR INDIA	S	A	13	0	0	69	0	8	15	8	0	44	54	26	13	
	HEATHROW	AIR INDIA	S	D	13	0	1	8	15	23	31	15	8	111	8	49	13	
	GLASGOW	AMERICAN AIRLINES	S	A	31	0	0	65	26	3	3	3	0	21	65	26	31	
	GLASGOW	AMERICAN AIRLINES	S	D	31	0	0	90	0	3	3	3	0	17	74	20	31	
	HEATHROW	AMERICAN AIRLINES	S	A	154	0	0	74	12	9	5	0	0	13	74	17	155	
	HEATHROW	AMERICAN AIRLINES	S	D	153	1	1	76	20	4	0	0	0	9	72	11	155	
	MANCHESTER	AMERICAN AIRLINES	S	A	31	0	0	74	10	10	6	0	0	13	52	82	31	
	MANCHESTER	AMERICAN AIRLINES	S	D	31	0	0	94	3	0	3	0	0	4	80	41	30	
	MANCHESTER	BMI BRITISH MIDLAND	S	A	31	0	0	77	16	3	3	0	0	11	58	24	31	
	MANCHESTER	BMI BRITISH MIDLAND	S	D	31	0	0	84	6	3	3	3	0	14	74	10	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	71	15	11	3	0	0	11	71	20	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	50	29	15	6	0	0	21	29	33	62	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	9	0	0	33	33	22	11	0	0	28	67	21	9	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	9	0	0	78	0	0	22	0	0	29	100	1	9	
	HEATHROW	UNITED AIRLINES	S	A	93	0	0	40	32	17	9	2	0	29	71	15	122	
	HEATHROW	UNITED AIRLINES	S	D	93	0	0	67	23	4	4	1	1	21	65	17	93	
<b>TOTAL CHICAGO (O'HARE)</b>					<b>847</b>	<b>2</b>	<b>2</b>	<b>68</b>	<b>18</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>66</b>	<b>21</b>	<b>21</b>	
CINCINNATI																		
	GATWICK	DELTA AIRLINES	S	A	31	0	0	52	26	16	3	3	0	25	74	10	31	
	GATWICK	DELTA AIRLINES	S	D	31	0	0	71	19	3	6	0	0	18	94	6	31	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 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)											
CINCINNATI																	
<b>TOTAL CINCINNATI</b>					<b>62</b>	<b>1</b>	<b>0</b>	<b>61</b>	<b>23</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>84</b>	<b>8</b>	<b>8</b>
CITY OF DERRY (EGLINTON)																	
	BIRMINGHAM	AER ARRAN	S	A	18	0	0	89	6	0	6	0	0	7	88	8	26
	BIRMINGHAM	AER ARRAN	S	D	18	0	0	78	11	11	0	0	0	9	85	10	26
	MANCHESTER	AER ARRAN	S	A	21	0	0	100	0	0	0	0	0	0	87	13	31
	MANCHESTER	AER ARRAN	S	D	21	0	0	100	0	0	0	0	0	1	87	13	31
	GLASGOW	LOGANAIR	S	A	31	0	0	65	10	16	10	0	0	19	94	11	31
	GLASGOW	LOGANAIR	S	D	29	2	0	17	34	31	14	3	0	43	74	8	31
	MANCHESTER	LOGANAIR	S	A	8	0	0	75	0	13	13	0	0	16	0	0	0
	MANCHESTER	LOGANAIR	S	D	8	0	0	63	13	13	13	0	0	16	0	0	0
	STANSTED	RYANAIR	S	A	30	0	1	97	3	0	0	0	0	3	95	3	57
	STANSTED	RYANAIR	S	D	31	0	0	87	13	0	0	0	0	4	77	11	57
<b>TOTAL CITY OF DERRY (EGLINTON)</b>					<b>215</b>	<b>2</b>	<b>1</b>	<b>76</b>	<b>10</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>9</b>	<b>9</b>
CLERMONT FERRAND																	
<b>TOTAL CLERMONT FERRAND</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>100</b>	<b>3</b>	<b>3</b>
CLEVELAND																	
	GATWICK	CONTINENTAL AIRLINES	S	A	31	0	0	45	26	10	10	10	0	47	65	32	31
	GATWICK	CONTINENTAL AIRLINES	S	D	31	0	0	39	23	26	10	3	0	37	58	22	31
<b>TOTAL CLEVELAND</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>24</b>	<b>18</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>42</b>	<b>61</b>	<b>27</b>	<b>27</b>
COLOGNE (BONN)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	67	16	10	6	1	0	17	84	8	92
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	68	14	12	5	1	0	17	62	17	92
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	52	0	0	48	23	21	8	0	0	24	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	52	0	0	63	21	10	6	0	0	17	0	0	0
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	26	0	0	96	0	0	4	0	0	7	0	0	0
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	26	0	0	81	15	0	4	0	0	13	0	0	0
	EDINBURGH	EUROWINGS LUFTVERKEHRS	S	A	31	0	0	90	0	6	0	3	0	13	61	14	31
	EDINBURGH	EUROWINGS LUFTVERKEHRS	S	D	31	0	0	68	16	10	3	3	0	21	42	20	31
	GATWICK	EUROWINGS LUFTVERKEHRS	S	A	62	0	0	74	15	10	2	0	0	12	73	10	62
	GATWICK	EUROWINGS LUFTVERKEHRS	S	D	62	0	0	82	8	8	2	0	0	9	84	8	62
	STANSTED	EUROWINGS LUFTVERKEHRS	S	A	62	0	0	90	8	2	0	0	0	5	90	4	62
	STANSTED	EUROWINGS LUFTVERKEHRS	S	D	62	0	0	82	13	5	0	0	0	8	81	8	62

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 2004				
					Actual (7)	MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Plan (8)												
COLOGNE (BONN)																		
	MANCHESTER	HAPAG LLOYD EXPRESS	S	A	31	0	0	48	19	19	13	0	0	28	69	23	36	
	MANCHESTER	HAPAG LLOYD EXPRESS	S	D	31	0	0	55	19	16	10	0	0	22	61	22	36	
	NEWCASTLE	HAPAG LLOYD EXPRESS	S	A	18	0	0	67	17	11	0	6	0	27	0	0	0	
	NEWCASTLE	HAPAG LLOYD EXPRESS	S	D	18	0	0	67	11	11	6	6	0	31	0	0	0	
	HEATHROW	LUFTHANSA CITY LINE	S	A	76	0	0	93	1	1	4	0	0	8	82	11	87	
	HEATHROW	LUFTHANSA CITY LINE	S	D	76	0	0	91	4	3	3	0	0	7	78	12	88	
<b>TOTAL COLOGNE (BONN)</b>					<b>902</b>	<b>4</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>12</b>	<b>12</b>	
COLOMBO																		
	HEATHROW	SRILANKAN AIRLINES	S	A	53	0	0	81	8	6	4	2	0	15	89	9	53	
	HEATHROW	SRILANKAN AIRLINES	S	D	53	0	0	43	28	11	15	2	0	34	51	27	53	
<b>TOTAL COLOMBO</b>					<b>106</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>18</b>	<b>8</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>70</b>	<b>18</b>	<b>18</b>	
CONNAUGHT																		
	BIRMINGHAM	BMIBABY LTD	S	A	43	0	0	53	19	12	16	0	0	31	0	0	0	
	BIRMINGHAM	BMIBABY LTD	S	D	43	0	0	40	21	12	26	2	0	40	0	0	0	
	MANCHESTER	BMIBABY LTD	S	A	31	0	0	81	10	0	6	3	0	19	65	14	31	
	MANCHESTER	BMIBABY LTD	S	D	31	0	0	74	10	6	6	3	0	24	97	4	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	65	23	13	0	0	0	14	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	61	19	16	3	0	0	17	0	0	0	
	GATWICK	RYANAIR	S	A	31	0	0	77	13	6	3	0	0	10	0	0	0	
	GATWICK	RYANAIR	S	D	31	0	0	81	13	3	3	0	0	9	0	0	0	
	STANSTED	RYANAIR	S	A	31	0	0	90	6	3	0	0	0	4	68	12	31	
	STANSTED	RYANAIR	S	D	31	0	0	87	6	6	0	0	0	8	74	11	31	
<b>TOTAL CONNAUGHT</b>					<b>334</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>14</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>64</b>	<b>19</b>	<b>19</b>	
COPENHAGEN																		
	EDINBURGH	BMI REGIONAL	S	A	52	0	0	94	2	0	4	0	0	6	96	7	52	
	EDINBURGH	BMI REGIONAL	S	D	52	0	0	87	8	6	0	0	0	7	96	9	52	
	GLASGOW	BMI REGIONAL	S	A	31	0	0	90	3	3	3	0	0	4	94	8	31	
	GLASGOW	BMI REGIONAL	S	D	31	0	0	94	3	0	3	0	0	4	94	9	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	174	0	0	66	16	10	7	1	0	19	72	13	176	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	174	0	0	60	22	13	5	0	0	17	63	19	176	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	87	0	1	90	6	2	2	0	0	5	78	9	88	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	88	0	0	65	24	9	2	0	0	16	70	18	88	
	MANCHESTER	FLIGHTLINE LTD	C	D	2	0	0	50	50	0	0	0	0	13	0	0	0	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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																		
	BIRMINGHAM	MAERSK AIR	C	A	2	0	0	0	100	0	0	0	0	28	0	0	0	
	GATWICK	MAERSK AIR	S	A	83	0	0	64	14	10	11	1	0	23	92	6	79	
	GATWICK	MAERSK AIR	S	D	83	0	0	46	25	17	11	1	0	27	90	6	79	
	MANCHESTER	MAERSK AIR	S	A	26	0	0	38	35	27	0	0	0	20	0	0	0	
	MANCHESTER	MAERSK AIR	S	D	26	0	0	62	15	19	4	0	0	18	0	0	0	
	BIRMINGHAM	SAS	S	A	57	0	0	88	7	4	2	0	0	8	91	6	53	
	BIRMINGHAM	SAS	S	D	57	0	0	75	12	11	2	0	0	13	58	16	53	
	HEATHROW	SAS	S	A	176	0	0	67	20	9	4	0	0	16	69	15	177	
	HEATHROW	SAS	S	D	175	0	1	57	25	13	6	0	0	18	57	19	177	
	MANCHESTER	SAS	S	A	88	0	0	78	14	2	6	0	0	13	89	8	83	
	MANCHESTER	SAS	S	D	89	0	0	82	8	6	4	0	0	12	93	4	82	
	NEWCASTLE	SAS	S	A	31	1	0	90	10	0	0	0	0	4	0	0	0	
	NEWCASTLE	SAS	S	D	32	0	0	88	3	6	3	0	0	10	0	0	0	
	EDINBURGH	STERLING EUROPEAN AIRLINES	S	A	9	0	0	44	56	0	0	0	0	17	0	0	0	
	EDINBURGH	STERLING EUROPEAN AIRLINES	S	D	9	0	0	78	22	0	0	0	0	13	0	0	0	
	HEATHROW	VARIG	S	A	14	0	0	86	7	7	0	0	0	7	58	28	12	
	HEATHROW	VARIG	S	D	14	0	0	14	7	21	57	0	0	59	0	97	13	
<b>TOTAL COPENHAGEN</b>					<b>1672</b>	<b>4</b>	<b>2</b>	<b>70</b>	<b>16</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>76</b>	<b>13</b>	<b>13</b>	
CORFU																		
	BIRMINGHAM	AIR MALTA	C	A	4	0	0	0	25	25	50	0	0	77	25	104	4	
	BIRMINGHAM	AIR MALTA	C	D	4	0	0	0	0	75	25	0	0	58	25	199	4	
	HEATHROW	BMI BRITISH MIDLAND	C	A	5	0	0	40	40	20	0	0	0	14	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	C	D	5	0	0	80	20	0	0	0	0	9	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	5	0	0	100	0	0	0	0	0	0	89	21	9	
	BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	5	0	0	80	0	20	0	0	0	11	78	23	9	
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	23	0	0	83	9	9	0	0	0	9	74	9	23	
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	23	0	0	96	0	4	0	0	0	6	91	5	23	
	GLASGOW	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	5	0	0	100	0	0	0	0	0	1	100	2	9	
	GLASGOW	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	5	0	0	100	0	0	0	0	0	0	89	4	9	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)											
CORFU	LUTON	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	5	0	0	80	20	0	0	0	0	12	83	4	6
	LUTON	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	5	0	0	100	0	0	0	0	0	7	100	3	6
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	14	0	0	79	14	0	7	0	0	14	72	27	18
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	14	0	0	79	7	7	7	0	0	16	67	23	18
	NEWCASTLE	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	5	0	0	60	40	0	0	0	0	12	100	0	5
	NEWCASTLE	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	5	0	0	60	20	20	0	0	0	17	100	2	5
	STANSTED	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	5	0	0	80	0	0	20	0	0	17	80	3	5
	STANSTED	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	5	0	0	80	0	0	20	0	0	18	80	10	5
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	A	4	0	0	75	0	0	0	25	0	68	0	0	0
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	D	4	0	0	25	50	0	0	25	0	91	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	19	0	0	21	21	16	42	0	0	58	78	34	23
	GATWICK	EXCEL AIRWAYS LTD	C	D	19	0	0	53	11	11	26	0	0	42	83	10	23
	GLASGOW	EXCEL AIRWAYS LTD	C	A	8	0	0	63	25	13	0	0	0	9	100	0	4
	GLASGOW	EXCEL AIRWAYS LTD	C	D	8	0	0	75	0	25	0	0	0	10	75	11	4
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	15	0	0	67	13	20	0	0	0	11	63	30	16
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	15	0	0	67	7	13	13	0	0	24	81	48	16
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	5	0	0	60	20	20	0	0	0	13	75	10	4
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	14	100	0	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	78	11	11	0	0	0	9	75	20	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	89	0	11	0	0	0	12	100	2	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	26	0	0	73	15	0	12	0	0	13	80	9	25
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	26	0	0	54	31	12	4	0	0	18	85	7	26
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	0	40	0	0	0	21	100	1	5
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	60	20	20	0	0	0	19	100	6	5
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	40	20	0	20	20	0	93	60	12	5
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	40	20	20	0	0	20	90	60	17	5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	17	0	0	41	24	24	12	0	0	24	71	11	17
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	17	0	0	59	18	18	6	0	0	17	88	6	17

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)											
CORFU	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	75	54	4
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	8	100	2	4
	GATWICK	FLYJET LTD	C	A	3	1	0	0	67	33	0	0	0	26	75	9	4
	GATWICK	FLYJET LTD	C	D	4	0	0	25	0	0	75	0	0	69	75	13	4
	MANCHESTER	FLYJET LTD	C	A	4	0	0	0	25	25	50	0	0	53	0	58	4
	MANCHESTER	FLYJET LTD	C	D	4	0	0	75	0	25	0	0	0	13	0	39	4
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	0	100	3	7
	BIRMINGHAM	MONARCH AIRLINES	C	D	6	0	0	83	17	0	0	0	0	7	100	0	7
	GATWICK	MONARCH AIRLINES	C	A	20	0	0	70	10	15	5	0	0	17	63	14	16
	GATWICK	MONARCH AIRLINES	C	D	22	0	0	55	9	23	14	0	0	31	81	8	16
	LUTON	MONARCH AIRLINES	C	A	3	0	0	67	0	0	33	0	0	26	100	1	3
	LUTON	MONARCH AIRLINES	C	D	3	0	0	0	33	33	33	0	0	46	100	3	3
	MANCHESTER	MONARCH AIRLINES	C	A	21	0	0	57	10	19	14	0	0	23	56	19	16
	MANCHESTER	MONARCH AIRLINES	C	D	21	0	0	48	24	14	14	0	0	24	88	7	16
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	25	25	0	0	47	56	18	9
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	50	25	0	0	62	22	29	9
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	75	13	0	13	0	0	27	50	27	12
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	50	0	38	0	13	0	41	69	33	13
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	7	50	31	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	50	0	0	0	22	25	34	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	12	100	2	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	13	50	10	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	17	0	0	71	12	12	6	0	0	16	71	12	21
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	17	0	0	59	35	0	6	0	0	14	86	7	22
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	9	0	0	67	0	0	22	0	11	70	89	10	9
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	9	0	0	56	11	0	22	0	11	71	89	18	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	0	46	0	15	15	8	15	123	69	13	13
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	13	0	0	62	0	0	15	8	15	115	92	4	13
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	0	3	89	6	9
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	11	0	0	0	0	4	89	11	9
<b>TOTAL CORFU</b>					<b>628</b>	<b>2</b>	<b>0</b>	<b>64</b>	<b>13</b>	<b>12</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>27</b>	<b>75</b>	<b>21</b>	<b>21</b>
CORK	BIRMINGHAM	AER ARRAN	S	A	57	0	0	89	2	7	2	0	0	7	63	24	57



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

Origin / Destinations: C

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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)											
CORK	BIRMINGHAM	AER ARRAN	S	D	58	0	0	74	9	12	5	0	0	14	51	28	57
	EDINBURGH	AER ARRAN	S	A	32	0	0	75	16	9	0	0	0	9	54	30	26
	EDINBURGH	AER ARRAN	S	D	32	0	0	75	9	13	0	3	0	16	35	41	26
	HEATHROW	AER LINGUS	S	A	150	0	0	75	13	9	3	0	0	12	66	22	124
	HEATHROW	AER LINGUS	S	D	150	0	0	75	11	10	5	0	0	14	49	28	124
	BIRMINGHAM	BMIBABY LTD	S	A	31	1	0	52	13	10	19	6	0	44	0	0	0
	BIRMINGHAM	BMIBABY LTD	S	D	31	0	0	48	10	10	26	6	0	55	0	0	0
	MANCHESTER	BMIBABY LTD	S	A	56	0	1	64	13	9	14	0	0	25	55	43	31
	MANCHESTER	BMIBABY LTD	S	D	56	0	1	73	14	4	7	2	0	19	65	20	31
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	30	0	0	73	10	3	10	3	0	25	74	27	31
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	30	0	0	77	7	7	7	3	0	21	74	28	31
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	56	15	19	10	0	0	21	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	47	27	13	13	0	0	23	0	0	0
	GLASGOW	LOGANAIR	S	A	31	0	0	71	10	13	6	0	0	17	88	5	26
	GLASGOW	LOGANAIR	S	D	31	0	0	68	10	13	10	0	0	23	71	22	31
	STANSTED	RYANAIR	S	A	124	0	0	79	10	6	4	0	0	11	68	15	91
	STANSTED	RYANAIR	S	D	124	0	0	73	17	7	2	1	0	13	67	14	93
<b>TOTAL CORK</b>					<b>1148</b>	<b>1</b>	<b>2</b>	<b>71</b>	<b>12</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>59</b>	<b>25</b>	<b>25</b>
COZUMEL																	
<b>TOTAL COZUMEL</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
CUNAGUA ( CAYO COCO)																	
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	0	0	50	50	0	0	54	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	3	0	0	0	0	0	100	0	0	105	0	0	0
	GLASGOW	MONARCH AIRLINES	C	A	2	0	0	0	50	0	0	0	50	532	100	2	2
	GLASGOW	MONARCH AIRLINES	C	D	2	0	0	0	0	50	0	0	50	262	0	67	3
	MANCHESTER	MONARCH AIRLINES	C	D	2	0	0	50	0	0	0	0	50	516	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	0	0	0	25	369	100	2	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	0	25	25	25	0	25	414	75	9	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	6	0	0	67	0	17	0	0	17	185	100	2	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	20	0	20	0	20	142	75	12	4
<b>TOTAL CUNAGUA ( CAYO COCO)</b>					<b>31</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>13</b>	<b>16</b>	<b>19</b>	<b>0</b>	<b>23</b>	<b>259</b>	<b>77</b>	<b>14</b>	<b>14</b>

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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	25	0	1	76	8	12	4	0	0	13	42	64	26
		HEATHROW	BIMAN BANGLADESH AIRLINES	S	D	25	0	1	20	20	40	16	4	0	45	15	64	26
		HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	92	0	8	0	0	0	4	93	1	14
		HEATHROW	BRITISH AIRWAYS PLC	S	D	14	0	0	50	7	36	7	0	0	26	15	37	13
<b>TOTAL DACCA</b>						<b>77</b>	<b>0</b>	<b>2</b>	<b>56</b>	<b>10</b>	<b>25</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>38</b>	<b>48</b>	<b>48</b>
DALAMAN		MANCHESTER	AIR ATLANTA EUROPE LTD	C	A	2	0	0	50	0	0	0	50	0	110	0	0	0
		MANCHESTER	AIR ATLANTA EUROPE LTD	C	D	2	0	0	0	0	0	50	50	0	162	0	0	0
		BIRMINGHAM	BMI BRITISH MIDLAND	C	A	5	0	0	60	20	20	0	0	0	13	0	0	0
		BIRMINGHAM	BMI BRITISH MIDLAND	C	D	5	0	0	40	40	20	0	0	0	20	0	0	0
		HEATHROW	BMI BRITISH MIDLAND	C	A	5	0	0	0	0	60	40	0	0	55	0	70	5
		HEATHROW	BMI BRITISH MIDLAND	C	D	5	0	0	0	20	80	0	0	0	38	20	53	5
		MANCHESTER	BMI BRITISH MIDLAND	C	A	5	0	0	80	20	0	0	0	0	6	0	0	0
		MANCHESTER	BMI BRITISH MIDLAND	C	D	6	0	0	67	33	0	0	0	0	12	0	0	0
		BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	100	0	0	0	0	0	2	75	30	4
		BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	75	25	0	0	0	0	11	50	35	4
		GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	14	0	0	86	14	0	0	0	0	3	89	14	9
		GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	13	0	0	92	0	8	0	0	0	7	89	22	9
		GLASGOW	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	0	50	50	0	0	0	32	75	4	4
		GLASGOW	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	0	75	25	0	0	0	30	100	6	4
		LUTON	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	75	25	0	0	0	0	7	100	0	4
		LUTON	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	0	75	25	0	0	0	32	75	7	4
		MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	14	0	0	79	14	0	7	0	0	11	78	5	9
		MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	13	0	0	100	0	0	0	0	0	1	100	2	9
		NEWCASTLE	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	5	0	0	100	0	0	0	0	0	0	75	5	4
		NEWCASTLE	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	100	0	0	0	0	0	0	75	5	4

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
DALAMAN	STANSTED	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	5	0	0	100	0	0	0	0	0	2	0	0	0
	STANSTED	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	75	25	0	0	0	0	6	0	0	0
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	A	4	0	0	25	25	25	25	0	0	47	80	7	5
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	D	4	0	0	0	50	0	50	0	0	68	40	27	5
	GATWICK	EXCEL AIRWAYS LTD	C	A	26	0	0	69	12	12	8	0	0	20	74	21	23
	GATWICK	EXCEL AIRWAYS LTD	C	D	31	0	0	45	39	13	0	3	0	25	69	32	29
	GLASGOW	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	GLASGOW	EXCEL AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	11	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	23	0	0	57	13	22	9	0	0	23	73	56	15
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	24	0	0	50	17	29	4	0	0	22	73	56	15
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	9	0	0	67	0	22	11	0	0	22	0	0	0
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	9	0	0	67	11	11	11	0	0	22	0	0	0
	MANCHESTER	FINNAIR	C	D	3	0	0	0	33	33	0	33	0	129	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	7	0	0	100	0	0	0	0	0	1	100	1	9
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	88	13	0	0	0	0	5	89	6	9
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	35	0	0	94	3	0	3	0	0	5	83	7	24
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	34	0	0	62	26	9	3	0	0	16	71	16	24
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	12	0	0	83	8	8	0	0	0	7	100	1	4
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	11	0	0	45	27	27	0	0	0	20	75	8	4
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	2	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	19	0	0	95	0	5	0	0	0	4	100	1	20
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	17	0	0	88	0	12	0	0	0	9	95	3	21
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	5	100	1	4
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	11	75	11	4
	GLASGOW	FUTURA AIRLINES	C	A	5	0	0	60	40	0	0	0	0	10	0	0	0
	GLASGOW	FUTURA AIRLINES	C	D	4	0	0	25	50	25	0	0	0	21	0	0	0
	GATWICK	KIBRIS TURKISH AIRLINES - KTHY	S	A	5	0	0	100	0	0	0	0	0	8	100	0	5
	GATWICK	KIBRIS TURKISH AIRLINES - KTHY	S	D	6	0	0	50	17	0	33	0	0	40	100	2	5
	MANCHESTER	KIBRIS TURKISH AIRLINES - KTHY	S	A	13	0	0	62	8	8	8	15	0	51	58	36	12
	MANCHESTER	KIBRIS TURKISH AIRLINES - KTHY	S	D	13	0	0	46	0	31	8	15	0	57	50	51	12
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	18	0	1	72	6	11	11	0	0	20	68	20	19

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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)											
DALAMAN	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	18	0	0	61	17	6	11	6	0	30	55	30	22
	EDINBURGH	MONARCH AIRLINES	C	A	5	0	0	60	20	0	20	0	0	19	80	5	5
	EDINBURGH	MONARCH AIRLINES	C	D	5	0	0	40	20	20	20	0	0	34	100	3	5
	GATWICK	MONARCH AIRLINES	C	A	23	0	0	61	0	22	17	0	0	24	71	12	14
	GATWICK	MONARCH AIRLINES	C	D	25	0	0	44	16	24	16	0	0	35	80	8	15
	MANCHESTER	MONARCH AIRLINES	C	A	13	0	0	62	8	8	23	0	0	32	100	0	4
	MANCHESTER	MONARCH AIRLINES	C	D	14	0	0	64	7	14	14	0	0	24	100	0	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	12	2	0	92	0	0	0	8	0	28	93	9	14
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	14	0	0	93	0	0	0	0	7	32	93	15	14
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	67	11	0	11	0	11	59	77	27	13
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	33	33	11	11	0	11	76	69	35	13
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	1	0	75	25	0	0	0	0	4	60	13	5
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	20	0	0	0	0	10	60	27	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	21	2	0	95	0	0	0	5	0	11	74	30	23
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	23	0	0	96	0	0	0	4	0	11	65	37	23
	GATWICK	ONUR AIR	C	A	7	0	0	43	14	29	14	0	0	29	40	152	5
	GATWICK	ONUR AIR	C	D	8	0	0	0	0	25	63	13	0	106	0	168	5
	GLASGOW	ONUR AIR	C	A	7	0	0	43	14	0	29	14	0	57	0	0	0
	GLASGOW	ONUR AIR	C	D	6	0	0	50	0	17	33	0	0	42	0	0	0
	MANCHESTER	ONUR AIR	C	A	10	0	0	80	10	0	10	0	0	14	56	91	9
	MANCHESTER	ONUR AIR	C	D	10	0	0	30	20	20	30	0	0	46	44	127	9
	NEWCASTLE	ONUR AIR	C	A	5	0	0	20	0	40	40	0	0	61	50	24	4
	NEWCASTLE	ONUR AIR	C	D	5	0	0	0	20	0	80	0	0	102	50	21	4
	EDINBURGH	PEGASUS AIRLINES	C	A	4	0	0	75	0	25	0	0	0	15	0	0	0
	EDINBURGH	PEGASUS AIRLINES	C	D	4	0	0	75	0	25	0	0	0	13	0	0	0
	GATWICK	PEGASUS AIRLINES	C	A	5	0	0	40	20	0	40	0	0	68	100	0	1
	GATWICK	PEGASUS AIRLINES	C	D	6	0	0	33	17	0	50	0	0	67	100	0	2
	GLASGOW	PEGASUS AIRLINES	C	A	12	0	0	75	25	0	0	0	0	8	70	13	10
	GLASGOW	PEGASUS AIRLINES	C	D	11	0	0	18	55	27	0	0	0	24	50	18	8
	NEWCASTLE	PEGASUS AIRLINES	C	A	8	0	0	75	0	25	0	0	0	11	100	4	4
	NEWCASTLE	PEGASUS AIRLINES	C	D	8	0	0	50	13	38	0	0	0	18	100	2	4
	LUTON	SUNEXPRESS	C	A	4	0	0	50	25	25	0	0	0	18	0	0	0
	LUTON	SUNEXPRESS	C	D	4	0	0	0	50	0	50	0	0	54	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 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)											
DALAMAN	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	0	11	0	0	11	89	100	0	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	11	0	11	0	11	96	60	9	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	21	0	0	38	19	24	19	0	0	40	92	5	24
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	23	0	0	43	9	9	35	4	0	56	73	19	26
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	15	0	0	53	13	20	0	13	0	50	89	5	9
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	13	2	0	46	8	0	38	8	0	58	78	15	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	39	0	0	56	13	10	10	10	0	50	94	3	18
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	39	0	0	67	5	13	8	8	0	40	95	3	19
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	11	0	0	0	7	78	15	9
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	44	44	11	0	0	0	17	89	20	9
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	0	11	11	0	0	18	100	0	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	0	0	22	0	0	27	100	6	4
<b>TOTAL DALAMAN</b>					<b>1029</b>	<b>7</b>	<b>1</b>	<b>63</b>	<b>13</b>	<b>11</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>76</b>	<b>21</b>	<b>21</b>
DALLAS/FORT WORTH	GATWICK	AMERICAN AIRLINES	S	A	93	0	0	45	8	20	25	2	0	44	73	18	93
	GATWICK	AMERICAN AIRLINES	S	D	93	0	0	78	17	3	1	0	0	10	71	14	93
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	65	23	10	3	0	0	16	81	7	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	71	16	10	3	0	0	14	77	12	31
<b>TOTAL DALLAS/FORT WORTH</b>					<b>248</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>14</b>	<b>11</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>74</b>	<b>14</b>	<b>14</b>
DAMASCUS	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	26	0	0	85	8	8	0	0	0	5	90	26	31
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	27	0	0	52	30	11	4	4	0	26	40	25	30
	HEATHROW	SYRIANAIR	S	A	13	0	0	31	31	23	8	0	8	98	31	49	13
	HEATHROW	SYRIANAIR	S	D	13	0	0	23	38	31	8	0	0	29	46	25	13
	MANCHESTER	SYRIANAIR	S	A	8	0	0	13	38	50	0	0	0	32	0	63	8
	MANCHESTER	SYRIANAIR	S	D	8	0	0	25	0	38	38	0	0	55	50	13	8
<b>TOTAL DAMASCUS</b>					<b>95</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>23</b>	<b>20</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>33</b>	<b>52</b>	<b>30</b>	<b>30</b>
DAMMAM	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	5	0	0	20	40	40	0	0	0	28	0	0	0
<b>TOTAL DAMMAM</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>40</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>
DAR-ES-SALAAM																	

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

Origin / Destinations: D

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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)												
DAR-ES-SALAAM																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	14	0	0	86	7	7	0	0	0	5	100	1	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	38	15	38	8	0	0	29	50	17	14	
<b>TOTAL DAR-ES-SALAAM</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>11</b>	<b>22</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>74</b>	<b>9</b>	<b>9</b>	
DEER LAKE (NEWFOUNDLAN																		
	GATWICK	ASTRAEUS LTD	C	A	4	0	0	50	50	0	0	0	0	13	0	0	0	
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0	
<b>TOTAL DEER LAKE (NEWFOUNDLAND)</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>	
DELHI																		
	BIRMINGHAM	AIR INDIA	S	A	14	0	0	50	7	14	7	7	14	214	0	0	0	
	BIRMINGHAM	AIR INDIA	S	D	13	0	0	0	23	38	23	0	15	236	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	97	3	0	0	0	2	97	1	31		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	45	26	26	3	0	0	23	42	23	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	39	35	23	3	0	0	24	29	33	14	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	39	35	23	3	0	0	23	62	15	13	
<b>TOTAL DELHI</b>					<b>153</b>	<b>1</b>	<b>0</b>	<b>49</b>	<b>23</b>	<b>19</b>	<b>5</b>	<b>1</b>	<b>3</b>	<b>62</b>	<b>62</b>	<b>16</b>	<b>16</b>	
DENVER INTERNATIONAL																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	77	13	3	6	0	0	10	97	41	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	65	26	6	3	0	0	14	35	28	31	
<b>TOTAL DENVER INTERNATIONAL</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>19</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>66</b>	<b>34</b>	<b>34</b>	
DETROIT																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	90	10	0	0	0	0	5	90	4	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	48	32	16	3	0	0	18	71	13	31	
	GATWICK	NORTHWEST AIRLINES	S	A	31	0	1	65	3	6	19	3	3	70	84	7	31	
	GATWICK	NORTHWEST AIRLINES	S	D	31	0	0	58	16	19	6	0	0	20	84	7	31	
<b>TOTAL DETROIT</b>					<b>124</b>	<b>1</b>	<b>1</b>	<b>65</b>	<b>15</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>28</b>	<b>82</b>	<b>8</b>	<b>8</b>	
DINARD																		
	LUTON	RYANAIR	S	A	31	0	0	94	6	0	0	0	0	3	0	0	0	
	LUTON	RYANAIR	S	D	31	0	0	90	6	3	0	0	0	7	0	0	0	
	STANSTED	RYANAIR	S	A	31	0	0	81	6	10	3	0	0	12	73	21	40	
	STANSTED	RYANAIR	S	D	31	0	0	52	39	6	3	0	0	18	75	12	40	
<b>TOTAL DINARD</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>15</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>17</b>	<b>17</b>	
DJIBOUTI																		

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
DJIBOUTI																		
	GATWICK	DAALLO AIRLINES		S A	9	0	0	67	11	0	11	11	0	35	33	56	9	
	GATWICK	DAALLO AIRLINES		S D	9	0	0	22	11	44	11	11	0	54	25	45	8	
<b>TOTAL DJIBOUTI</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>11</b>	<b>22</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>44</b>	<b>29</b>	<b>51</b>	<b>51</b>	
DOHA																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	31	0	0	97	0	0	3	0	0	4	100	0	31	
	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	0	55	39	0	3	3	0	24	58	17	31	
	GATWICK	QATAR AIRWAYS		S A	30	1	1	97	3	0	0	0	0	1	0	0	0	
	GATWICK	QATAR AIRWAYS		S D	31	0	0	39	48	13	0	0	0	19	0	0	0	
	HEATHROW	QATAR AIRWAYS		S A	62	0	0	92	3	3	2	0	0	6	92	4	62	
	HEATHROW	QATAR AIRWAYS		S D	62	0	0	63	24	10	3	0	0	15	58	14	62	
	MANCHESTER	QATAR AIRWAYS		S A	17	0	0	76	6	6	12	0	0	13	100	0	16	
	MANCHESTER	QATAR AIRWAYS		S D	17	0	0	71	12	18	0	0	0	12	71	11	17	
<b>TOTAL DOHA</b>					<b>281</b>	<b>1</b>	<b>1</b>	<b>74</b>	<b>17</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>8</b>	<b>8</b>	
DONCASTER SHEFFIELD																		
DORTMUND																		
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	52	0	0	85	2	2	2	8	2	39	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	52	0	0	69	21	4	4	2	0	18	0	0	0	
<b>TOTAL DORTMUND</b>					<b>104</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>3</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	
DUBAI																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	62	0	1	94	3	2	0	2	0	6	88	8	76	
	HEATHROW	BRITISH AIRWAYS PLC		S D	62	0	0	65	24	5	5	0	2	22	75	18	75	
	BIRMINGHAM	EMIRATES		S A	61	0	1	82	8	8	2	0	0	8	90	8	31	
	BIRMINGHAM	EMIRATES		S D	62	0	0	79	10	10	2	0	0	10	52	23	31	
	GATWICK	EMIRATES		S A	93	0	0	94	2	3	1	0	0	4	73	11	93	
	GATWICK	EMIRATES		S D	93	0	0	59	27	11	3	0	0	16	67	13	94	
	GLASGOW	EMIRATES		S A	31	0	0	77	19	3	0	0	0	8	77	10	31	
	GLASGOW	EMIRATES		S D	31	0	0	81	13	6	0	0	0	9	58	19	31	
	HEATHROW	EMIRATES		S A	124	0	0	71	18	10	2	0	0	12	62	15	124	
	HEATHROW	EMIRATES		S D	124	0	0	32	36	27	5	0	0	26	43	27	124	
	MANCHESTER	EMIRATES		S A	62	0	0	89	10	2	0	0	0	5	79	13	62	
	MANCHESTER	EMIRATES		S D	62	0	0	68	18	15	0	0	0	13	77	33	62	
<b>TOTAL DUBAI</b>					<b>867</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>17</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>68</b>	<b>17</b>	<b>17</b>	

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
DUBLIN																		
	BIRMINGHAM	AER LINGUS	S	A	101	1	0	76	15	4	5	0	0	13	85	8	106	
	BIRMINGHAM	AER LINGUS	S	D	100	0	1	57	24	10	9	0	0	21	75	14	106	
	EDINBURGH	AER LINGUS	S	A	31	0	0	61	26	10	3	0	0	16	45	24	44	
	EDINBURGH	AER LINGUS	S	D	31	0	0	45	23	26	6	0	0	31	27	34	44	
	GLASGOW	AER LINGUS	S	A	83	0	0	80	8	7	5	0	0	12	58	20	66	
	GLASGOW	AER LINGUS	S	D	82	0	1	67	17	10	6	0	0	17	36	31	66	
	HEATHROW	AER LINGUS	S	A	397	0	1	68	20	9	3	0	0	14	60	17	397	
	HEATHROW	AER LINGUS	S	D	397	0	1	76	13	8	3	0	0	13	64	19	398	
	MANCHESTER	AER LINGUS	S	A	126	1	1	66	21	8	4	2	0	17	78	9	136	
	MANCHESTER	AER LINGUS	S	D	126	0	1	67	17	8	6	2	0	19	77	10	136	
	HEATHROW	BMI BRITISH MIDLAND	S	A	196	0	0	58	19	15	8	1	0	22	62	20	197	
	HEATHROW	BMI BRITISH MIDLAND	S	D	196	0	0	62	14	15	8	1	0	20	56	24	197	
	GATWICK	BRITISH AIRWAYS PLC	S	A	113	0	0	55	21	16	8	0	0	20	64	15	115	
	GATWICK	BRITISH AIRWAYS PLC	S	D	113	0	0	64	17	15	4	0	0	17	63	17	115	
	LONDON CITY	CITY JET	S	A	116	0	0	88	6	3	3	0	0	7	89	5	113	
	LONDON CITY	CITY JET	S	D	115	0	0	70	19	9	3	0	0	16	68	16	113	
	GLASGOW	LOGANAIR	S	A	6	3	0	50	0	33	17	0	0	28	0	0	0	
	GLASGOW	LOGANAIR	S	D	6	4	0	33	50	17	0	0	0	22	0	0	0	
	MANCHESTER	LUXAIR	S	A	31	0	0	68	19	10	3	0	0	14	83	10	29	
	MANCHESTER	LUXAIR	S	D	31	0	0	94	3	3	0	0	0	5	90	8	29	
	BIRMINGHAM	RYANAIR	S	A	76	0	0	88	5	3	4	0	0	7	83	10	80	
	BIRMINGHAM	RYANAIR	S	D	76	0	0	72	20	4	4	0	0	12	61	17	80	
	EDINBURGH	RYANAIR	S	A	88	0	0	80	13	3	3	1	0	11	82	8	89	
	EDINBURGH	RYANAIR	S	D	88	0	0	73	18	5	3	1	0	14	74	10	89	
	GATWICK	RYANAIR	S	A	155	0	0	68	17	12	3	0	0	13	73	13	186	
	GATWICK	RYANAIR	S	D	155	0	0	71	12	14	3	0	0	12	71	13	186	
	LUTON	RYANAIR	S	A	117	1	0	69	19	11	1	0	0	11	89	10	150	
	LUTON	RYANAIR	S	D	117	0	0	83	9	7	1	0	0	9	88	8	149	
	MANCHESTER	RYANAIR	S	A	119	0	0	77	6	15	2	0	0	11	84	7	128	
	MANCHESTER	RYANAIR	S	D	119	0	0	79	8	10	3	0	0	9	82	8	128	
	NEWCASTLE	RYANAIR	S	A	57	0	0	88	2	7	4	0	0	7	93	3	58	
	NEWCASTLE	RYANAIR	S	D	57	0	0	86	5	5	4	0	0	8	90	6	58	
	STANSTED	RYANAIR	S	A	344	0	1	77	13	7	3	0	0	12	68	14	382	



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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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)												
DUBLIN																		
	STANSTED	RYANAIR		S D	346	0	0	80	11	6	3	0	0	11	77	11	381	
<b>TOTAL DUBLIN</b>					<b>4312</b>	<b>18</b>	<b>7</b>	<b>72</b>	<b>15</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>14</b>	<b>14</b>	
DUBROVNIK																		
	GATWICK	ASTRAEUS LTD		C A	5	0	0	80	0	20	0	0	0	12	75	8	4	
	GATWICK	ASTRAEUS LTD		C D	5	0	0	40	20	20	20	0	0	46	100	5	4	
	MANCHESTER	ASTRAEUS LTD		C A	5	0	0	40	40	0	20	0	0	29	100	0	4	
	MANCHESTER	ASTRAEUS LTD		C D	5	0	0	60	0	20	20	0	0	32	100	0	4	
	HEATHROW	BMI BRITISH MIDLAND		C A	5	0	0	40	60	0	0	0	0	17	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND		C D	5	0	0	60	40	0	0	0	0	10	0	0	0	
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY		C A	5	0	0	80	20	0	0	0	0	11	0	0	0	
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY		C D	5	0	0	60	40	0	0	0	0	12	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY		C A	5	0	0	80	0	0	20	0	0	37	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY		C D	5	0	0	80	0	0	0	20	0	39	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC		S A	31	0	0	23	13	35	29	0	0	46	59	16	17	
	GATWICK	BRITISH AIRWAYS PLC		S D	31	0	0	13	13	39	35	0	0	48	71	16	17	
	GATWICK	CROATIA AIRLINES		S A	18	0	0	67	22	0	11	0	0	16	38	20	13	
	GATWICK	CROATIA AIRLINES		S D	18	0	0	33	22	33	11	0	0	30	38	18	13	
	MANCHESTER	CROATIA AIRLINES		S A	9	0	0	78	22	0	0	0	0	12	56	30	9	
	MANCHESTER	CROATIA AIRLINES		S D	9	0	0	100	0	0	0	0	0	6	56	31	9	
	GLASGOW	DUBROVNIK AIRLINE		C A	5	0	0	40	20	40	0	0	0	20	0	0	0	
	GLASGOW	DUBROVNIK AIRLINE		C D	5	0	0	40	20	40	0	0	0	25	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	5	0	0	40	20	20	20	0	0	32	100	8	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	5	0	0	100	0	0	0	0	0	10	100	0	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	5	0	0	100	0	0	0	0	0	0	100	1	4	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN		C A	5	0	0	60	20	20	0	0	0	13	75	9	4	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN		C D	5	0	0	100	0	0	0	0	0	9	100	7	4	
	MANCHESTER	GB AIRWAYS LTD		S A	14	0	0	43	50	0	0	7	0	25	0	0	0	
	MANCHESTER	GB AIRWAYS LTD		S D	14	0	0	86	7	0	7	0	0	13	0	0	0	
<b>TOTAL DUBROVNIK</b>					<b>229</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>18</b>	<b>17</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>67</b>	<b>15</b>	<b>15</b>	

DUNDEE

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JULY 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
DUNDEE	LONDON CITY	SCOT AIRWAYS	S	A	99	0	0	79	17	3	1	0	0	11	89	7	101
	LONDON CITY	SCOT AIRWAYS	S	D	99	0	0	67	27	6	0	0	0	12	82	9	101
<b>TOTAL DUNDEE</b>					<b>198</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>22</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>8</b>	<b>8</b>
DURHAM TEES VALLEY	HEATHROW	BMI BRITISH MIDLAND	S	A	83	0	0	71	19	7	2	0	0	11	93	4	83
	HEATHROW	BMI BRITISH MIDLAND	S	D	83	0	0	84	6	8	1	0	0	8	78	10	83
<b>TOTAL DURHAM TEES VALLEY</b>					<b>166</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>86</b>	<b>7</b>	<b>7</b>
DUSSELDORF	MANCHESTER	AIR BERLIN	S	A	18	0	0	89	6	6	0	0	0	6	0	0	0
	MANCHESTER	AIR BERLIN	S	D	18	0	0	89	6	6	0	0	0	4	0	0	0
	STANSTED	AIR BERLIN	S	A	77	0	1	75	10	12	1	1	0	14	94	7	77
	STANSTED	AIR BERLIN	S	D	77	0	1	64	14	16	4	3	0	22	86	11	77
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	99	0	0	97	2	1	0	0	0	1	82	9	106
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	100	0	0	93	3	3	1	0	0	4	88	7	105
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	76	0	0	89	7	3	1	0	0	5	92	4	102
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	77	0	0	91	0	8	1	0	0	5	94	3	101
	HEATHROW	BRITISH AIRWAYS PLC	S	A	173	0	0	87	5	3	5	1	0	9	78	12	171
	HEATHROW	BRITISH AIRWAYS PLC	S	D	173	0	0	70	16	9	5	0	0	16	66	16	171
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	66	0	0	86	9	5	0	0	0	5	81	8	75
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	66	0	0	82	14	5	0	0	0	7	75	12	75
	LONDON CITY	EUROWINGS LUFTVERKEHRS	S	A	42	0	0	93	2	2	2	0	0	6	0	0	0
	LONDON CITY	EUROWINGS LUFTVERKEHRS	S	D	42	0	0	74	17	7	2	0	0	13	0	0	0
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	A	26	0	0	88	8	0	4	0	0	7	92	4	26
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	D	25	0	0	84	12	0	4	0	0	10	77	7	26
	HEATHROW	LUFTHANSA	S	A	147	0	2	85	9	2	4	0	0	8	73	13	150
	HEATHROW	LUFTHANSA	S	D	147	0	2	79	14	3	5	0	0	10	77	10	147
	MANCHESTER	LUFTHANSA CITY LINE	S	A	76	0	0	89	7	3	1	0	0	7	84	9	79
	MANCHESTER	LUFTHANSA CITY LINE	S	D	76	0	0	91	8	0	1	0	0	4	86	6	79
<b>TOTAL DUSSELDORF</b>					<b>1601</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>9</b>	<b>9</b>

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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
EDINBURGH																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	238	0	0	70	16	11	3	0	0	14	69	14	236	
	HEATHROW	BMI BRITISH MIDLAND	S	D	238	0	0	77	11	10	1	0	0	11	65	19	239	
	MANCHESTER	BMI REGIONAL	S	A	118	0	0	87	9	3	1	0	0	6	91	5	121	
	MANCHESTER	BMI REGIONAL	S	D	112	0	0	93	4	2	2	0	0	5	95	4	122	
	BIRMINGHAM	BMIBABY LTD	S	A	62	0	0	69	18	5	8	0	0	16	0	0	0	
	BIRMINGHAM	BMIBABY LTD	S	D	62	0	0	61	26	5	8	0	0	19	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	165	6	0	85	8	5	2	0	0	7	90	5	166	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	165	5	0	79	12	7	1	1	0	10	88	5	165	
	LONDON CITY	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	119	0	0	71	13	9	6	0	0	15	84	7	70	
	LONDON CITY	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	118	0	0	59	23	10	8	0	0	21	81	10	69	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	154	0	0	76	17	6	1	0	0	10	80	9	155	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	154	0	0	78	13	5	5	0	0	10	83	8	155	
	GATWICK	BRITISH AIRWAYS PLC	S	A	179	0	1	41	16	25	18	0	0	32	68	15	181	
	GATWICK	BRITISH AIRWAYS PLC	S	D	180	0	0	50	17	22	11	0	0	26	71	13	181	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	357	0	0	46	25	18	10	0	0	25	57	20	334	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	357	0	0	57	21	14	8	0	0	21	66	17	334	
	MANCHESTER	CHANNEL EXPRESS (INCORP: JET 2)	S	A	80	0	0	69	9	19	4	0	0	14	0	0	0	
	MANCHESTER	CHANNEL EXPRESS (INCORP: JET 2)	S	D	80	0	0	86	9	5	0	0	0	6	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	119	0	0	51	24	18	7	0	0	21	58	23	119	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	119	0	0	53	24	15	8	0	0	21	55	21	119	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	166	0	0	77	9	9	5	0	0	12	73	17	168	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	165	0	1	63	19	13	5	0	0	18	64	20	167	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	166	0	2	72	14	10	3	1	0	14	64	20	166	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	168	0	0	54	24	17	5	0	0	20	56	24	167	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	150	1	6	79	7	8	5	1	0	14	91	5	161	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	152	0	4	62	15	11	10	2	0	25	81	11	161	
	STANSTED	FLYGLOBESPAN	S	A	52	0	0	75	15	4	2	4	0	22	0	0	0	
	STANSTED	FLYGLOBESPAN	S	D	51	0	1	45	37	14	2	2	0	23	0	0	0	

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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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	LONDON CITY	SCOT AIRWAYS	S	A	169	0	13	72	18	9	1	0	0	11	78	9	196
	LONDON CITY	SCOT AIRWAYS	S	D	169	0	13	78	17	5	0	0	0	8	88	6	197
<b>TOTAL EDINBURGH</b>					<b>4587</b>	<b>19</b>	<b>41</b>	<b>66</b>	<b>17</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>73</b>	<b>14</b>	<b>14</b>
EINDHOVEN	HEATHROW	KLM CITYHOPPER	S	A	63	0	0	78	13	10	0	0	0	9	0	0	0
	HEATHROW	KLM CITYHOPPER	S	D	63	0	0	79	10	8	3	0	0	9	0	0	0
	STANSTED	RYANAIR	S	A	52	0	0	100	0	0	0	0	0	1	90	5	52
	STANSTED	RYANAIR	S	D	52	0	0	98	2	0	0	0	0	3	91	9	53
<b>TOTAL EINDHOVEN</b>					<b>230</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>12</b>	<b>12</b>
EL ALAMEIN	GATWICK	ASTRAEUS LTD	C	A	4	0	0	50	0	50	0	0	0	21	0	0	0
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	75	0	0	25	0	0	23	0	0	0
<b>TOTAL EL ALAMEIN</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
ENTEBBE	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	85	8	8	0	0	0	6	77	6	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	85	15	0	0	0	0	14	54	26	13
<b>TOTAL ENTEBBE</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>65</b>	<b>16</b>	<b>16</b>
ERFURT																	
ESBJERG	LUTON	RYANAIR	S	A	31	0	0	84	3	6	6	0	0	11	0	0	0
	LUTON	RYANAIR	S	D	31	0	0	65	19	10	6	0	0	17	0	0	0
<b>TOTAL ESBJERG</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>81</b>	<b>8</b>	<b>8</b>
EXETER	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	A	57	0	0	54	16	23	7	0	0	23	61	14	31
	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	D	57	0	0	54	18	23	5	0	0	24	77	8	31
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	A	32	0	1	63	13	6	13	6	0	38	58	18	31
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	D	31	0	0	58	23	10	6	3	0	26	84	8	31
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	S	A	31	0	0	81	0	10	10	0	0	15	0	0	0
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	S	D	31	0	0	71	10	10	10	0	0	20	0	0	0
<b>TOTAL EXETER</b>					<b>240</b>	<b>0</b>	<b>1</b>	<b>62</b>	<b>14</b>	<b>15</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>70</b>	<b>12</b>	<b>12</b>

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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
FAIRFORD																		
FARO																		
	MANCHESTER	AIR ATLANTA EUROPE LTD	C	A	2	1	0	0	0	50	50	0	0	107	0	0	0	
	MANCHESTER	AIR ATLANTA EUROPE LTD	C	D	2	1	0	0	0	0	50	50	0	160	0	0	0	
	BIRMINGHAM	AIR MALTA	C	A	4	0	0	100	0	0	0	0	0	80	4	10		
	BIRMINGHAM	AIR MALTA	C	D	4	0	0	100	0	0	0	0	1	80	10	10		
	HEATHROW	AIR PORTUGAL	S	A	31	0	0	61	26	13	0	0	15	32	27	31		
	HEATHROW	AIR PORTUGAL	S	D	31	0	0	94	3	3	0	0	3	97	1	31		
	EDINBURGH	BMI BRITISH MIDLAND	C	A	5	0	0	60	0	20	20	0	26	0	0	0		
	EDINBURGH	BMI BRITISH MIDLAND	C	D	5	0	0	60	0	20	20	0	29	0	0	0		
	BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	75	0	25	0	0	11	100	1	9		
	BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	75	0	0	25	0	20	89	4	9		
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	9	0	0	67	11	11	11	0	17	78	8	9		
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	9	0	0	78	11	0	11	0	15	78	8	9		
	GLASGOW	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	100	0	0	0	0	0	100	3	5		
	GLASGOW	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	100	0	0	0	0	4	100	2	5		
	LUTON	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	75	0	0	0	0	25	218	100	1	4	
	LUTON	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	3	2	0	67	33	0	0	0	11	100	4	4		
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	9	0	0	56	0	11	22	11	52	92	4	12		
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	9	0	0	78	0	0	22	0	24	92	3	13		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	5	0	0	80	0	0	20	0	14	0	0	0		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	5	0	0	80	0	0	20	0	20	0	0	0		
	MANCHESTER	CHANNEL EXPRESS (INCORP: JET 2)	S	A	31	0	0	94	0	0	3	3	9	0	0	0		
	MANCHESTER	CHANNEL EXPRESS (INCORP: JET 2)	S	D	31	0	0	74	13	10	3	0	14	0	0	0		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	41	0	0	59	24	10	2	2	27	69	14	36		

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	41	0	0	51	27	17	2	2	0	23	75	13	36	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	60	0	0	82	10	5	3	0	0	10	85	5	62	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	70	17	10	2	2	0	16	81	10	62	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	66	1	1	80	8	8	5	0	0	11	81	13	67	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	67	0	0	48	36	10	6	0	0	22	76	19	67	
	STANSTED	EUROATLANTIC AIRWAYS	C	A	4	0	0	50	0	25	0	25	0	60	100	0	2	
	STANSTED	EUROATLANTIC AIRWAYS	C	D	4	0	0	50	0	25	0	25	0	68	50	36	2	
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	A	5	0	0	0	0	40	40	20	0	94	50	20	4	
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	D	5	0	0	0	0	40	40	20	0	101	75	14	4	
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	4	0	0	50	0	0	25	25	0	81	100	0	1	
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	4	0	0	0	50	0	25	25	0	93	100	0	2	
	GATWICK	EXCEL AIRWAYS LTD	C	A	14	0	0	50	7	36	7	0	0	26	82	13	11	
	GATWICK	EXCEL AIRWAYS LTD	C	D	14	0	0	71	14	7	7	0	0	18	79	14	14	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	7	0	0	100	0	0	0	0	0	2	67	20	15	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	8	0	0	88	0	0	13	0	0	18	46	27	13	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	67	22	11	0	0	0	11	70	14	10	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	78	22	0	0	0	0	8	70	17	10	
	EDINBURGH	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	80	11	5	
	EDINBURGH	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	17	80	12	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	23	0	0	83	17	0	0	0	0	9	73	11	30	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	23	0	0	70	26	4	0	0	0	11	61	24	31	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	3	100	4	10	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	9	50	12	10	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	0	0	0	25	225	80	6	5	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	0	50	0	0	0	27	100	0	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	33	0	0	64	24	12	0	0	0	12	83	11	29	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	33	0	0	82	12	6	0	0	0	7	86	10	29	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	5	100	4	9	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	56	33	11	0	0	0	16	40	50	10	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	21	0	0	52	24	10	5	10	0	42	0	0	0	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	21	0	0	57	10	19	5	10	0	41	0	0	0	
	EDINBURGH	FLYGLOBESPAN	S	A	9	0	0	78	0	0	22	0	0	20	0	0	0	
	EDINBURGH	FLYGLOBESPAN	S	D	9	0	0	56	11	11	22	0	0	36	0	0	0	

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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	A	29	2	2	97	3	0	0	0	0	1	0	0	0	0
	GLASGOW	FLYGLOBESPAN	S	D	29	2	2	66	24	10	0	0	0	15	0	0	0	0
	GATWICK	FLYJET LTD	C	A	2	0	0	0	50	0	50	0	0	49	60	37	5	5
	GATWICK	FLYJET LTD	C	D	2	0	0	0	50	50	0	0	0	35	60	33	5	5
	GATWICK	GB AIRWAYS LTD	S	A	93	0	0	72	18	8	2	0	0	11	82	9	98	98
	GATWICK	GB AIRWAYS LTD	S	D	93	0	0	39	31	25	5	0	0	24	66	18	98	98
	BIRMINGHAM	MONARCH AIRLINES	S	A	4	0	0	100	0	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	S	D	4	0	0	100	0	0	0	0	0	4	0	0	0	0
	EDINBURGH	MONARCH AIRLINES	C	A	5	0	0	80	0	0	20	0	0	30	100	3	10	10
	EDINBURGH	MONARCH AIRLINES	C	D	5	0	0	80	0	0	20	0	0	36	100	0	10	10
	GATWICK	MONARCH AIRLINES	S	A	35	0	0	63	11	11	14	0	0	23	71	21	31	31
	GATWICK	MONARCH AIRLINES	C	A	11	0	0	36	55	9	0	0	0	16	71	46	14	14
	GATWICK	MONARCH AIRLINES	C	D	11	0	0	100	0	0	0	0	0	3	71	45	14	14
	GATWICK	MONARCH AIRLINES	S	D	35	0	0	63	11	14	11	0	0	23	68	23	31	31
	LUTON	MONARCH AIRLINES	S	A	22	0	0	64	23	5	5	5	0	23	79	18	14	14
	LUTON	MONARCH AIRLINES	S	D	22	0	0	55	32	9	0	5	0	25	86	15	14	14
	MANCHESTER	MONARCH AIRLINES	S	A	49	0	0	88	10	2	0	0	0	6	87	9	31	31
	MANCHESTER	MONARCH AIRLINES	C	A	10	0	0	50	30	20	0	0	0	16	33	22	9	9
	MANCHESTER	MONARCH AIRLINES	S	D	49	0	0	82	10	6	2	0	0	9	84	11	31	31
	MANCHESTER	MONARCH AIRLINES	C	D	11	0	0	45	36	18	0	0	0	21	56	19	9	9
	NEWCASTLE	MONARCH AIRLINES	C	A	5	0	0	80	0	0	20	0	0	33	0	0	0	0
	NEWCASTLE	MONARCH AIRLINES	C	D	5	0	0	80	0	0	20	0	0	28	0	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	23	0	0	96	0	4	0	0	0	2	62	35	21	21
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	100	0	5	5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	23	0	0	96	4	0	0	0	0	3	57	39	23	23
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	2	100	1	5	5
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	9	0	0	78	0	22	0	0	0	8	60	17	5	5
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	9	0	0	78	11	11	0	0	0	9	20	32	5	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	56	11	0	11	0	22	132	47	111	19	19
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	78	0	0	11	0	11	81	47	51	19	19
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	10	0	0	80	0	0	10	10	0	35	54	24	13	13
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	10	0	0	70	20	0	0	10	0	37	50	35	12	12
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	15	0	0	47	0	20	20	7	7	79	83	11	24	24

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	16	0	0	38	6	19	25	13	0	77	75	12	24	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	10	0	0	60	0	10	30	0	0	33	78	12	9	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	10	0	0	70	0	10	20	0	0	27	44	20	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	14	0	0	21	14	43	7	14	0	76	63	27	19	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	15	0	0	40	20	13	0	13	13	107	74	22	19	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	14	0	0	86	7	7	0	0	0	7	93	4	14	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	14	0	0	93	7	0	0	0	0	2	93	5	14	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	60	0	0	0	0	16	90	6	10	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	40	0	0	0	0	15	70	10	10	
<b>TOTAL FARO</b>					<b>1612</b>	<b>9</b>	<b>5</b>	<b>68</b>	<b>15</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>22</b>	<b>74</b>	<b>18</b>	<b>18</b>	
FIGARI																		
	STANSTED	CHANNEL EXPRESS (INCORP: JET 2)	C	A	5	0	0	100	0	0	0	0	0	2	75	6	4	
	STANSTED	CHANNEL EXPRESS (INCORP: JET 2)	C	D	5	0	0	100	0	0	0	0	0	4	100	0	4	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	0	0	60	40	0	0	72	50	17	4	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	40	20	20	20	0	0	44	100	4	4	
<b>TOTAL FIGARI</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>5</b>	<b>20</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>81</b>	<b>7</b>	<b>7</b>	
FLORENCE																		
	GATWICK	MERIDIANA AIR	S	A	43	0	1	51	26	14	9	0	0	26	48	32	60	
	GATWICK	MERIDIANA AIR	S	D	43	0	2	16	19	37	23	5	0	56	34	50	58	
<b>TOTAL FLORENCE</b>					<b>86</b>	<b>0</b>	<b>3</b>	<b>34</b>	<b>22</b>	<b>26</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>41</b>	<b>42</b>	<b>40</b>	<b>40</b>	
FORLI																		
	STANSTED	RYANAIR	S	A	62	0	0	69	21	5	3	2	0	18	60	18	62	
	STANSTED	RYANAIR	S	D	62	0	0	56	34	6	3	0	0	17	73	15	62	
<b>TOTAL FORLI</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>27</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>66</b>	<b>16</b>	<b>16</b>	
FRANKFURT MAIN																		
	LONDON CITY	AUGSBURG AIRWAYS GMBH	S	A	67	0	0	85	4	7	3	0	0	9	91	6	22	
	LONDON CITY	AUGSBURG AIRWAYS GMBH	S	D	67	0	0	61	22	12	4	0	0	18	81	12	21	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	121	0	0	94	2	2	1	0	0	3	89	6	125	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	122	0	0	84	6	5	5	0	0	9	85	10	124	



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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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	
FRANKFURT MAIN																			
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	23	0	0	83	4	4	4	4	0	19	88	8	26		
	LONDON CITY	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	68	0	0	88	4	4	3	0	0	7	91	7	68		
	LONDON CITY	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	68	0	0	65	19	9	7	0	0	19	69	18	68		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	137	0	0	83	10	6	1	0	0	7	88	6	141		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	139	0	0	88	4	6	2	0	0	6	91	5	139		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	222	0	1	74	12	9	5	0	0	13	64	20	220		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	223	0	0	70	12	10	8	0	0	18	65	20	220		
	MANCHESTER	CONDOR	C	D	2	0	0	100	0	0	0	0	0	6	0	0	0		
	BIRMINGHAM	LUFTHANSA	S	A	110	0	1	91	5	4	1	0	0	4	89	6	93		
	BIRMINGHAM	LUFTHANSA	S	D	110	0	1	86	11	3	0	0	0	8	87	9	93		
	EDINBURGH	LUFTHANSA	S	A	93	0	0	84	10	5	1	0	0	7	0	0	0		
	EDINBURGH	LUFTHANSA	S	D	93	0	0	70	15	13	2	0	0	14	0	0	0		
	HEATHROW	LUFTHANSA	S	A	306	0	0	74	17	6	3	0	0	13	78	10	310		
	HEATHROW	LUFTHANSA	S	D	306	0	0	78	12	7	3	0	0	13	75	12	310		
	MANCHESTER	LUFTHANSA	S	A	124	0	0	86	10	3	0	0	0	6	84	7	124		
	MANCHESTER	LUFTHANSA	S	D	124	0	0	90	6	3	0	0	0	4	94	4	124		
<b>TOTAL FRANKFURT MAIN</b>					<b>2525</b>	<b>2</b>	<b>3</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>11</b>	<b>11</b>		
FREETOWN																			
	GATWICK	ASTRAEUS LTD	S	A	9	0	0	44	0	22	11	11	11	115	33	37	9		
	GATWICK	ASTRAEUS LTD	S	D	9	0	0	22	11	22	22	11	11	125	67	16	9		
<b>TOTAL FREETOWN</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>6</b>	<b>22</b>	<b>17</b>	<b>11</b>	<b>11</b>	<b>120</b>	<b>45</b>	<b>29</b>	<b>29</b>		
FRIEDRICHSHAFEN																			
	STANSTED	RYANAIR	S	A	31	0	0	94	0	6	0	0	0	3	90	4	31		
	STANSTED	RYANAIR	S	D	31	0	0	81	13	6	0	0	0	9	77	10	31		
<b>TOTAL FRIEDRICHSHAFEN</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>7</b>	<b>7</b>		
FUERTEVENTURA																			
	BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	100	0	0	0	0	0	0	75	35	4		
	BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	100	0	0	0	0	0	2	75	42	4		

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
FUERTEVENTURA																		
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4	
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	50	50	0	0	0	0	13	100	2	4	
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	75	0	0	25	0	0	19	100	0	4	
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	100	0	0	0	0	0	0	100	0	4	
	STANSTED	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	2	0	0	100	0	0	0	0	0	0	100	0	4	
	STANSTED	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	100	0	0	0	0	0	4	75	9	4	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	16	100	0	4	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	20	100	0	4	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	4	4	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	75	7	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	3	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	88	0	13	0	0	0	7	78	22	9	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	89	11	0	0	0	0	9	50	29	10	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	100	0	4	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	6	100	0	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	12	0	0	75	25	0	0	0	0	9	82	6	11	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	13	0	0	92	8	0	0	0	0	4	91	2	11	
	GLASGOW	FUTURA AIRLINES	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	GLASGOW	FUTURA AIRLINES	C	D	3	1	0	100	0	0	0	0	0	3	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	1	100	0	4	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	9	100	4	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	3	1	0	67	0	33	0	0	0	17	100	0	5	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	30	100	0	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	20	0	0	0	0	3	44	66	9	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	0	40	0	0	0	20	50	14	8	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	3	100	5	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	100	0	0	0	0	0	0	56	21	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	89	11	0	0	0	0	5	56	31	9	

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	0	25	0	78	80	7	5
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	0	25	0	82	100	0	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	100	100	0	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	100	100	1	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	56	11	11	11	0	11	121	70	47	10
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	33	22	11	22	0	11	135	70	22	10
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	0	25	0	52	86	24	7
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	50	0	0	25	0	62	67	35	6
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	0	0	11	0	11	65	75	57	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	56	22	0	11	0	11	71	67	43	12
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	27	0	0	0
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	36	0	0	0
<b>TOTAL FUERTEVENTURA</b>					<b>232</b>	<b>3</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>26</b>	<b>81</b>	<b>17</b>	<b>17</b>
FUNCHAL	GATWICK	AIR PORTUGAL	S	A	22	0	0	82	5	9	5	0	0	11	71	9	14
	GATWICK	AIR PORTUGAL	S	D	22	0	0	64	9	18	9	0	0	19	64	16	14
	HEATHROW	AIR PORTUGAL	S	A	9	0	0	78	11	11	0	0	0	12	67	11	9
	HEATHROW	AIR PORTUGAL	S	D	9	0	0	33	44	11	11	0	0	23	44	24	9
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	75	0	0	0	25	0	46	100	4	4
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	75	0	0	0	25	0	56	75	20	4
	LUTON	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	75	0	25	0	0	0	22	100	0	4
	LUTON	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	75	0	25	0	0	0	16	100	4	4
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	50	25	25	0	0	0	24	25	16	4
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	75	0	25	0	0	0	15	100	4	4
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	6	75	15	4
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	16	75	6	4
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	25	25	50	0	0	0	36	100	0	4
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	25	0	25	50	0	0	45	75	15	4
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	100	100	0	4

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JULY 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)												
FUNCHAL	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	11	100	2	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	100	1	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	6	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	100	3	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	25	75	0	0	0	0	17	75	7	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	7	100	0	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	0	4	
	GATWICK	GB AIRWAYS LTD	S	A	13	0	0	54	15	31	0	0	0	20	77	44	13	
	GATWICK	GB AIRWAYS LTD	S	D	13	0	0	46	38	8	8	0	0	22	31	60	13	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	3	75	31	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	9	50	38	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	25	0	25	0	79	75	10	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	0	50	25	0	25	0	93	75	14	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	6	100	2	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	4	75	8	4	
<b>TOTAL FUNCHAL</b>					<b>184</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>14</b>	<b>13</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>76</b>	<b>16</b>	<b>16</b>	

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
GALWAY																		
	BIRMINGHAM	AER ARRAN	S	A	15	0	0	100	0	0	0	0	0	2	81	9	26	
	BIRMINGHAM	AER ARRAN	S	D	14	0	1	100	0	0	0	0	0	4	50	17	26	
	EDINBURGH	AER ARRAN	S	A	26	0	0	85	8	4	4	0	0	10	46	42	26	
	EDINBURGH	AER ARRAN	S	D	26	0	0	92	8	0	0	0	0	5	35	46	26	
	LUTON	AER ARRAN	S	A	62	0	0	79	6	10	5	0	0	11	73	10	62	
	LUTON	AER ARRAN	S	D	62	0	0	66	16	8	8	2	0	21	65	16	62	
	MANCHESTER	AER ARRAN	S	A	36	0	0	94	3	3	0	0	0	2	94	4	31	
	MANCHESTER	AER ARRAN	S	D	36	0	0	89	6	3	3	0	0	5	90	11	31	
	LONDON CITY	EUROMANX GMBH	S	A	42	0	0	45	12	31	12	0	0	28	0	0	0	
	LONDON CITY	EUROMANX GMBH	S	D	41	0	0	27	29	34	10	0	0	33	0	0	0	
	GLASGOW	LOGANAIR	S	A	22	0	0	50	27	14	9	0	0	23	43	20	21	
	GLASGOW	LOGANAIR	S	D	23	0	0	57	26	9	9	0	0	24	45	20	22	
<b>TOTAL GALWAY</b>					<b>405</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>12</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>65</b>	<b>18</b>	<b>18</b>	
GANDER																		
GATWICK																		
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	180	0	0	53	17	19	11	0	0	23	80	10	181	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	180	0	0	40	18	27	15	0	0	33	64	16	181	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	174	0	0	54	23	15	8	0	0	21	82	9	177	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	173	0	0	49	21	23	8	1	0	25	68	14	177	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	180	0	2	58	19	13	9	1	0	21	75	12	191	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	180	0	2	67	16	14	1	1	1	19	83	9	191	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	A	113	1	0	70	12	9	10	0	0	17	82	8	119	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	D	114	0	0	58	23	11	9	0	0	20	76	13	119	
	MANCHESTER	CHANNEL EXPRESS (INCORP: JET 2)	S	A	76	1	1	80	12	4	4	0	0	11	0	0	0	
	MANCHESTER	CHANNEL EXPRESS (INCORP: JET 2)	S	D	77	0	0	79	12	5	4	0	0	11	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	119	0	0	71	13	13	3	0	0	13	70	15	119	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	119	0	0	45	26	18	11	0	0	24	47	29	119	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	2	0	0	50	0	50	0	0	0	18	100	10	2	
<b>TOTAL GATWICK</b>					<b>1688</b>	<b>32</b>	<b>6</b>	<b>58</b>	<b>18</b>	<b>16</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>73</b>	<b>13</b>	<b>13</b>	
GDANSK																		
	LUTON	WIZZ AIR	S	A	39	0	0	69	18	8	0	5	0	23	0	0	0	

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)											
GDANSK	LUTON	WIZZ AIR		S D	36	4	0	47	42	8	0	3	0	20	0	0	0
<b>TOTAL GDANSK</b>					<b>75</b>	<b>4</b>	<b>0</b>	<b>59</b>	<b>29</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>21</b>	<b>47</b>	<b>17</b>	<b>17</b>
GENEVA	MANCHESTER	BMI BRITISH MIDLAND		C A	5	0	0	60	0	40	0	0	0	18	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND		C D	5	0	0	100	0	0	0	0	0	0	0	0	0
	LONDON CITY	BRITISH AIRWAYS CITIEXPRESS LTD		S A	66	0	0	94	3	3	0	0	0	3	91	3	68
	LONDON CITY	BRITISH AIRWAYS CITIEXPRESS LTD		S D	67	0	0	40	36	12	12	0	0	26	62	16	68
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	57	0	0	67	12	9	12	0	0	20	88	7	58
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S D	57	0	0	79	9	7	5	0	0	12	89	6	57
	GATWICK	BRITISH AIRWAYS PLC		S A	78	0	0	72	13	6	9	0	0	15	80	8	80
	GATWICK	BRITISH AIRWAYS PLC		S D	78	0	0	79	8	8	5	0	0	13	77	9	79
	HEATHROW	BRITISH AIRWAYS PLC		S A	247	0	0	87	4	6	3	0	0	8	76	10	177
	HEATHROW	BRITISH AIRWAYS PLC		S D	247	0	0	71	15	11	3	0	0	14	68	16	177
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	93	0	0	37	30	22	12	0	0	29	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	93	0	0	30	27	31	12	0	0	32	0	0	0
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S A	31	0	0	45	13	26	16	0	0	27	0	0	0
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S D	31	0	0	29	6	45	19	0	0	39	0	0	0
	GATWICK	EASYJET SWITZERLAND		S A	93	0	0	84	6	3	4	1	1	15	78	14	93
	GATWICK	EASYJET SWITZERLAND		S D	93	0	0	59	24	11	5	0	1	22	61	19	93
	LONDON CITY	SWISS AIRLINES		S A	95	0	0	77	15	6	2	0	0	11	0	0	0
	LONDON CITY	SWISS AIRLINES		S D	94	0	0	44	38	15	3	0	0	21	0	0	0
<b>TOTAL GENEVA</b>					<b>1530</b>	<b>9</b>	<b>1</b>	<b>67</b>	<b>15</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>77</b>	<b>11</b>	<b>11</b>
GENOA	STANSTED	RYANAIR		S A	36	0	0	72	17	11	0	0	0	12	75	9	57
	STANSTED	RYANAIR		S D	36	0	0	58	25	17	0	0	0	17	74	13	57
<b>TOTAL GENOA</b>					<b>72</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>21</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>11</b>	<b>11</b>
GERONA	BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY		C A	4	0	0	100	0	0	0	0	0	5	100	0	4
	BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY		C D	4	0	0	100	0	0	0	0	0	1	100	0	4

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
GERONA	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	9	0	0	100	0	0	0	0	0	3	89	4	9
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	9	0	0	89	11	0	0	0	0	8	100	6	9
	GLASGOW	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	5	0	0	100	0	0	0	0	0	100	0	4	
	GLASGOW	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	5	0	0	100	0	0	0	0	5	100	1	4	
	LUTON	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	100	0	0	0	0	4	100	3	4	
	LUTON	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	75	0	25	0	0	9	100	3	4	
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	9	0	0	100	0	0	0	0	1	67	27	9	
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	9	0	0	100	0	0	0	0	2	44	34	9	
	NEWCASTLE	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	100	0	0	0	0	1	100	0	4	
	NEWCASTLE	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	100	0	0	0	0	0	100	4	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	20	0	14	75	16	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	20	40	0	0	22	20	42	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	80	30	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	7	80	39	5	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	20	0	0	7	63	30	8	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	20	0	0	8	56	37	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	10	0	0	90	10	0	0	0	3	80	6	10	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	78	0	22	0	0	12	80	7	10	
	LUTON	RYANAIR	S	A	31	0	0	81	10	6	3	0	10	0	0	0	
	LUTON	RYANAIR	S	D	31	0	0	74	16	10	0	0	12	0	0	0	
	STANSTED	RYANAIR	S	A	124	0	0	79	10	6	4	2	14	87	7	111	
	STANSTED	RYANAIR	S	D	124	1	0	78	14	5	3	0	11	76	13	111	
	NEWCASTLE	SPANAIR	C	A	5	0	0	20	20	20	20	0	20	112	0	0	
	NEWCASTLE	SPANAIR	C	D	5	0	0	20	20	40	20	0	0	39	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	20	0	0	8	100	0	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	20	0	0	10	100	1	5	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	0	20	0	38	100	0	5	

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	25	25	25	0	0	60	100	3	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	3	100	2	10
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	1	100	0	10
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	0	25	0	0	27	0	0	0
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	25	25	0	0	36	0	0	0
<b>TOTAL GERONA</b>					<b>477</b>	<b>3</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>82</b>	<b>12</b>	<b>12</b>
GIBRALTAR	GATWICK	GB AIRWAYS LTD	S	A	44	0	0	57	27	9	5	2	0	22	56	31	59
	GATWICK	GB AIRWAYS LTD	S	D	44	0	0	34	34	20	9	2	0	30	57	32	61
	HEATHROW	GB AIRWAYS LTD	S	A	31	0	0	35	35	26	3	0	0	27	0	0	0
	HEATHROW	GB AIRWAYS LTD	S	D	31	0	0	87	13	0	0	0	0	8	0	0	0
	LUTON	MONARCH AIRLINES	S	A	31	0	0	90	3	3	3	0	0	10	90	3	31
	LUTON	MONARCH AIRLINES	S	D	31	0	0	84	6	3	3	3	0	17	87	7	31
	MANCHESTER	MONARCH AIRLINES	S	A	18	0	0	83	6	11	0	0	0	8	94	3	17
	MANCHESTER	MONARCH AIRLINES	S	D	18	0	0	78	11	11	0	0	0	9	100	1	17
<b>TOTAL GIBRALTAR</b>					<b>248</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>19</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>72</b>	<b>19</b>	<b>19</b>
GLASGOW	HEATHROW	BMI BRITISH MIDLAND	S	A	227	0	0	79	13	7	1	0	0	9	74	11	230
	HEATHROW	BMI BRITISH MIDLAND	S	D	228	0	0	74	17	8	1	0	0	10	63	16	234
	NEWCASTLE	BMI BRITISH MIDLAND	C	A	5	0	0	100	0	0	0	0	0	6	0	0	0
	NEWCASTLE	BMI BRITISH MIDLAND	C	D	5	0	0	20	40	20	0	20	0	53	0	0	0
	MANCHESTER	BMI REGIONAL	S	A	84	0	0	82	13	4	1	0	0	7	84	7	118
	MANCHESTER	BMI REGIONAL	S	D	89	0	0	92	7	0	0	1	0	5	96	4	117
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	139	1	0	95	1	1	2	0	0	4	93	3	158
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	138	0	0	87	6	3	4	0	0	9	75	12	157
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	149	1	0	83	9	1	7	0	0	12	80	11	153
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	151	0	0	89	3	2	5	0	0	9	81	11	151
	GATWICK	BRITISH AIRWAYS PLC	S	A	173	0	0	51	18	23	8	1	0	25	71	14	177
	GATWICK	BRITISH AIRWAYS PLC	S	D	174	0	0	48	25	18	9	0	0	24	73	13	177
	HEATHROW	BRITISH AIRWAYS PLC	S	A	326	2	0	65	17	12	6	0	1	21	70	14	330



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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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
GLASGOW	HEATHROW	BRITISH AIRWAYS PLC	S	D	326	1	0	62	18	13	7	0	0	19	63	19	330
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	161	0	0	83	9	3	4	0	0	9	89	8	163
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	161	0	0	70	14	12	4	0	0	15	78	13	162
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	140	0	0	89	3	6	2	0	0	7	91	5	137
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	140	0	0	66	21	10	1	1	0	14	70	13	136
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	149	0	2	83	6	3	4	4	0	20	83	9	162
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	149	0	2	60	24	6	9	1	0	24	71	16	163
	STANSTED	FLYGLOBESPAN	S	A	52	0	0	85	6	10	0	0	0	7	0	0	0
	STANSTED	FLYGLOBESPAN	S	D	52	0	0	65	25	10	0	0	0	13	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	0	0	40	0	0	32	0	0	0
<b>TOTAL GLASGOW</b>					<b>3226</b>	<b>11</b>	<b>5</b>	<b>73</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>76</b>	<b>12</b>	<b>12</b>
GOTEBORG	BIRMINGHAM	CITY AIRLINE	S	A	17	0	0	59	29	12	0	0	0	15	91	6	22
	BIRMINGHAM	CITY AIRLINE	S	D	7	0	0	71	14	14	0	0	0	14	92	5	26
	MANCHESTER	CITY AIRLINE	S	A	32	0	0	78	19	0	3	0	0	13	97	4	33
	MANCHESTER	CITY AIRLINE	S	D	32	0	0	91	6	0	3	0	0	5	97	1	33
	HEATHROW	SAS	S	A	58	0	0	88	7	5	0	0	0	6	73	11	62
	HEATHROW	SAS	S	D	58	0	0	86	9	5	0	0	0	7	89	7	62
<b>TOTAL GOTEBORG</b>					<b>208</b>	<b>2</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>87</b>	<b>6</b>	<b>6</b>
GOTEBORG (SAVE)	STANSTED	RYANAIR	S	A	83	0	0	92	5	4	0	0	0	4	96	4	57
	STANSTED	RYANAIR	S	D	83	0	0	55	35	10	0	0	0	15	56	15	57
<b>TOTAL GOTEBORG (SAVE)</b>					<b>166</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>20</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>10</b>	<b>10</b>
GRANADA	GATWICK	MONARCH AIRLINES	S	A	30	0	1	93	0	7	0	0	0	4	0	0	0
	GATWICK	MONARCH AIRLINES	S	D	31	0	1	74	3	19	3	0	0	13	0	0	0
	STANSTED	RYANAIR	S	A	31	0	0	97	3	0	0	0	0	2	0	0	0
	STANSTED	RYANAIR	S	D	31	0	0	61	32	6	0	0	0	13	0	0	0
<b>TOTAL GRANADA</b>					<b>124</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>10</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
GRAND CAYMAN	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	72	11	11	6	0	0	14	89	116	18
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	72	17	6	6	0	0	16	83	16	18

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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>GRAND CAYMAN</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>86</b>	<b>66</b>	<b>66</b>
GRAZ																	
	STANSTED	RYANAIR	S	A	31	0	0	68	16	6	6	3	0	27	81	9	31
	STANSTED	RYANAIR	S	D	31	0	0	48	32	16	3	0	0	20	65	13	31
<b>TOTAL GRAZ</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>24</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>73</b>	<b>11</b>	<b>11</b>
GRENADA																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	0	0	50	50	0	0	0	34	75	71	4
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	75	25	0	0	0	0	13	50	101	4
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	50	0	0	50	0	0	56	0	34	3
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	4	0	0	0	75	25	0	0	0	30	0	0	0
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	4	0	0	0	25	25	50	0	0	61	50	30	4
<b>TOTAL GRENADA</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>35</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>37</b>	<b>66</b>	<b>66</b>
GRENOBLE																	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	30	1	1	53	23	17	3	0	3	53	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	55	26	13	6	0	0	21	0	0	0
<b>TOTAL GRENOBLE</b>					<b>61</b>	<b>1</b>	<b>1</b>	<b>54</b>	<b>25</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>
GUERNSEY																	
	GATWICK	AURIGNY AIR SERVICES	S	A	121	0	3	78	5	7	10	1	0	18	61	18	122
	GATWICK	AURIGNY AIR SERVICES	S	D	121	0	3	66	13	8	12	1	0	23	48	26	122
	MANCHESTER	AURIGNY AIR SERVICES	S	A	73	1	2	79	8	7	4	0	1	15	75	15	110
	MANCHESTER	AURIGNY AIR SERVICES	S	D	73	1	2	75	15	4	5	0	0	12	77	12	108
	STANSTED	AURIGNY AIR SERVICES	S	A	42	0	1	83	7	2	5	2	0	15	55	26	132
	STANSTED	AURIGNY AIR SERVICES	S	D	42	0	1	67	17	7	7	0	2	41	51	27	132
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	29	0	2	34	21	28	17	0	0	32	71	21	34
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	30	0	0	47	23	23	7	0	0	28	88	9	33
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	140	0	5	85	7	3	5	0	0	10	93	6	123
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	139	0	6	81	9	4	4	1	1	22	87	10	123
<b>TOTAL GUERNSEY</b>					<b>812</b>	<b>2</b>	<b>25</b>	<b>75</b>	<b>10</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>69</b>	<b>18</b>	<b>18</b>

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
HAHN																		
	STANSTED	RYANAIR	S	A	120	0	0	87	5	4	3	1	1	13	87	10	119	
	STANSTED	RYANAIR	S	D	119	0	0	80	14	5	1	0	0	10	73	12	119	
<b>TOTAL HAHN</b>					<b>239</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>11</b>	<b>11</b>	
HALIFAX INT																		
	HEATHROW	AIR CANADA	S	A	31	0	0	61	23	6	10	0	0	17	71	40	31	
	HEATHROW	AIR CANADA	S	D	31	0	0	71	23	6	0	0	0	12	35	31	31	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	5	0	0	100	0	0	0	0	0	0	60	37	5	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	4	0	0	100	0	0	0	0	0	2	75	11	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	4	0	0	100	0	0	0	0	0	7	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	4	0	0	100	0	0	0	0	0	0	0	0	0	
<b>TOTAL HALIFAX INT</b>					<b>79</b>	<b>0</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>54</b>	<b>33</b>	<b>33</b>	
HAMBURG																		
	MANCHESTER	AIR BERLIN	S	A	22	0	0	95	0	5	0	0	0	4	0	0	0	
	MANCHESTER	AIR BERLIN	S	D	22	0	0	86	14	0	0	0	0	5	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	46	0	0	93	2	2	2	0	0	3	94	4	47	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	47	0	0	96	0	2	2	0	0	4	90	7	48	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	124	0	0	77	8	7	8	0	0	15	71	15	124	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	124	0	0	60	15	17	7	1	0	21	59	21	124	
	EDINBURGH	HAPAG LLOYD EXPRESS	S	A	17	1	1	88	6	0	6	0	0	7	0	0	0	
	EDINBURGH	HAPAG LLOYD EXPRESS	S	D	18	0	0	61	33	0	6	0	0	13	0	0	0	
	HEATHROW	LUFTHANSA	S	A	93	0	0	88	6	3	2	0	0	7	86	6	93	
	HEATHROW	LUFTHANSA	S	D	93	0	0	83	8	6	3	0	0	9	86	7	93	
	MANCHESTER	LUFTHANSA CITY LINE	S	A	35	0	0	89	3	9	0	0	0	5	87	10	38	
	MANCHESTER	LUFTHANSA CITY LINE	S	D	35	0	0	89	11	0	0	0	0	3	92	4	38	
<b>TOTAL HAMBURG</b>					<b>676</b>	<b>2</b>	<b>1</b>	<b>81</b>	<b>8</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>	
HANOVER																		
	STANSTED	AIR BERLIN	S	A	31	0	0	77	13	0	6	3	0	15	81	7	31	
	STANSTED	AIR BERLIN	S	D	30	0	0	73	7	13	3	3	0	19	58	15	31	
	HEATHROW	BMI BRITISH MIDLAND	S	A	52	0	0	77	10	10	4	0	0	10	81	12	75	
	HEATHROW	BMI BRITISH MIDLAND	S	D	52	0	0	77	8	10	6	0	0	12	73	13	75	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	30	0	0	93	7	0	0	0	0	2	90	7	31	

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
HANOVER																		
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	31	0	0	87	6	6	0	0	0	5	90	9	31	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	51	0	0	92	6	2	0	0	0	3	90	6	52	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	52	0	0	88	6	6	0	0	0	5	87	10	52	
	GATWICK	BRITISH AIRWAYS PLC	S	A	77	0	0	66	14	10	9	0	0	19	74	13	73	
	GATWICK	BRITISH AIRWAYS PLC	S	D	77	0	0	57	17	18	8	0	0	20	75	13	72	
	NEWCASTLE	HAPAG LLOYD EXPRESS	S	A	18	0	0	78	6	11	6	0	0	13	54	20	13	
	NEWCASTLE	HAPAG LLOYD EXPRESS	S	D	18	0	0	28	33	33	6	0	0	29	46	25	13	
<b>TOTAL HANOVER</b>					<b>519</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>12</b>	<b>12</b>	
HARARE																		
	GATWICK	AIR ZIMBABWE	S	A	15	2	3	20	0	7	33	27	13	165	73	12	15	
	GATWICK	AIR ZIMBABWE	S	D	17	0	1	12	0	35	29	12	12	205	26	29	19	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	14	0	0	93	0	0	0	7	0	15	85	19	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	38	38	15	8	0	0	23	29	48	14	
<b>TOTAL HARARE</b>					<b>59</b>	<b>2</b>	<b>4</b>	<b>39</b>	<b>8</b>	<b>15</b>	<b>19</b>	<b>12</b>	<b>7</b>	<b>110</b>	<b>51</b>	<b>27</b>	<b>27</b>	
HASSI MESSAOUD																		
	GATWICK	AIR ALGERIE	C	A	9	0	0	33	22	22	11	0	11	68	11	25	9	
	GATWICK	AIR ALGERIE	C	D	9	0	0	78	0	0	11	11	0	50	78	12	9	
	GATWICK	ASTRAEUS LTD	C	A	12	0	0	67	17	8	8	0	0	18	67	16	18	
	GATWICK	ASTRAEUS LTD	C	D	12	0	0	92	0	0	8	0	0	12	94	6	18	
	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	88	13	0	0	0	0	3	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	75	25	0	0	0	0	11	0	0	0	
<b>TOTAL HASSI MESSAOUD</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>12</b>	<b>5</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>26</b>	<b>69</b>	<b>13</b>	<b>13</b>	
HAUGESUND																		
	STANSTED	RYANAIR	S	A	30	0	1	97	0	0	0	3	0	7	90	4	31	
	STANSTED	RYANAIR	S	D	31	0	0	97	3	0	0	0	0	5	94	4	31	
<b>TOTAL HAUGESUND</b>					<b>61</b>	<b>0</b>	<b>1</b>	<b>97</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>4</b>	<b>4</b>	
HAVANA																		
	GATWICK	CUBANA	S	A	9	0	0	11	0	22	33	22	11	131	56	30	9	
	GATWICK	CUBANA	S	D	8	1	1	0	0	13	38	38	13	185	22	55	9	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	7	0	0	0	0	43	57	0	0	93	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	8	0	0	50	13	25	13	0	0	24	0	0	0	

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						JULY 2004			
			CHARTER/ SCHED	ARR/ DEP	MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
HAVANA																		
<b>TOTAL HAVANA</b>					<b>32</b>	<b>1</b>	<b>1</b>	<b>16</b>	<b>3</b>	<b>25</b>	<b>34</b>	<b>16</b>	<b>6</b>	<b>109</b>	<b>39</b>	<b>42</b>	<b>42</b>	
HEATHROW																		
	EDINBURGH	BMI BRITISH MIDLAND	S	A	238	0	0	80	11	8	1	0	0	9	68	17	239	
	EDINBURGH	BMI BRITISH MIDLAND	S	D	238	0	0	65	17	16	2	0	0	16	64	16	236	
	GLASGOW	BMI BRITISH MIDLAND	S	A	228	0	0	78	14	8	0	0	0	9	63	16	234	
	GLASGOW	BMI BRITISH MIDLAND	S	D	227	0	1	73	18	8	0	0	0	11	71	14	230	
	MANCHESTER	BMI BRITISH MIDLAND	S	A	205	0	2	75	14	7	4	0	0	12	70	16	207	
	MANCHESTER	BMI BRITISH MIDLAND	S	D	205	0	2	83	7	6	3	0	0	8	81	10	207	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	357	0	0	57	22	13	8	0	0	20	64	18	334	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	356	0	1	48	22	20	9	0	0	24	57	19	334	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	326	1	0	59	19	14	7	0	0	19	62	20	330	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	325	1	1	65	17	12	6	0	0	17	72	15	330	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	298	0	1	60	18	14	8	0	0	21	61	21	302	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	298	2	0	78	7	10	4	0	0	14	83	11	302	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	A	198	0	0	64	17	14	5	1	0	18	57	19	177	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	D	198	0	0	75	9	10	5	1	0	15	76	12	176	
	MANCHESTER	QANTAS	S	A	34	0	1	91	6	3	0	0	0	6	82	12	61	
	MANCHESTER	QANTAS	S	D	4	0	0	50	0	0	25	25	0	86	97	3	30	
<b>TOTAL HEATHROW</b>					<b>3737</b>	<b>5</b>	<b>9</b>	<b>67</b>	<b>16</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>68</b>	<b>16</b>	<b>16</b>	
HELSINGBORG-ANGELHOLM																		
HELSINKI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	84	15	0	2	0	0	5	79	10	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	50	21	26	3	0	0	21	47	29	62	
	BIRMINGHAM	CITY AIRLINE	S	A	7	0	0	71	14	14	0	0	0	11	91	7	11	
	BIRMINGHAM	CITY AIRLINE	S	D	17	0	0	76	18	6	0	0	0	10	86	6	7	
	HEATHROW	FINNAIR	S	A	124	0	0	94	4	1	2	0	0	4	80	7	123	
	HEATHROW	FINNAIR	S	D	124	0	1	73	15	9	3	0	0	12	63	17	124	
	MANCHESTER	FINNAIR	S	A	31	0	0	81	16	3	0	0	0	9	88	6	58	
	MANCHESTER	FINNAIR	S	D	31	0	0	90	6	3	0	0	0	5	95	4	57	
<b>TOTAL HELSINKI</b>					<b>460</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>12</b>	<b>12</b>	
HERAKLION																		
	MANCHESTER	AEGEAN AIRLINES	C	A	5	0	0	0	60	40	0	0	0	31	0	0	0	

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
HERAKLION																		
	MANCHESTER	AEGEAN AIRLINES	C	D	5	0	0	0	20	20	60	0	0	57	0	0	0	0
	GATWICK	ALEXANDAIR	C	A	5	0	0	80	0	0	0	0	20	115	0	0	0	0
	MANCHESTER	ALEXANDAIR	C	A	9	0	0	67	0	0	11	0	22	131	0	0	0	0
	MANCHESTER	ALEXANDAIR	C	D	9	0	0	33	33	0	11	0	22	144	0	0	0	0
	GATWICK	ASTRAEUS LTD	C	A	6	0	0	50	0	17	17	0	17	130	50	19	4	4
	GATWICK	ASTRAEUS LTD	C	D	7	0	0	29	0	43	14	0	14	131	25	27	4	4
	BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	100	0	0	0	0	0	0	75	7	4	4
	BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	5	0	0	80	20	0	0	0	0	10	25	21	4	4
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	9	0	0	56	22	0	11	0	11	196	89	6	9	9
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	9	0	0	67	11	11	11	0	0	26	67	11	9	9
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	8	0	0	88	0	0	13	0	0	9	100	0	9	9
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	9	0	0	78	0	11	11	0	0	16	100	2	9	9
	NEWCASTLE	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	100	0	0	0	0	0	0	80	5	5	5
	NEWCASTLE	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	100	0	0	0	0	0	1	100	0	5	5
	STANSTED	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	100	0	0	0	0	0	2	100	0	4	4
	STANSTED	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	5	0	0	80	0	0	20	0	0	13	100	4	4	4
	GATWICK	EXCEL AIRWAYS LTD	C	A	15	0	0	53	27	13	7	0	0	16	100	0	12	12
	GATWICK	EXCEL AIRWAYS LTD	C	D	15	0	0	47	20	33	0	0	0	22	83	7	12	12
	GLASGOW	EXCEL AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	1	100	0	8	8
	GLASGOW	EXCEL AIRWAYS LTD	C	D	9	0	0	78	11	11	0	0	0	12	67	10	9	9
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	19	0	0	79	5	0	5	5	5	75	86	12	7	7
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	19	0	0	84	0	0	5	11	0	34	57	23	7	7
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	12	80	18	5	5
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	7	80	24	5	5
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	22	0	0	68	9	5	18	0	0	30	81	10	16	16
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	22	0	0	45	36	9	5	5	0	30	59	16	17	17
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	50	0	0	0	0	11	25	23	4	4

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
HERAKLION																		
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	23	25	19	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	12	0	0	67	17	8	8	0	0	16	54	23	13	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	13	0	0	85	0	8	8	0	0	15	85	12	13	
	GATWICK	FLYJET LTD	C	D	4	0	0	75	0	0	0	0	25	121	0	0	0	
	MANCHESTER	FLYJET LTD	C	A	9	0	0	11	11	22	56	0	0	65	20	38	5	
	MANCHESTER	FLYJET LTD	C	D	9	0	0	22	11	33	33	0	0	53	60	15	5	
	GATWICK	GB AIRWAYS LTD	S	A	9	0	0	67	0	33	0	0	0	16	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	D	9	0	0	67	22	11	0	0	0	15	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	A	12	0	0	58	25	8	8	0	0	21	73	23	11	
	BIRMINGHAM	MONARCH AIRLINES	C	D	12	0	0	83	8	0	8	0	0	19	67	8	12	
	GATWICK	MONARCH AIRLINES	C	A	22	0	0	68	23	9	0	0	0	11	77	6	22	
	GATWICK	MONARCH AIRLINES	C	D	24	0	0	71	13	13	4	0	0	14	100	3	21	
	MANCHESTER	MONARCH AIRLINES	C	A	12	0	0	58	17	8	17	0	0	21	100	2	11	
	MANCHESTER	MONARCH AIRLINES	C	D	12	0	0	50	33	0	17	0	0	25	75	9	12	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	0	25	0	48	89	17	9	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	0	25	0	51	67	10	9	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	7	78	13	9	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	0	100	0	0	0	33	78	9	9	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	35	100	0	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	37	50	14	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	75	13	13	0	0	0	10	77	112	13	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	63	13	25	0	0	0	17	64	27	14	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	0	176	4	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	6	0	85	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	2	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	67	0	11	11	11	0	58	88	17	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	0	0	22	11	0	52	88	22	8	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	0	25	0	62	75	9	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	0	25	0	62	75	7	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	0	31	15	0	31	15	8	124	75	20	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	13	0	0	38	15	0	23	8	15	114	63	26	8	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	0	25	0	0	51	100	0	4	

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)													
HERAKLION																			
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	0	0	25	0	52	100	1	4		
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	3	75	25	4		
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	5	50	41	4		
<b>TOTAL HERAKLION</b>					<b>541</b>	<b>4</b>	<b>0</b>	<b>64</b>	<b>12</b>	<b>9</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>41</b>	<b>74</b>	<b>19</b>	<b>19</b>		
HOLGUIN (FRANK PAIS)																			
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	0	0	75	25	0	0	61	0	0	0		
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	25	50	25	0	0	0	21	0	0	0		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	50	50	0	0	0	0	10	60	64	5		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	0	50	0	0	0	20	25	96	4		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	0	0	0	0		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0		
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	80	20	0	0	0	0	11	0	0	0		
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	40	20	40	0	0	0	22	25	24	4		
<b>TOTAL HOLGUIN (FRANK PAIS)</b>					<b>29</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>17</b>	<b>24</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>28</b>	<b>59</b>	<b>59</b>		
HONG KONG (CHEP LAP KOK)																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	95	1	4	0	0	0	3	99	1	75		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	52	28	18	2	0	0	19	46	28	76		
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	A	86	7	7	88	7	1	3	0	0	6	92	7	93		
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	D	93	0	0	43	37	16	4	0	0	20	48	21	93		
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>					<b>365</b>	<b>7</b>	<b>7</b>	<b>69</b>	<b>18</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>16</b>	<b>16</b>		
HOUSTON																			
	GATWICK	BRITISH AIRWAYS PLC	S	A	58	0	0	67	12	14	5	2	0	20	80	10	45		
	GATWICK	BRITISH AIRWAYS PLC	S	D	58	0	0	74	17	7	2	0	0	13	77	13	44		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	71	6	6	16	0	0	19	84	10	31		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	94	3	3	0	0	0	7	77	10	31		
	GATWICK	CONTINENTAL AIRLINES	S	A	62	0	0	53	18	18	11	0	0	23	66	21	62		
	GATWICK	CONTINENTAL AIRLINES	S	D	62	0	0	58	32	8	2	0	0	16	76	12	62		
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	8	0	0	25	38	38	0	0	0	25	44	32	9		
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	9	0	0	78	22	0	0	0	0	8	63	57	8		
<b>TOTAL HOUSTON</b>					<b>319</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>18</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>74</b>	<b>15</b>	<b>15</b>		
HUMBERSIDE																			
HURGHADA																			



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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JULY 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)
HURGHADA	MANCHESTER	AIR ATLANTA EUROPE LTD	C	A	4	0	0	0	50	50	0	0	75	0	0	0	
	MANCHESTER	AIR ATLANTA EUROPE LTD	C	D	4	0	0	25	0	50	25	0	62	0	0	0	
	GATWICK	ASTRAEUS LTD	C	A	4	0	0	25	25	25	0	0	433	0	0	0	
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	25	25	25	0	0	434	0	0	0	
	MANCHESTER	ASTRAEUS LTD	C	A	5	0	0	40	0	40	20	0	32	0	0	0	
	MANCHESTER	ASTRAEUS LTD	C	D	5	0	0	40	0	60	0	0	24	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	9	1	0	100	0	0	0	0	1	50	20	4	
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	9	0	0	89	11	0	0	0	5	100	2	2	
	GATWICK	EXCEL AIRWAYS LTD	C	A	14	0	0	64	29	0	0	7	21	70	27	10	
	GATWICK	EXCEL AIRWAYS LTD	C	D	14	0	0	43	21	29	7	0	29	70	35	10	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	11	1	0	45	18	9	0	18	9	140	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	12	0	0	58	8	8	8	17	64	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	75	13	13	0	0	7	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	75	0	25	0	0	11	0	0	0	
	GLASGOW	FLYGLOBESPAN	C	A	5	0	0	20	40	0	0	40	120	0	0	0	
	GLASGOW	FLYGLOBESPAN	C	D	5	0	0	0	20	40	0	40	139	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	1	0	56	33	0	11	0	21	60	10	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	100	0	0	0	0	2	100	2	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	7	0	0	71	14	0	14	0	17	80	11	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	0	0	13	0	15	100	0	3	
<b>TOTAL HURGHADA</b>					<b>154</b>	<b>3</b>	<b>0</b>	<b>58</b>	<b>14</b>	<b>14</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>60</b>	<b>65</b>	<b>23</b>	<b>23</b>

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
IBIZA	BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	15	0	0	87	7	7	0	0	0	5	86	4	14
	BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	16	0	0	81	6	13	0	0	0	12	79	12	14
	EDINBURGH	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	5	0	0	60	40	0	0	0	0	12	0	0	0
	EDINBURGH	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	5	0	0	100	0	0	0	0	0	4	0	0	0
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	24	0	0	67	13	17	4	0	0	15	86	9	28
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	24	0	0	71	8	21	0	0	0	14	90	10	29
	GLASGOW	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	9	0	0	100	0	0	0	0	0	2	60	18	15
	GLASGOW	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	9	0	0	78	22	0	0	0	0	9	71	19	14
	LUTON	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	14	0	0	64	29	0	7	0	0	15	89	8	18
	LUTON	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	14	1	0	57	21	14	7	0	0	19	94	6	18
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	18	0	0	94	6	0	0	0	0	3	100	1	20
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	18	0	0	94	6	0	0	0	0	3	95	2	22
	NEWCASTLE	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	9	0	0	56	22	22	0	0	0	17	86	4	14
	NEWCASTLE	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	9	0	0	100	0	0	0	0	0	1	100	2	14
	STANSTED	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	9	0	0	100	0	0	0	0	0	4	93	4	14
	STANSTED	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	9	0	0	56	33	11	0	0	0	14	86	6	14
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	87	0	3	10	0	0	10	55	31	31
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	68	13	6	13	0	0	17	68	24	31
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	3	0	0	33	33	0	33	0	0	27	0	0	0
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	3	0	0	67	33	0	0	0	0	15	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	65	0	0	83	9	3	5	0	0	9	89	10	62
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	65	0	0	71	17	8	5	0	0	14	74	18	62
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	9	0	0	78	0	11	0	0	11	149	0	0	0

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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																		
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	10	0	0	70	0	0	30	0	0	25	0	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	1	100	1	4	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	2	50	16	4	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	15	0	0	87	0	7	7	0	0	12	80	7	15	15
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	16	0	0	75	13	6	6	0	0	15	82	12	17	17
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	0	4	4
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	60	40	0	0	0	0	12	100	0	5	5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	19	0	0	89	11	0	0	0	0	4	95	1	20	20
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	20	0	0	85	15	0	0	0	0	4	95	2	20	20
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	2	75	29	4	4
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	6	80	24	5	5
	GLASGOW	FUTURA AIRLINES	C	A	4	0	0	25	75	0	0	0	0	20	0	0	0	0
	GLASGOW	FUTURA AIRLINES	C	D	4	0	0	25	50	25	0	0	0	23	0	0	0	0
	GATWICK	GB AIRWAYS LTD	S	A	22	0	0	45	9	18	18	9	0	51	57	37	23	23
	GATWICK	GB AIRWAYS LTD	S	D	23	0	0	39	17	9	26	9	0	53	52	33	23	23
	STANSTED	IBERWORLD	C	A	5	0	0	80	20	0	0	0	0	6	0	0	0	0
	STANSTED	IBERWORLD	C	D	5	0	0	20	80	0	0	0	0	15	0	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	80	0	0	0	20	0	58	100	0	1	1
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	80	0	0	0	20	0	58	50	41	2	2
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	1	100	2	1	1
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	80	20	0	0	0	0	5	100	2	2	2
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	13	0	0	92	0	0	8	0	0	8	0	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	10	0	0	90	0	0	10	0	0	12	100	2	9	9
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	14	0	0	93	0	7	0	0	0	7	0	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	10	0	0	90	0	0	10	0	0	15	78	8	9	9
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	78	0	11	11	0	0	17	57	29	14	14
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	44	22	22	11	0	0	30	77	20	13	13
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	9	0	0	78	0	22	0	0	0	9	100	0	9	9
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	10	0	0	80	10	0	10	0	0	9	100	2	9	9
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	19	0	0	84	0	0	5	5	5	78	61	67	18	18
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	19	0	0	79	5	5	0	5	5	80	61	67	18	18
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	0	40	0	0	0	15	100	0	4	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	0	0	20	20	0	68	80	35	5	5

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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)													
IBIZA																			
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	21	0	0	67	5	5	10	14	0	59	73	13	15		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	21	1	0	62	5	10	10	10	5	65	78	15	18		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	10	0	0	50	30	0	10	10	0	38	100	1	4		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	10	0	0	70	20	10	0	0	0	13	80	9	5		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	56	11	11	0	22	0	63	61	97	18		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	56	22	0	0	22	0	59	44	101	18		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	9	0	0	67	0	0	33	0	0	41	100	2	8		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	0	0	33	0	0	47	89	9	9		
<b>TOTAL IBIZA</b>					<b>838</b>	<b>5</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>75</b>	<b>22</b>	<b>22</b>		
INNSBRUCK																			
	BIRMINGHAM	AUSTRIAN AIRLINES	C	A	5	0	0	80	20	0	0	0	0	4	100	0	5		
	BIRMINGHAM	AUSTRIAN AIRLINES	C	D	5	0	0	60	40	0	0	0	0	11	100	4	5		
	EDINBURGH	AUSTRIAN AIRLINES	C	A	5	0	0	100	0	0	0	0	0	0	0	0	0		
	EDINBURGH	AUSTRIAN AIRLINES	C	D	5	0	0	100	0	0	0	0	0	2	0	0	0		
	NEWCASTLE	AUSTRIAN AIRLINES	C	A	5	0	0	60	0	20	20	0	0	34	80	15	5		
	NEWCASTLE	AUSTRIAN AIRLINES	C	D	5	0	0	60	20	0	0	0	20	125	100	5	5		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	1	67	16	9		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	78	11	11	0	0	0	8	78	15	9		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	89	11	0	0	0	0	6	78	6	9		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	67	33	0	0	0	0	8	89	6	9		
	GATWICK	LAUDA-AIR	S	A	14	0	0	93	7	0	0	0	0	2	100	1	22		
	GATWICK	LAUDA-AIR	S	D	14	0	0	86	14	0	0	0	0	6	86	5	22		
<b>TOTAL INNSBRUCK</b>					<b>94</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>13</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>89</b>	<b>6</b>	<b>6</b>		
INVERNESS																			
	HEATHROW	BMI BRITISH MIDLAND	S	A	31	0	0	65	23	6	3	3	0	21	74	15	31		
	HEATHROW	BMI BRITISH MIDLAND	S	D	31	0	0	71	13	6	6	3	0	21	81	12	31		
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	92	0	0	71	20	5	4	0	0	13	74	9	93		
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	93	0	0	74	16	5	4	0	0	14	73	11	93		
	BIRMINGHAM	EASTERN AIRWAYS	S	A	67	0	1	75	15	10	0	0	0	11	87	9	70		
	BIRMINGHAM	EASTERN AIRWAYS	S	D	68	0	0	84	9	6	1	0	0	7	93	5	69		
	MANCHESTER	EASTERN AIRWAYS	S	A	68	1	0	76	21	3	0	0	0	9	90	6	70		
	MANCHESTER	EASTERN AIRWAYS	S	D	68	0	0	97	1	1	0	0	0	2	97	2	70		

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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
INVERNESS																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	65	16	10	10	0	0	19	61	18	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	52	19	26	3	0	0	23	52	18	31	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	41	0	0	78	12	2	2	5	0	20	73	12	40	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	41	0	0	73	15	10	2	0	0	13	68	16	40	
	EDINBURGH	LOGANAIR	S	A	79	0	0	87	10	3	0	0	0	5	81	11	67	
	EDINBURGH	LOGANAIR	S	D	2	0	0	50	0	50	0	0	0	25	0	0	0	
<b>TOTAL INVERNESS</b>					<b>743</b>	<b>1</b>	<b>1</b>	<b>77</b>	<b>14</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>10</b>	<b>10</b>	
ISLAMABAD																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	14	0	0	86	14	0	0	0	0	5	92	2	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	23	46	23	8	0	0	28	29	36	14	
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	A	22	0	0	68	18	5	5	5	0	21	100	1	18	
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	D	22	0	0	82	14	0	5	0	0	15	89	10	18	
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	18	0	0	6	28	28	28	6	6	86	31	20	13	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	18	0	0	28	44	0	22	6	0	42	0	57	13	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	26	0	0	50	15	12	15	8	0	51	62	12	26	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	18	0	0	44	17	17	17	6	0	42	42	24	19	
<b>TOTAL ISLAMABAD</b>					<b>151</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>23</b>	<b>10</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>37</b>	<b>58</b>	<b>19</b>	<b>19</b>	
ISLAY																		
	GLASGOW	LOGANAIR	S	A	45	1	1	64	13	13	9	0	0	23	92	5	49	
	GLASGOW	LOGANAIR	S	D	46	1	0	37	24	26	13	0	0	33	84	11	49	
<b>TOTAL ISLAY</b>					<b>91</b>	<b>2</b>	<b>1</b>	<b>51</b>	<b>19</b>	<b>20</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>88</b>	<b>8</b>	<b>8</b>	
ISLE OF MAN																		
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	83	0	0	83	11	6	0	0	0	8	0	0	0	
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	83	0	0	80	11	7	1	1	0	13	0	0	0	
	LUTON	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	31	0	0	90	3	3	3	0	0	9	0	0	0	
	LUTON	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	31	0	0	84	10	3	0	3	0	13	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	141	0	0	74	14	4	7	0	0	15	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	142	1	0	83	6	6	4	0	0	10	0	0	0	
	BIRMINGHAM	EASTERN AIRWAYS	S	A	68	0	0	97	0	0	3	0	0	3	99	2	70	

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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)												
ISLE OF MAN																		
	BIRMINGHAM	EASTERN AIRWAYS	S	D	67	0	1	96	1	3	0	0	2	97	2	70		
	NEWCASTLE	EASTERN AIRWAYS	S	A	26	5	0	100	0	0	0	0	0	95	2	22		
	NEWCASTLE	EASTERN AIRWAYS	S	D	26	5	0	100	0	0	0	0	1	88	9	26		
	GLASGOW	EUROMANX GMBH	S	A	52	0	0	58	15	12	13	2	28	0	0	0		
	GLASGOW	EUROMANX GMBH	S	D	52	0	0	65	8	12	13	2	25	0	0	0		
	LONDON CITY	EUROMANX GMBH	S	A	77	0	0	79	8	6	6	0	13	0	0	0		
	LONDON CITY	EUROMANX GMBH	S	D	77	0	0	64	16	17	4	0	19	0	0	0		
	MANCHESTER	EUROMANX GMBH	S	A	82	0	0	60	24	9	7	0	18	0	0	0		
	MANCHESTER	EUROMANX GMBH	S	D	82	0	0	79	11	6	4	0	10	0	0	0		
	STANSTED	EUROMANX GMBH	S	A	31	0	0	32	35	19	6	6	39	0	0	0		
	STANSTED	EUROMANX GMBH	S	D	31	0	0	45	23	16	10	6	33	0	0	0		
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	31	0	0	42	19	19	16	0	3	47	71	11	31	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	31	0	0	61	13	6	16	0	3	43	84	8	31	
	GLASGOW	LOGANAIR	S	A	31	0	0	55	19	13	13	0	23	77	18	30		
	GLASGOW	LOGANAIR	S	D	31	0	0	48	23	16	13	0	29	67	17	30		
<b>TOTAL ISLE OF MAN</b>					<b>1306</b>	<b>11</b>	<b>1</b>	<b>74</b>	<b>12</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>76</b>	<b>14</b>	<b>14</b>	
ISTANBUL																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	0	77	11	5	7	0	13	76	14	62		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	26	34	26	15	0	34	34	30	62		
	MANCHESTER	ONUR AIR	C	A	5	0	0	100	0	0	0	0	3	88	79	8		
	MANCHESTER	ONUR AIR	C	D	5	0	0	80	0	20	0	0	12	56	84	9		
	STANSTED	ONUR AIR	C	A	19	0	0	68	16	11	5	0	14	80	17	15		
	STANSTED	ONUR AIR	C	D	21	0	0	29	33	5	33	0	44	65	30	17		
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	93	0	0	30	31	29	9	1	33	58	21	93		
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	93	0	0	35	26	19	18	1	37	38	33	93		
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	A	30	1	1	43	27	27	3	0	20	55	15	22		
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	D	31	0	0	39	23	29	10	0	30	41	23	22		
	STANSTED	THY TURK HAVA YOLLARI TURKISH	S	A	13	0	0	62	15	15	8	0	25	0	0	0		
	STANSTED	THY TURK HAVA YOLLARI TURKISH	S	D	13	0	0	8	31	38	15	8	54	0	0	0		

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
ISTANBUL																		
<b>TOTAL ISTANBUL</b>					<b>446</b>	<b>2</b>	<b>1</b>	<b>42</b>	<b>25</b>	<b>21</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>52</b>	<b>26</b>	<b>26</b>	
IZMIR (ADNAM MENDERES)																		
	GLASGOW	ATLASJET INTERNATIONAL	C	A	3	0	0	67	0	0	33	0	0	39	0	0	0	
	GLASGOW	ATLASJET INTERNATIONAL	C	D	4	0	0	50	25	0	25	0	0	27	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	50	0	50	0	0	0	17	0	0	0	
	HEATHROW	KIBRIS TURKISH AIRLINES - KTHY	S	A	14	0	0	57	21	7	7	0	7	68	38	32	13	
	HEATHROW	KIBRIS TURKISH AIRLINES - KTHY	S	D	14	0	0	14	14	36	21	7	7	101	23	41	13	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	17	0	1	71	18	12	0	0	0	10	82	7	11	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	20	0	0	40	20	25	15	0	0	31	58	21	12	
	NEWCASTLE	PEGASUS AIRLINES	C	A	4	0	0	75	0	0	25	0	0	21	0	0	0	
	NEWCASTLE	PEGASUS AIRLINES	C	D	4	0	0	75	0	0	25	0	0	18	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	0	20	0	43	75	33	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	0	25	0	54	75	43	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	0	0	22	0	0	23	63	14	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	75	0	0	25	0	0	33	80	6	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	44	0	11	22	0	22	136	100	5	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	38	0	13	25	0	25	159	88	4	8	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	20	0	0	0	9	0	0	0	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	5	0	0	0	
<b>TOTAL IZMIR (ADNAM MENDERES)</b>					<b>137</b>	<b>0</b>	<b>1</b>	<b>56</b>	<b>9</b>	<b>14</b>	<b>14</b>	<b>2</b>	<b>4</b>	<b>52</b>	<b>63</b>	<b>21</b>	<b>21</b>	

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

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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	SAUDI ARABIAN AIRLINES	S	A	31	0	0	90	10	0	0	0	0	6	74	14	31
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	31	0	0	58	29	10	3	0	0	16	48	20	31
<b>TOTAL JEDDAH</b>					<b>62</b>	<b>2</b>	<b>0</b>	<b>74</b>	<b>19</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>61</b>	<b>19</b>	<b>19</b>
JEREZ	STANSTED	RYANAIR	S	A	62	0	0	92	3	3	2	0	0	4	94	3	67
	STANSTED	RYANAIR	S	D	62	0	0	87	5	5	3	0	0	9	84	10	67
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	3	60	12	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	2	80	5	5
<b>TOTAL JEREZ</b>					<b>134</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>10</b>	<b>10</b>
JERSEY	EDINBURGH	BMI REGIONAL	S	A	5	0	0	100	0	0	0	0	0	50	20	6	
	EDINBURGH	BMI REGIONAL	S	D	5	0	0	60	40	0	0	0	0	10	78	10	9
	GLASGOW	BMI REGIONAL	S	A	10	0	0	70	20	10	0	0	0	8	83	12	12
	GLASGOW	BMI REGIONAL	S	D	10	0	0	90	0	10	0	0	0	8	83	18	12
	MANCHESTER	BMIBABY LTD	S	A	31	0	0	55	13	16	10	6	0	34	23	35	31
	MANCHESTER	BMIBABY LTD	S	D	31	0	0	55	19	13	10	3	0	31	65	18	31
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	4	5
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	5	0	0	60	20	20	0	0	0	21	80	7	5
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	10	0	0	50	30	20	0	0	0	18	0	0	0
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	10	0	0	80	10	10	0	0	0	11	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	46	0	0	85	4	7	4	0	0	10	72	16	61
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	10	0	0	80	20	0	0	0	0	6	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	10	0	0	80	0	20	0	0	0	12	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	46	0	0	78	11	7	4	0	0	12	76	15	62
	GATWICK	BRITISH AIRWAYS PLC	S	A	165	0	0	70	16	9	4	0	0	14	71	17	164
	GATWICK	BRITISH AIRWAYS PLC	S	D	165	0	0	67	19	8	6	0	0	16	75	14	164
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	41	0	0	32	27	27	12	2	0	37	69	28	42
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	41	0	1	32	39	22	7	0	0	30	60	22	43



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

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)											
JERSEY	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	A	10	0	0	30	30	0	40	0	0	58	20	37	5
	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	D	10	0	0	30	20	10	20	20	0	94	20	43	5
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	124	0	0	79	11	3	4	2	0	15	84	10	129
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	124	0	0	72	15	7	3	2	0	19	78	12	129
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	A	9	0	0	22	22	44	11	0	0	41	0	57	5
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	D	10	0	0	20	40	20	10	10	0	46	20	29	5
	LUTON	FLYBE.BRITISH EUROPEAN	S	A	5	0	0	60	20	0	20	0	0	22	80	14	5
	LUTON	FLYBE.BRITISH EUROPEAN	S	D	5	0	0	40	20	20	20	0	0	36	60	20	5
	MANCHESTER	FLYBE.BRITISH EUROPEAN	C	A	5	0	0	40	60	0	0	0	0	13	40	30	5
	MANCHESTER	FLYBE.BRITISH EUROPEAN	C	D	5	0	0	100	0	0	0	0	0	0	40	19	5
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	S	A	23	0	0	65	17	0	9	9	0	36	60	27	5
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	S	D	23	0	0	57	22	0	9	13	0	50	60	24	5
	LONDON CITY	VLM (BELGIUM)	S	A	77	0	1	92	0	5	1	1	0	9	96	2	79
	LONDON CITY	VLM (BELGIUM)	S	D	78	0	0	83	8	5	3	1	0	14	96	3	79
	STANSTED	VLM (BELGIUM)	C	A	5	1	0	80	20	0	0	0	0	12	0	0	0
	STANSTED	VLM (BELGIUM)	C	D	5	0	0	60	40	0	0	0	0	15	0	0	0
<b>TOTAL JERSEY</b>					<b>1166</b>	<b>1</b>	<b>2</b>	<b>69</b>	<b>15</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>74</b>	<b>14</b>	<b>14</b>
JOHANNESBURG	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	94	3	3	0	0	0	3	95	4	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	53	26	11	8	2	0	25	35	37	62
	GATWICK	NATIONWIDE AIR	S	A	12	0	1	42	33	17	8	0	0	23	79	9	14
	GATWICK	NATIONWIDE AIR	S	D	12	0	1	83	8	8	0	0	0	8	86	9	14
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	52	1	4	81	12	4	2	2	0	14	90	8	62
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	54	0	4	72	15	6	7	0	0	17	61	16	62
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	71	26	3	0	0	0	11	80	8	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	45	26	23	6	0	0	24	42	46	31
<b>TOTAL JOHANNESBURG</b>					<b>316</b>	<b>1</b>	<b>10</b>	<b>71</b>	<b>17</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>70</b>	<b>17</b>	<b>17</b>

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
KALAMATA																		
	GATWICK	ASTRAEUS LTD	C	A	5	0	0	40	20	20	0	20	0	72	100	6	4	
	GATWICK	ASTRAEUS LTD	C	D	5	0	0	40	20	40	0	0	0	26	100	0	4	
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	A	5	0	0	40	40	0	20	0	0	34	0	0	0	
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	D	5	0	0	20	20	20	40	0	0	57	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	10	0	0	50	10	20	20	0	0	29	63	24	8	
	GATWICK	EXCEL AIRWAYS LTD	C	D	10	0	0	30	30	40	0	0	0	23	50	16	8	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	0	0	50	50	0	0	63	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	11	0	0	0	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	4	1	0	75	0	0	25	0	0	26	0	0	0	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	5	0	0	40	40	0	20	0	0	35	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	10	50	57	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	0	0	20	0	0	14	75	12	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	20	0	0	20	100	1	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	5	100	0	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	20	0	40	0	0	46	75	92	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	20	0	0	29	75	82	4	
<b>TOTAL KALAMATA</b>					<b>88</b>	<b>1</b>	<b>0</b>	<b>53</b>	<b>14</b>	<b>16</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>78</b>	<b>21</b>	<b>21</b>	
KARACHI																		
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	14	0	0	50	21	21	7	0	0	20	77	6	13	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	13	0	1	0	46	54	0	0	0	30	23	24	13	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	33	0	0	52	24	12	9	3	0	31	68	24	44	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	44	0	0	36	14	27	18	5	0	43	44	42	52	
<b>TOTAL KARACHI</b>					<b>104</b>	<b>0</b>	<b>1</b>	<b>38</b>	<b>22</b>	<b>25</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>35</b>	<b>54</b>	<b>30</b>	<b>30</b>	
KARLSRUHE/BADEN BADEN																		
	STANSTED	RYANAIR	S	A	52	0	0	88	8	4	0	0	0	5	89	3	53	
	STANSTED	RYANAIR	S	D	52	0	0	69	25	6	0	0	0	14	72	13	53	
<b>TOTAL KARLSRUHE/BADEN BADEN</b>					<b>104</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>8</b>	<b>8</b>	
KATOWICE																		
	LUTON	WIZZ AIR	S	A	49	4	0	90	2	6	0	2	0	9	76	12	62	
	LUTON	WIZZ AIR	S	D	49	4	0	37	33	22	6	2	0	30	50	22	62	
<b>TOTAL KATOWICE</b>					<b>98</b>	<b>8</b>	<b>0</b>	<b>63</b>	<b>17</b>	<b>14</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>67</b>	<b>15</b>	<b>15</b>	
KAVALLA																		

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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
KAVALLA																		
	BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	5	0	0	100	0	0	0	0	0	2	100	0	4	
	BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	5	0	0	80	0	0	0	20	0	39	100	0	4	
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	5	0	0	80	0	0	20	0	0	32	100	0	4	
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	75	25	0	0	0	0	4	100	2	4	
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	5	0	0	100	0	0	0	0	0	2	75	5	4	
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	5	0	0	80	0	20	0	0	0	9	100	0	4	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	75	0	0	0	0	25	105	75	32	4	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	75	0	0	0	0	25	118	75	30	4	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	34	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	50	25	0	25	0	0	41	0	0	0	
<b>TOTAL KAVALLA</b>					<b>45</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>4</b>	<b>2</b>	<b>7</b>	<b>2</b>	<b>4</b>	<b>36</b>	<b>84</b>	<b>9</b>	<b>9</b>	
KEFALLINIA																		
	GATWICK	ASTRAEUS LTD	C	A	5	0	0	40	0	20	40	0	0	53	75	9	4	
	GATWICK	ASTRAEUS LTD	C	D	5	0	0	20	0	20	60	0	0	76	50	20	4	
	MANCHESTER	ASTRAEUS LTD	C	A	4	0	0	25	75	0	0	0	0	20	50	15	8	
	MANCHESTER	ASTRAEUS LTD	C	D	4	0	0	75	25	0	0	0	0	11	50	15	8	
	BIRMINGHAM	BMI BRITISH MIDLAND	C	A	4	0	0	75	0	0	25	0	0	25	0	0	0	
	BIRMINGHAM	BMI BRITISH MIDLAND	C	D	5	0	0	20	20	0	40	0	20	122	0	0	0	
	MANCHESTER	BMI BRITISH MIDLAND	C	A	5	0	0	80	20	0	0	0	0	5	0	0	0	
	MANCHESTER	BMI BRITISH MIDLAND	C	D	5	0	0	80	20	0	0	0	0	10	0	0	0	
	NEWCASTLE	BMI BRITISH MIDLAND	C	A	5	0	0	20	20	0	40	0	20	125	0	0	0	
	NEWCASTLE	BMI BRITISH MIDLAND	C	D	5	0	0	20	20	20	40	0	0	56	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	100	0	0	0	0	0	1	80	7	5	
	BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	100	0	0	0	0	0	2	80	9	5	
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	100	0	0	0	0	0	0	60	11	5	
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	100	0	0	0	0	0	8	60	17	5	

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
KEFALLINIA	LUTON	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	100	0	0	0	0	0	2	67	19	3
	LUTON	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	50	25	25	0	0	0	13	100	5	4
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	100	0	0	0	0	0	80	64	5	
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	100	0	0	0	0	0	100	0	5	
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	9	0	0	78	11	11	0	0	7	100	0	4	
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	9	0	0	11	44	22	22	0	34	75	10	4	
	GATWICK	EXCEL AIRWAYS LTD	C	A	19	0	0	79	5	11	5	0	11	93	3	14	
	GATWICK	EXCEL AIRWAYS LTD	C	D	19	0	0	68	11	16	5	0	16	79	30	14	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	10	0	0	90	0	0	10	0	8	75	65	12	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	10	0	0	60	30	10	0	0	14	75	44	12	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	75	75	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	100	0	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	14	0	0	93	0	0	7	0	8	92	10	12	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	14	0	0	79	14	0	7	0	18	83	14	12	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	100	0	4	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	100	0	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	20	20	0	0	15	50	22	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	60	0	40	0	0	19	50	26	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	3	1	0	100	0	0	0	0	0	100	4	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	3	50	19	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	36	100	0	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	25	0	48	100	2	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	20	20	0	60	0	69	100	0	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	20	40	0	40	0	60	100	1	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	100	0	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	100	0	4	
<b>TOTAL KEFALLINIA</b>					<b>244</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>11</b>	<b>7</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>21</b>	<b>77</b>	<b>19</b>	<b>19</b>
KEFLAVIK	GLASGOW	ICELANDAIR	S	A	21	0	1	62	19	5	0	10	5	49	27	24	22
	GLASGOW	ICELANDAIR	S	D	22	0	0	41	23	18	5	9	5	61	41	25	22
	HEATHROW	ICELANDAIR	S	A	62	0	0	68	11	18	3	0	16	63	16	62	

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
KEFLAVIK		HEATHROW	ICELANDAIR	S	D	62	0	0	52	13	31	5	0	0	23	40	28	62
		STANSTED	JET X	S	A	52	0	0	60	21	13	4	2	0	22	0	0	0
		STANSTED	JET X	S	D	53	0	0	60	21	11	6	0	2	32	0	0	0
<b>TOTAL KEFLAVIK</b>						<b>272</b>	<b>0</b>	<b>1</b>	<b>58</b>	<b>17</b>	<b>18</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>28</b>	<b>60</b>	<b>32</b>	<b>32</b>
KENT INTERNATIONAL		EDINBURGH	EUJET	S	A	38	0	2	92	5	3	0	0	0	3	0	0	0
		EDINBURGH	EUJET	S	D	37	0	3	73	22	3	3	0	0	12	0	0	0
		MANCHESTER	EUJET	S	A	22	0	0	91	9	0	0	0	0	3	0	0	0
		MANCHESTER	EUJET	S	D	22	0	0	100	0	0	0	0	0	2	0	0	0
		NEWCASTLE	EUJET	S	A	11	0	1	36	18	9	36	0	0	33	0	0	0
		NEWCASTLE	EUJET	S	D	11	0	1	27	27	18	27	0	0	35	0	0	0
<b>TOTAL KENT INTERNATIONAL</b>						<b>141</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>12</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
KERRY COUNTY		MANCHESTER	AER ARRAN	S	A	15	0	0	100	0	0	0	0	0	85	6	13	
		MANCHESTER	AER ARRAN	S	D	15	0	0	100	0	0	0	0	0	2	100	1	13
		STANSTED	RYANAIR	S	A	62	0	0	90	10	0	0	0	0	4	81	8	62
		STANSTED	RYANAIR	S	D	62	0	0	87	8	5	0	0	0	7	68	13	62
<b>TOTAL KERRY COUNTY</b>						<b>154</b>	<b>1</b>	<b>0</b>	<b>91</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>77</b>	<b>10</b>	<b>10</b>
KHARTOUM		HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	17	0	0	53	18	24	6	0	0	24	58	48	12
		HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	15	0	0	40	20	27	13	0	0	33	0	59	14
<b>TOTAL KHARTOUM</b>						<b>32</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>19</b>	<b>25</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>27</b>	<b>54</b>	<b>54</b>
KIEV (BORISPOL)		HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	42	26	19	13	0	0	26	55	13	22
		HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	45	29	10	16	0	0	27	73	10	22
		GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	A	31	0	0	87	6	3	3	0	0	9	71	10	31
		GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	D	31	0	0	55	29	13	3	0	0	19	45	31	31
<b>TOTAL KIEV (BORISPOL)</b>						<b>124</b>	<b>3</b>	<b>0</b>	<b>57</b>	<b>23</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>60</b>	<b>17</b>	<b>17</b>
KINGSTON		HEATHROW	AIR JAMAICA	S	A	29	0	0	24	17	17	28	14	0	69	31	69	39

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

Origin / Destinations: K

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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)											
KINGSTON	HEATHROW	AIR JAMAICA	S	D	29	0	0	3	31	24	31	10	0	87	8	87	39
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	23	31	23	23	0	0	35	79	127	14
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	38	31	23	8	0	0	27	46	19	13
<b>TOTAL KINGSTON</b>					<b>84</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>26</b>	<b>21</b>	<b>25</b>	<b>8</b>	<b>0</b>	<b>64</b>	<b>28</b>	<b>75</b>	<b>75</b>
KIRKWALL	EDINBURGH	LOGANAIR	S	A	13	0	0	92	8	0	0	0	0	5	87	8	30
	EDINBURGH	LOGANAIR	S	D	56	0	0	70	20	9	2	0	0	14	78	13	58
<b>TOTAL KIRKWALL</b>					<b>69</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>17</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>81</b>	<b>11</b>	<b>11</b>
KISHINEV																	
KLAGENFURT	STANSTED	RYANAIR	S	A	31	0	0	81	16	0	0	3	0	14	94	4	31
	STANSTED	RYANAIR	S	D	31	0	0	55	29	16	0	0	0	16	58	16	31
<b>TOTAL KLAGENFURT</b>					<b>63</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>22</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>76</b>	<b>10</b>	<b>10</b>
KOS	MANCHESTER	AIR ATLANTA EUROPE LTD	C	A	3	0	0	67	0	0	33	0	0	46	0	0	0
	MANCHESTER	AIR ATLANTA EUROPE LTD	C	D	3	0	0	0	0	67	33	0	0	70	0	0	0
	GATWICK	ALEXANDAIR	C	A	5	0	0	20	0	20	40	0	20	186	0	0	0
	GATWICK	ALEXANDAIR	C	D	10	0	0	30	0	20	30	0	20	177	0	0	0
	MANCHESTER	ALEXANDAIR	C	A	5	0	0	60	0	0	20	0	20	128	0	0	0
	MANCHESTER	ALEXANDAIR	C	D	5	0	0	20	20	0	40	0	20	153	0	0	0
	MANCHESTER	ASTRAEUS LTD	C	A	9	0	0	44	11	22	22	0	0	24	0	0	0
	MANCHESTER	ASTRAEUS LTD	C	D	8	0	0	38	25	25	13	0	0	24	0	0	0
	BIRMINGHAM	BMI BRITISH MIDLAND	C	A	5	0	0	20	40	20	20	0	0	34	0	0	0
	BIRMINGHAM	BMI BRITISH MIDLAND	C	D	5	0	0	40	20	40	0	0	0	24	0	0	0
	GLASGOW	BMI BRITISH MIDLAND	C	A	5	0	0	80	20	0	0	0	0	7	100	3	4
	GLASGOW	BMI BRITISH MIDLAND	C	D	5	0	0	60	40	0	0	0	0	9	100	1	5
	BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	5	0	0	60	0	20	20	0	0	36	75	17	4
	BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	5	0	0	60	20	0	20	0	0	35	60	28	5
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	8	0	0	38	50	13	0	0	0	19	75	118	8
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	9	0	0	67	22	11	0	0	0	12	80	29	10

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)											
KOS	LUTON	BRITANNIA AIRWAYS AND THOMSONFLY	C A	5	1	0	80	0	0	0	20	0	42	67	31	3	
	LUTON	BRITANNIA AIRWAYS AND THOMSONFLY	C D	5	0	0	80	0	0	20	0	0	38	75	26	4	
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C A	4	0	0	75	0	0	0	0	25	98	100	5	4	
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C D	4	0	0	75	0	0	0	0	25	104	100	2	5	
	GATWICK	EXCEL AIRWAYS LTD	C A	16	0	0	75	13	6	6	0	0	12	78	26	18	
	GATWICK	EXCEL AIRWAYS LTD	C D	17	0	0	59	12	24	6	0	0	21	79	28	19	
	MANCHESTER	EXCEL AIRWAYS LTD	C A	7	0	0	86	14	0	0	0	0	7	67	30	12	
	MANCHESTER	EXCEL AIRWAYS LTD	C D	7	0	0	57	14	29	0	0	0	20	77	30	13	
	NEWCASTLE	EXCEL AIRWAYS LTD	C A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	NEWCASTLE	EXCEL AIRWAYS LTD	C D	4	0	0	75	0	25	0	0	0	14	0	0	0	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C A	4	0	0	100	0	0	0	0	0	0	100	0	5	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C D	4	0	0	100	0	0	0	0	0	0	100	1	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C A	10	0	0	60	20	0	20	0	0	24	67	13	9	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C D	11	0	0	36	27	18	18	0	0	34	25	21	8	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C A	8	0	0	100	0	0	0	0	0	3	67	14	9	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C D	8	0	0	88	13	0	0	0	0	7	50	15	8	
	GATWICK	MONARCH AIRLINES	C A	13	0	0	38	23	15	23	0	0	33	64	30	14	
	GATWICK	MONARCH AIRLINES	C D	13	0	0	62	15	8	15	0	0	25	88	18	17	
	MANCHESTER	MONARCH AIRLINES	C A	3	0	0	100	0	0	0	0	0	0	67	7	6	
	MANCHESTER	MONARCH AIRLINES	C D	3	0	0	100	0	0	0	0	0	2	100	0	8	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C A	4	0	0	75	0	25	0	0	0	13	40	80	5	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C D	4	0	0	75	0	0	25	0	0	23	40	92	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C A	4	0	0	100	0	0	0	0	0	2	56	33	9	
	GATWICK	MY TRAVEL AIRWAYS UK	C D	4	0	0	25	50	25	0	0	0	23	50	34	10	
	GLASGOW	MY TRAVEL AIRWAYS UK	C A	5	0	0	100	0	0	0	0	0	0	60	153	5	
	GLASGOW	MY TRAVEL AIRWAYS UK	C D	4	0	0	100	0	0	0	0	0	4	80	137	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C A	4	0	0	100	0	0	0	0	0	0	56	21	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C D	4	0	0	75	25	0	0	0	0	9	50	17	10	
	GATWICK	THOMAS COOK AIRLINES LTD	C A	8	0	0	63	0	0	38	0	0	42	64	23	11	
	GATWICK	THOMAS COOK AIRLINES LTD	C D	8	0	0	63	0	13	13	13	0	60	77	17	13	
	GLASGOW	THOMAS COOK AIRLINES LTD	C A	4	0	0	50	0	25	0	25	0	60	80	10	5	

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
KOS																		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	18	75	11	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	63	0	25	0	13	0	36	75	11	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	0	0	0	13	0	28	75	11	4	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	80	7	5	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	5	100	0	4	
<b>TOTAL KOS</b>					<b>326</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>12</b>	<b>11</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>35</b>	<b>72</b>	<b>26</b>	<b>26</b>	
KRAKOW																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	26	29	35	10	0	0	35	64	15	22	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	23	32	35	10	0	0	36	64	15	22	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	87	3	10	0	0	0	7	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	71	16	10	3	0	0	14	0	0	0	
	GATWICK	LOT-POLISH AIRLINES	S	A	26	0	0	12	12	46	31	0	0	57	74	10	31	
	GATWICK	LOT-POLISH AIRLINES	S	D	26	0	0	15	35	35	15	0	0	41	61	16	31	
	MANCHESTER	SKY EUROPE	S	A	13	0	0	54	0	8	38	0	0	52	0	0	0	
	MANCHESTER	SKY EUROPE	S	D	13	0	0	23	15	15	46	0	0	75	0	0	0	
	STANSTED	SKY EUROPE	S	A	31	0	0	84	10	3	3	0	0	8	0	0	0	
	STANSTED	SKY EUROPE	S	D	31	0	0	55	19	6	19	0	0	29	0	0	0	
<b>TOTAL KRAKOW</b>					<b>264</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>18</b>	<b>21</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>66</b>	<b>14</b>	<b>14</b>	
KRISTIANSAND (KJEVIK)																		
KUALA LUMPUR (SEPANG)																		
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	A	79	1	1	92	3	3	3	0	0	5	80	20	79	
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	D	80	0	0	68	20	13	0	0	0	14	67	27	79	
	MANCHESTER	MALAYSIAN AIRLINES SYSTEM-MAS	S	A	19	0	0	89	11	0	0	0	0	5	94	8	17	
	MANCHESTER	MALAYSIAN AIRLINES SYSTEM-MAS	S	D	18	0	0	94	6	0	0	0	0	3	61	21	18	
<b>TOTAL KUALA LUMPUR (SEPANG)</b>					<b>197</b>	<b>1</b>	<b>1</b>	<b>82</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>74</b>	<b>22</b>	<b>22</b>	
KUWAIT																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	100	0	0	0	0	0	1	87	16	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	77	19	3	0	0	0	8	77	25	31	
	HEATHROW	KUWAIT AIRWAYS	S	A	36	0	0	47	28	14	6	6	0	31	63	18	40	
	HEATHROW	KUWAIT AIRWAYS	S	D	36	0	0	36	28	28	6	3	0	32	51	27	39	



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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2004				
			CHARTER/ SCHED	ARR/ DEP	MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
KUWAIT																	
<b>TOTAL KUWAIT</b>					134	0	0	63	19	12	3	2	0	19	68	22	22

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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)												
LA CORUNA																		
LA ROCHELLE																		
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	22	1	1	55	9	18	14	5	0	36	0	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	22	0	1	59	9	18	9	5	0	31	0	0	0	0
	STANSTED	RYANAIR	S	A	35	0	1	74	17	3	6	0	0	16	97	2	35	
	STANSTED	RYANAIR	S	D	36	0	0	69	19	8	3	0	0	16	92	5	36	
<b>TOTAL LA ROCHELLE</b>					<b>115</b>	<b>1</b>	<b>3</b>	<b>66</b>	<b>15</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>94</b>	<b>4</b>	<b>4</b>	
LA ROMANA																		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	3	1	0	100	0	0	0	0	0	1	75	75	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	75	0	0	0	33	50	16	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	1	50	140	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	50	0	0	0	27	50	76	4	
<b>TOTAL LA ROMANA</b>					<b>15</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>7</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>56</b>	<b>77</b>	<b>77</b>	
LAGOS																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	43	1	0	51	19	16	9	0	5	80	81	13	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	46	0	0	37	37	13	13	0	0	31	26	28	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	42	0	0	86	7	2	2	2	0	12	57	22	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	43	0	0	23	19	40	19	0	0	43	27	29	30	
<b>TOTAL LAGOS</b>					<b>174</b>	<b>1</b>	<b>0</b>	<b>49</b>	<b>21</b>	<b>18</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>41</b>	<b>48</b>	<b>23</b>	<b>23</b>	
LAHORE																		
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	13	0	0	38	38	15	8	0	0	23	64	12	14	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	13	0	0	15	31	31	23	0	0	40	21	48	14	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	14	0	0	64	14	7	14	0	0	22	33	27	9	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	9	0	0	56	33	11	0	0	0	16	78	7	9	
<b>TOTAL LAHORE</b>					<b>49</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>29</b>	<b>16</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>50</b>	<b>24</b>	<b>24</b>	
LARNACA																		
	BIRMINGHAM	AIR MALTA	C	A	2	0	0	100	0	0	0	0	0	0	100	6	3	
	BIRMINGHAM	AIR MALTA	C	D	2	0	0	100	0	0	0	0	0	0	100	5	3	
	BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	5	0	0	60	20	0	20	0	0	20	80	9	5	
	BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	5	0	0	80	0	0	20	0	0	18	100	0	4	
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	8	0	0	50	25	0	13	0	13	126	75	20	8	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE						JULY 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	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	9	0	0	89	0	0	11	0	0	16	100	2	8	
	GLASGOW	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	5	0	0	40	40	20	0	0	0	21	100	0	4	
	GLASGOW	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	5	0	0	80	0	20	0	0	0	11	100	2	4	
	LUTON	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	5	0	0	100	0	0	0	0	0	1	75	9	4	
	LUTON	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	5	0	0	100	0	0	0	0	0	3	75	6	4	
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	9	0	0	67	11	11	11	0	0	25	100	1	7	
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	9	0	0	89	11	0	0	0	0	3	100	3	7	
	NEWCASTLE	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	5	0	0	40	20	20	20	0	0	33	100	0	4	
	NEWCASTLE	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	5	0	0	100	0	0	0	0	0	4	100	0	4	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	54	0	0	61	19	7	9	2	2	49	39	24	38	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	54	0	0	50	9	24	15	0	2	44	36	25	39	
	BIRMINGHAM	CYPRUS AIRWAYS	S	A	8	0	1	88	13	0	0	0	0	6	89	5	9	
	BIRMINGHAM	CYPRUS AIRWAYS	S	D	8	0	1	50	50	0	0	0	0	14	67	15	9	
	HEATHROW	CYPRUS AIRWAYS	S	A	79	0	0	76	11	8	5	0	0	13	70	16	80	
	HEATHROW	CYPRUS AIRWAYS	S	D	79	0	0	41	39	15	5	0	0	23	49	24	80	
	MANCHESTER	CYPRUS AIRWAYS	S	A	13	0	0	92	8	0	0	0	0	5	78	9	18	
	MANCHESTER	CYPRUS AIRWAYS	S	D	13	0	0	54	23	15	8	0	0	24	61	15	18	
	STANSTED	CYPRUS AIRWAYS	S	A	17	0	0	88	12	0	0	0	0	3	86	16	21	
	STANSTED	CYPRUS AIRWAYS	S	D	17	0	0	53	29	6	12	0	0	22	67	31	21	
	BIRMINGHAM	EUROCYPRIA AIRLINES LTD	C	A	5	0	0	60	20	0	20	0	0	32	56	68	9	
	BIRMINGHAM	EUROCYPRIA AIRLINES LTD	C	D	5	0	0	0	60	20	20	0	0	46	30	71	10	
	EDINBURGH	EUROCYPRIA AIRLINES LTD	C	A	5	0	0	40	40	0	0	0	20	304	50	68	4	
	EDINBURGH	EUROCYPRIA AIRLINES LTD	C	D	5	0	0	20	60	0	0	0	20	310	50	68	4	
	GATWICK	EUROCYPRIA AIRLINES LTD	C	A	11	0	0	55	18	18	9	0	0	27	33	19	9	
	GATWICK	EUROCYPRIA AIRLINES LTD	C	D	12	0	0	42	33	8	17	0	0	34	22	44	9	
	GLASGOW	EUROCYPRIA AIRLINES LTD	C	A	10	0	0	20	20	60	0	0	0	31	38	245	8	
	GLASGOW	EUROCYPRIA AIRLINES LTD	C	D	10	0	0	10	20	60	10	0	0	40	14	288	7	
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	A	14	0	0	21	36	29	14	0	0	37	75	32	4	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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
LARNACA																		
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	D	14	0	0	21	29	21	29	0	0	44	75	24	4	
	NEWCASTLE	EUROCYPRIA AIRLINES LTD	C	A	5	0	0	0	20	20	40	0	20	217	0	0	0	
	NEWCASTLE	EUROCYPRIA AIRLINES LTD	C	D	5	0	0	0	20	20	40	0	20	349	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	18	0	0	33	22	33	6	6	0	40	77	9	13	
	GATWICK	EXCEL AIRWAYS LTD	C	D	19	0	0	26	21	53	0	0	0	28	77	7	13	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	9	0	0	44	11	11	33	0	0	50	86	41	14	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	10	0	0	50	0	10	30	0	10	85	77	45	13	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	67	33	0	0	0	0	10	100	5	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	60	40	0	0	0	0	13	50	19	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	S	A	13	0	0	46	15	31	8	0	0	25	38	22	8	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	2	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	S	D	14	0	0	43	29	29	0	0	0	19	25	32	8	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	22	0	0	0	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	100	0	5	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	16	100	0	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	S	A	14	0	0	43	43	7	7	0	0	18	82	6	11	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	S	D	14	0	0	64	21	14	0	0	0	14	58	14	12	
	GATWICK	FLYJET LTD	C	A	4	0	0	25	0	25	0	0	50	243	0	68	4	
	GATWICK	FLYJET LTD	C	D	5	0	0	20	20	20	0	0	40	212	0	83	4	
	MANCHESTER	FLYJET LTD	C	A	5	0	0	20	0	60	0	0	20	146	75	22	4	
	MANCHESTER	FLYJET LTD	C	D	5	0	0	60	20	0	0	0	20	132	75	14	4	
	GLASGOW	FUTURA AIRLINES	C	A	4	0	0	0	25	25	50	0	0	61	0	0	0	
	GLASGOW	FUTURA AIRLINES	C	D	4	0	0	75	25	0	0	0	0	14	0	0	0	
	BIRMINGHAM	HELIOS AIRWAYS LTD	S	A	9	0	0	22	44	22	11	0	0	25	0	0	0	
	BIRMINGHAM	HELIOS AIRWAYS LTD	S	D	9	0	0	11	44	33	11	0	0	31	0	0	0	
	GATWICK	HELIOS AIRWAYS LTD	S	D	9	0	1	44	11	44	0	0	0	24	0	0	0	
	GLASGOW	HELIOS AIRWAYS LTD	S	A	5	0	0	100	0	0	0	0	0	7	0	0	0	
	GLASGOW	HELIOS AIRWAYS LTD	S	D	5	0	0	20	60	0	20	0	0	31	0	0	0	
	HEATHROW	HELIOS AIRWAYS LTD	S	A	29	0	0	59	31	7	3	0	0	13	50	15	20	
	HEATHROW	HELIOS AIRWAYS LTD	S	D	29	0	0	79	10	7	3	0	0	9	60	12	20	
	LUTON	HELIOS AIRWAYS LTD	S	A	33	0	1	88	6	0	6	0	0	7	84	13	32	
	LUTON	HELIOS AIRWAYS LTD	S	D	34	0	0	53	32	6	6	3	0	24	56	31	32	
	MANCHESTER	HELIOS AIRWAYS LTD	C	A	8	0	0	25	63	13	0	0	0	19	0	0	0	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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	
LARNACA																			
	MANCHESTER	HELIOS AIRWAYS LTD	C	D	8	0	0	13	63	25	0	0	0	23	0	0	0		
	NEWCASTLE	HELIOS AIRWAYS LTD	C	A	5	0	0	20	40	40	0	0	0	22	20	41	5		
	NEWCASTLE	HELIOS AIRWAYS LTD	C	D	5	0	0	20	40	40	0	0	0	29	20	45	5		
	GATWICK	MONARCH AIRLINES	C	A	3	0	0	33	33	33	0	0	0	22	100	8	2		
	GATWICK	MONARCH AIRLINES	C	D	3	0	0	33	0	67	0	0	0	31	100	4	3		
	LUTON	MONARCH AIRLINES	C	A	4	0	0	0	0	25	75	0	0	102	75	6	4		
	LUTON	MONARCH AIRLINES	C	D	4	0	0	0	25	25	50	0	0	76	100	0	3		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	2	50	12	4		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	3	1	0	100	0	0	0	0	0	7	100	3	4		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	75	0	0	0	0	14	67	17	9		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	5	75	11	8		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	25	52	4		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	25	75	4		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	88	0	0	13	0	0	13	62	23	13		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	89	0	0	11	0	0	16	58	30	12		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	8	0	0	100	0	0	0	0	0	1	75	8	4		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	8	0	0	100	0	0	0	0	0	3	75	9	4		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	56	0	22	22	0	0	39	56	14	9		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	10	0	0	70	0	10	10	10	0	57	80	6	10		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	18	75	17	4		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	0	25	0	0	24	75	17	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	12	0	0	67	0	8	8	8	8	69	77	46	13		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	13	0	0	77	8	0	0	8	8	56	75	54	12		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	18	100	3	4		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	0	50	0	0	35	100	0	4		
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	12	25	15	4		
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	50	25	0	0	0	26	50	17	4		
<b>TOTAL LARNACA</b>					<b>1009</b>	<b>3</b>	<b>6</b>	<b>56</b>	<b>20</b>	<b>14</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>34</b>	<b>63</b>	<b>27</b>	<b>27</b>		
LAS PALMAS																			
	GATWICK	AIR EUROPA	C	A	2	0	0	100	0	0	0	0	0	11	0	0	0		
	GATWICK	AIR EUROPA	C	D	2	0	0	50	50	0	0	0	0	10	0	0	0		
	BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	75	0	25	0	0	0	10	78	22	9		

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
LAS PALMAS	BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	75	0	25	0	0	0	12	67	30	9
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	14	0	0	71	7	14	0	7	0	23	82	9	17
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	13	0	0	77	8	8	0	8	0	25	83	12	18
	GLASGOW	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	75	25	0	0	0	0	8	100	3	4
	GLASGOW	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	100	0	0	0	0	0	4	100	3	4
	LUTON	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	5	0	0	80	0	0	20	0	0	15	100	3	5
	LUTON	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	1	0	100	0	0	0	0	0	5	80	5	5
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	14	0	0	93	0	7	0	0	0	3	100	1	12
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	13	0	0	92	0	8	0	0	0	5	100	4	13
	NEWCASTLE	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	75	0	0	25	0	0	19	75	7	4
	NEWCASTLE	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	75	0	0	25	0	0	23	100	0	4
	STANSTED	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4
	STANSTED	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	100	0	0	0	0	0	3	100	3	4
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	25	25	25	0	0	25	118	75	7	4
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	75	0	0	0	0	25	109	100	7	4
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	75	13	4
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	13	100	0	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	3	75	13	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	1	80	13	5
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	89	11	0	0	0	0	6	75	15	8
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	78	11	0	11	0	0	15	22	35	9
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	13	0	0	46	23	23	8	0	0	22	77	9	13
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	13	0	0	54	15	15	15	0	0	23	73	18	15
	GLASGOW	FLYGLOBESPAN	S	A	9	0	0	89	11	0	0	0	0	4	0	0	0
	GLASGOW	FLYGLOBESPAN	S	D	9	0	0	78	11	11	0	0	0	12	0	0	0

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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																		
	MANCHESTER	FLYJET LTD	C	A	2	0	0	0	0	0	100	0	0	106	50	24	2	
	MANCHESTER	FLYJET LTD	C	D	2	0	0	0	0	0	100	0	0	107	100	7	2	
	GLASGOW	FUTURA AIRLINES	C	A	4	0	0	75	0	0	0	25	0	55	0	0	0	
	GLASGOW	FUTURA AIRLINES	C	D	4	0	0	25	25	25	0	25	0	67	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	A	13	0	0	38	23	31	8	0	0	32	56	49	9	
	GATWICK	GB AIRWAYS LTD	S	D	13	0	0	38	23	23	15	0	0	33	56	54	9	
	GLASGOW	IBERWORLD	C	A	5	0	0	80	0	20	0	0	0	14	80	4	5	
	GLASGOW	IBERWORLD	C	D	5	0	0	80	0	0	20	0	0	19	80	6	5	
	BIRMINGHAM	MONARCH AIRLINES	C	D	2	0	0	0	100	0	0	0	0	21	0	0	0	
	EDINBURGH	MONARCH AIRLINES	C	A	4	0	0	75	0	25	0	0	0	8	75	121	4	
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	75	0	0	25	0	0	22	75	131	4	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	25	25	0	0	0	21	100	6	4	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	25	25	0	0	0	13	50	14	4	
	LUTON	MONARCH AIRLINES	S	A	4	0	0	75	25	0	0	0	0	6	0	0	0	
	LUTON	MONARCH AIRLINES	S	D	4	0	0	75	25	0	0	0	0	9	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	9	0	0	89	0	0	11	0	0	8	69	22	13	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	9	0	0	89	0	0	11	0	0	13	43	36	14	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	0	20	0	38	50	31	8	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	0	20	0	41	44	68	9	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	9	0	0	89	0	11	0	0	0	8	100	3	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	9	0	0	78	11	11	0	0	0	11	75	9	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	78	11	0	0	0	11	77	76	24	17	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	78	22	0	0	0	0	6	78	22	18	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	20	0	0	0	6	75	7	4	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	0	100	0	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	0	0	13	0	0	16	83	15	6	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	7	0	0	57	0	29	14	0	0	35	71	24	7	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	56	0	0	33	0	11	86	75	7	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	56	0	0	33	0	11	86	56	19	9	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	20	20	40	0	20	0	75	100	1	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	6	0	0	67	0	17	0	17	0	56	100	1	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	22	22	22	33	0	0	40	60	71	10	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)													
LAS PALMAS																			
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	33	11	33	22	0	0	35	58	67	12		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	6	100	0	4		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	5	100	3	4		
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	3	0	0	33	0	0	33	33	0	92	0	0	0		
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	25	0	25	25	0	83	0	0	0		
<b>TOTAL LAS PALMAS</b>					<b>416</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>9</b>	<b>9</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>26</b>	<b>75</b>	<b>23</b>	<b>23</b>		
LAS VEGAS																			
	MANCHESTER	BMI BRITISH MIDLAND	S	A	9	0	0	89	0	11	0	0	0	6	0	0	0		
	MANCHESTER	BMI BRITISH MIDLAND	S	D	9	0	0	78	22	0	0	0	0	5	0	0	0		
	MANCHESTER	CONDOR	C	A	2	0	0	100	0	0	0	0	0	6	0	0	0		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	50	0	13	25	0	13	82	60	24	5		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	67	11	11	0	11	0	47	100	3	4		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	21	0	0	62	10	5	24	0	0	22	56	15	18		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	21	0	0	24	29	24	24	0	0	43	47	24	17		
<b>TOTAL LAS VEGAS</b>					<b>79</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>14</b>	<b>11</b>	<b>15</b>	<b>1</b>	<b>1</b>	<b>32</b>	<b>57</b>	<b>18</b>	<b>18</b>		
LE CASTELLET																			
LEEDS BRADFORD																			
	HEATHROW	BMI BRITISH MIDLAND	S	A	109	0	0	73	11	12	4	0	0	12	86	6	110		
	HEATHROW	BMI BRITISH MIDLAND	S	D	109	0	0	71	16	11	3	0	0	13	75	10	110		
	EDINBURGH	BMI REGIONAL	S	A	72	0	0	96	3	1	0	0	0	3	96	3	70		
	EDINBURGH	BMI REGIONAL	S	D	71	0	0	82	13	6	0	0	0	7	89	7	70		
	GLASGOW	BMI REGIONAL	S	A	63	0	0	92	5	3	0	0	0	5	94	4	69		
	GLASGOW	BMI REGIONAL	S	D	68	0	0	85	9	6	0	0	0	6	91	4	69		
<b>TOTAL LEEDS BRADFORD</b>					<b>492</b>	<b>2</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>6</b>	<b>6</b>		
LEIPZIG																			
	STANSTED	AIR BERLIN	S	A	14	0	0	86	14	0	0	0	0	5	0	0	0		
	STANSTED	AIR BERLIN	S	D	14	0	0	71	14	7	7	0	0	15	0	0	0		
<b>TOTAL LEIPZIG</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>		
LEMNOS																			
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	78	20	9		
	GATWICK	EXCEL AIRWAYS LTD	C	D	9	0	0	44	22	33	0	0	0	23	67	34	9		
<b>TOTAL LEMNOS</b>					<b>13</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>15</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>72</b>	<b>27</b>	<b>27</b>		



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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
LEUCHARS																		
LIMOGES																		
	STANSTED	RYANAIR		S A	36	0	0	94	3	0	3	0	0	5	97	1	36	
	STANSTED	RYANAIR		S D	36	0	0	92	8	0	0	0	0	5	75	11	36	
<b>TOTAL LIMOGES</b>					<b>72</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>6</b>	<b>6</b>	
LINZ																		
	STANSTED	RYANAIR		S A	31	0	0	87	6	3	3	0	0	6	100	1	31	
	STANSTED	RYANAIR		S D	31	0	0	74	19	6	0	0	0	9	87	6	31	
<b>TOTAL LINZ</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>94</b>	<b>3</b>	<b>3</b>	
LISBON																		
	GATWICK	AIR PORTUGAL		S A	62	0	0	66	26	5	2	2	0	17	79	12	62	
	GATWICK	AIR PORTUGAL		S D	62	0	0	37	27	32	3	0	0	24	56	18	62	
	HEATHROW	AIR PORTUGAL		S A	93	0	0	57	25	8	10	1	0	23	39	30	93	
	HEATHROW	AIR PORTUGAL		S D	93	0	0	47	20	20	11	1	0	28	53	29	93	
	HEATHROW	BRITISH AIRWAYS PLC		S A	122	0	0	75	11	10	5	0	0	13	77	12	124	
	HEATHROW	BRITISH AIRWAYS PLC		S D	123	0	0	54	17	15	13	0	0	25	58	19	124	
	GATWICK	MONARCH AIRLINES		S A	31	0	0	71	13	10	3	3	0	20	0	0	0	
	GATWICK	MONARCH AIRLINES		S D	31	0	0	77	16	0	0	6	0	22	0	0	0	
	MANCHESTER	PORTUGALIA		S A	32	0	0	78	19	0	3	0	0	9	70	19	30	
	MANCHESTER	PORTUGALIA		S D	10	0	0	70	20	10	0	0	0	9	67	24	9	
<b>TOTAL LISBON</b>					<b>659</b>	<b>3</b>	<b>0</b>	<b>60</b>	<b>19</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>59</b>	<b>21</b>	<b>21</b>	
LIVERPOOL																		
	EDINBURGH	FLYBE.BRITISH EUROPEAN		S A	31	0	0	74	3	10	13	0	0	20	0	0	0	
	EDINBURGH	FLYBE.BRITISH EUROPEAN		S D	31	0	0	71	10	6	13	0	0	19	0	0	0	
	GLASGOW	FLYBE.BRITISH EUROPEAN		S A	55	0	2	84	5	9	0	2	0	10	0	0	0	
	GLASGOW	FLYBE.BRITISH EUROPEAN		S D	56	0	1	80	9	7	4	0	0	14	0	0	0	
	LONDON CITY	VLM (BELGIUM)		S A	116	0	0	87	12	1	0	0	0	6	97	2	123	
	LONDON CITY	VLM (BELGIUM)		S D	116	0	0	89	9	3	0	0	0	7	95	3	123	
<b>TOTAL LIVERPOOL</b>					<b>405</b>	<b>2</b>	<b>3</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>96</b>	<b>3</b>	<b>3</b>	
LJUBLJANA																		
	GATWICK	ADRIA AIRWAYS		S A	31	0	0	77	6	6	10	0	0	17	74	18	31	
	GATWICK	ADRIA AIRWAYS		S D	31	0	0	32	39	16	13	0	0	28	71	21	31	
	MANCHESTER	ADRIA AIRWAYS		S A	9	0	0	22	56	0	22	0	0	34	44	18	9	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)													
LJUBLJANA																			
	MANCHESTER	ADRIA AIRWAYS		S D	9	0	0	67	11	11	11	0	0	25	67	22	9		
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	31	0	0	90	3	6	0	0	0	7	77	10	31		
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	31	0	0	87	6	6	0	0	0	10	74	10	31		
<b>TOTAL LJUBLJANA</b>					<b>142</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>72</b>	<b>15</b>	<b>15</b>		
LONDON CITY																			
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD		S A	118	0	0	81	8	6	4	0	0	10	88	4	69		
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD		S D	119	0	0	61	18	12	9	0	0	21	77	10	70		
	EDINBURGH	SCOT AIRWAYS		S A	171	1	16	77	18	6	0	0	0	9	85	8	197		
	EDINBURGH	SCOT AIRWAYS		S D	165	4	28	80	12	8	0	0	0	9	88	6	196		
	MANCHESTER	VLM (BELGIUM)		S A	175	0	3	92	5	3	0	0	0	5	91	5	184		
	MANCHESTER	VLM (BELGIUM)		S D	176	0	2	93	4	2	0	1	0	4	96	4	184		
<b>TOTAL LONDON CITY</b>					<b>924</b>	<b>5</b>	<b>49</b>	<b>82</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>89</b>	<b>6</b>	<b>6</b>		
LOS ANGELES INTERNATIONAL																			
	HEATHROW	AMERICAN AIRLINES		S A	62	0	0	87	8	2	3	0	0	6	77	10	62		
	HEATHROW	AMERICAN AIRLINES		S D	62	0	0	68	19	10	2	2	0	16	45	18	62		
	HEATHROW	BRITISH AIRWAYS PLC		S A	93	0	0	80	9	6	3	2	0	15	68	23	75		
	HEATHROW	BRITISH AIRWAYS PLC		S D	93	0	0	41	30	19	9	1	0	28	25	37	75		
	HEATHROW	UNITED AIRLINES		S A	31	0	0	87	6	3	0	0	3	25	84	31	57		
	HEATHROW	UNITED AIRLINES		S D	31	0	1	61	26	10	3	0	0	15	55	21	60		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	62	0	0	90	3	3	0	3	0	10	68	17	62		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	62	0	0	27	37	29	5	2	0	29	21	51	62		
<b>TOTAL LOS ANGELES INTERNATIONAL</b>					<b>496</b>	<b>0</b>	<b>1</b>	<b>66</b>	<b>18</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>55</b>	<b>26</b>	<b>26</b>		
LUANDA																			
	HEATHROW	BRITISH AIRWAYS PLC		S A	5	0	0	100	0	0	0	0	0	3	75	8	4		
	HEATHROW	BRITISH AIRWAYS PLC		S D	5	0	0	20	80	0	0	0	0	21	40	19	5		
<b>TOTAL LUANDA</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>56</b>	<b>14</b>	<b>14</b>		
LUBECK																			
	STANSTED	RYANAIR		S A	82	1	1	95	4	0	1	0	0	2	95	6	62		
	STANSTED	RYANAIR		S D	83	0	0	92	6	2	0	0	0	5	89	6	63		
<b>TOTAL LUBECK</b>					<b>166</b>	<b>1</b>	<b>1</b>	<b>93</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>92</b>	<b>6</b>	<b>6</b>		
LUSAKA																			

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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
LUSAKA	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	85	0	0	8	0	8	41	86	4	14
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	62	23	15	0	0	0	15	54	24	13
<b>TOTAL LUSAKA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>28</b>	<b>70</b>	<b>14</b>	<b>14</b>
LUTON	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	165	0	1	77	10	8	5	0	0	12	75	14	166
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	166	0	0	64	14	15	7	0	0	18	65	22	168
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	161	0	0	78	14	5	4	0	0	10	90	8	162
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	161	0	0	72	12	11	4	1	0	14	80	12	163
<b>TOTAL LUTON</b>					<b>653</b>	<b>1</b>	<b>1</b>	<b>73</b>	<b>13</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>14</b>	<b>14</b>
LUXEMBOURG	GATWICK	BRITISH AIRWAYS PLC	S	A	47	0	0	85	11	4	0	0	0	7	73	11	48
	GATWICK	BRITISH AIRWAYS PLC	S	D	47	0	0	72	26	2	0	0	0	10	69	11	48
	HEATHROW	LUXAIR	S	A	62	0	0	68	24	5	3	0	0	14	69	15	61
	HEATHROW	LUXAIR	S	D	62	0	0	85	5	5	5	0	0	10	84	8	61
	LONDON CITY	LUXAIR	S	A	94	0	0	93	5	0	2	0	0	5	87	5	75
	LONDON CITY	LUXAIR	S	D	94	0	0	89	5	4	1	0	0	7	77	10	75
	MANCHESTER	LUXAIR	S	A	31	0	0	97	0	3	0	0	0	5	83	9	29
	MANCHESTER	LUXAIR	S	D	31	0	0	77	10	10	3	0	0	9	86	6	29
	LONDON CITY	VLM (BELGIUM)	S	A	93	0	0	97	2	1	0	0	0	4	97	3	75
	LONDON CITY	VLM (BELGIUM)	S	D	93	0	0	82	13	3	2	0	0	9	93	4	75
<b>TOTAL LUXEMBOURG</b>					<b>655</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>8</b>	<b>8</b>
LUXOR	BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	100	0	0	0	0	0	3	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	100	0	0	0	0	0	6	0	0	0
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	75	0	0	0	25	0	72	100	0	4
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	50	25	0	0	25	0	82	100	2	4
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	75	25	0	0	0	0	8	100	0	4
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	75	25	0	0	0	0	11	100	5	4
	HEATHROW	EGYPT AIR	S	A	4	0	0	100	0	0	0	0	0	5	75	4	4

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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	
LUXOR																			
	HEATHROW	EGYPT AIR		S D	4	0	0	75	0	0	25	0	0	39	75	12	4		
	GATWICK	FLYJET LTD		C A	4	0	0	50	0	0	50	0	0	60	0	0	0		
	GATWICK	FLYJET LTD		C D	4	0	0	0	50	0	50	0	0	75	0	0	0		
	MANCHESTER	FLYJET LTD		C A	4	0	0	50	0	0	50	0	0	70	0	0	0		
	MANCHESTER	FLYJET LTD		C D	4	0	0	50	0	0	50	0	0	42	0	0	0		
	GATWICK	MONARCH AIRLINES		C A	8	0	0	50	38	13	0	0	0	13	25	39	8		
	GATWICK	MONARCH AIRLINES		C D	8	0	0	63	38	0	0	0	0	12	75	33	8		
	MANCHESTER	MONARCH AIRLINES		C A	4	0	0	50	50	0	0	0	0	12	75	41	4		
	MANCHESTER	MONARCH AIRLINES		C D	4	0	0	75	25	0	0	0	0	11	75	54	4		
<b>TOTAL LUXOR</b>					<b>72</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>19</b>	<b>1</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>30</b>	<b>75</b>	<b>22</b>	<b>22</b>		
LVOV																			
LYON																			
	HEATHROW	AIR FRANCE		S A	31	0	0	84	10	3	3	0	0	9	78	9	88		
	HEATHROW	AIR FRANCE		S D	30	0	0	90	3	7	0	0	0	6	89	6	88		
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S A	52	0	0	81	13	6	0	0	0	7	79	16	48		
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S D	52	0	0	85	6	10	0	0	0	7	75	16	48		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	31	0	0	84	10	0	6	0	0	14	97	2	31		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S D	31	0	0	84	6	3	6	0	0	12	94	4	31		
	HEATHROW	BRITISH AIRWAYS PLC		S A	93	0	0	70	9	10	10	2	0	20	62	18	93		
	HEATHROW	BRITISH AIRWAYS PLC		S D	93	0	0	61	19	13	5	1	0	21	51	24	93		
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	34	0	0	76	15	6	3	0	0	11	77	8	31		
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	34	0	0	79	12	6	3	0	0	11	77	9	31		
<b>TOTAL LYON</b>					<b>481</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>13</b>	<b>13</b>		

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
MADRAS/CHENNAI	HEATHROW	AIR INDIA		S D	5	0	0	0	40	60	0	0	68	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC		S A	9	0	89	11	0	0	0	0	3	88	5	8
	HEATHROW	BRITISH AIRWAYS PLC		S D	9	0	0	56	33	11	0	0	31	25	43	8
<b>TOTAL MADRAS/CHENNAI</b>					<b>23</b>	<b>0</b>	<b>35</b>	<b>26</b>	<b>22</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>56</b>	<b>24</b>	<b>24</b>
MADRID	GATWICK	AEROLINEAS ARGENTINAS		S A	16	1	38	13	13	31	6	0	57	38	25	13
	GATWICK	AEROLINEAS ARGENTINAS		S D	17	1	6	18	12	53	12	0	84	23	40	13
	EDINBURGH	AIR EUROPA		C A	4	0	50	0	25	25	0	0	57	50	11	4
	EDINBURGH	AIR EUROPA		C D	4	0	50	0	0	50	0	0	61	75	14	4
	HEATHROW	BMI BRITISH MIDLAND		S A	31	0	81	13	6	0	0	0	8	52	21	31
	HEATHROW	BMI BRITISH MIDLAND		S D	31	0	81	10	6	3	0	0	12	74	15	31
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S A	31	0	68	16	6	10	0	0	19	77	11	31
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S D	31	0	65	19	3	13	0	0	20	90	10	31
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD		S A	23	0	78	13	9	0	0	0	8	80	8	25
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD		S D	20	0	85	0	5	10	0	0	14	95	5	21
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	52	0	67	15	13	4	0	0	15	71	21	52
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S D	52	0	79	12	6	4	0	0	13	81	17	53
	GATWICK	BRITISH AIRWAYS PLC		S A	92	0	32	28	22	18	0	0	34	54	18	93
	GATWICK	BRITISH AIRWAYS PLC		S D	93	0	43	25	19	13	0	0	28	58	17	93
	HEATHROW	BRITISH AIRWAYS PLC		S A	154	0	50	21	14	14	1	1	38	59	22	155
	HEATHROW	BRITISH AIRWAYS PLC		S D	155	0	49	25	14	12	1	0	25	55	21	155
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	57	0	65	21	11	4	0	0	14	39	32	31
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	57	0	40	32	21	7	0	0	24	42	29	31
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	62	0	82	5	6	6	0	0	12	65	24	62
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	62	0	66	18	8	8	0	0	20	50	29	62
	HEATHROW	IBERIA		S A	186	0	51	26	16	6	1	0	22	54	22	186
	HEATHROW	IBERIA		S D	186	0	52	23	11	13	1	0	28	53	27	186
	MANCHESTER	MONARCH AIRLINES		S A	31	0	68	10	13	6	3	0	27	0	0	0
	MANCHESTER	MONARCH AIRLINES		S D	31	0	71	19	6	3	0	0	13	0	0	0

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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)											
MADRID	BIRMINGHAM	SPANAIR	C	D	2	0	0	0	50	0	50	0	0	50	0	0	0
	MANCHESTER	SPANAIR	C	A	2	0	0	100	0	0	0	0	0	7	0	107	2
	MANCHESTER	SPANAIR	C	D	3	0	0	0	33	33	33	0	0	50	0	186	2
<b>TOTAL MADRID</b>					<b>1491</b>	<b>4</b>	<b>4</b>	<b>55</b>	<b>21</b>	<b>13</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>59</b>	<b>22</b>	<b>22</b>
MAHON	GATWICK	AIR NOSTRUM	S	A	13	0	0	77	23	0	0	0	0	10	0	0	0
	GATWICK	AIR NOSTRUM	S	D	13	0	0	31	38	23	0	8	0	37	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	9	0	0	100	0	0	0	0	0	0	67	11	9
	BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	9	0	0	100	0	0	0	0	0	1	67	17	9
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	18	0	0	78	22	0	0	0	0	6	96	3	23
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	18	0	0	83	17	0	0	0	0	8	87	6	23
	GLASGOW	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	75	0	25	0	0	0	17	80	44	5
	GLASGOW	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	50	25	25	0	0	0	17	80	55	5
	LUTON	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	5	0	0	80	20	0	0	0	0	4	100	0	9
	LUTON	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	5	0	0	60	20	20	0	0	0	13	100	2	9
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	14	0	0	100	0	0	0	0	0	1	100	1	17
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	14	0	0	93	7	0	0	0	0	4	94	2	18
	NEWCASTLE	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	100	0	0	0	0	0	0	100	0	9
	NEWCASTLE	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	75	25	0	0	0	0	7	89	6	9
	STANSTED	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	9	0	0	100	0	0	0	0	0	0	100	1	9
	STANSTED	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	9	0	0	78	22	0	0	0	0	7	100	3	9
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	5	0	0	60	20	20	0	0	0	12	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	5	0	0	40	20	20	20	0	0	28	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	11	0	0	100	0	0	0	0	0	2	92	3	13

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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
MAHON																		
	GATWICK	EXCEL AIRWAYS LTD	C	D	11	0	0	82	9	9	0	0	0	7	85	7	13	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	3	60	14	5	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	9	60	12	5		
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	6	0	0	0		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	13	100	0	4		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	8	100	2	4		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	33	0	0	82	12	6	0	0	7	79	16	34		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	34	0	0	71	15	12	3	0	14	74	20	34		
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	100	0	4		
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	16	75	11	4		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	27	0	0	93	4	0	4	0	8	89	16	27		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	27	0	0	67	26	4	4	0	16	78	20	27		
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	89	11	0	0	0	4	89	6	9		
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	78	11	0	0	11	123	67	12	9		
	GATWICK	FLYJET LTD	C	A	5	0	0	40	0	20	40	0	48	0	0	0		
	GATWICK	FLYJET LTD	C	D	5	0	0	0	20	20	60	0	77	0	0	0		
	EDINBURGH	FUTURA AIRLINES	C	A	5	0	0	60	40	0	0	0	16	100	1	5		
	EDINBURGH	FUTURA AIRLINES	C	D	5	0	0	0	40	40	20	0	56	60	20	5		
	GLASGOW	FUTURA AIRLINES	C	A	4	0	0	75	25	0	0	0	6	100	0	5		
	GLASGOW	FUTURA AIRLINES	C	D	3	0	0	100	0	0	0	0	5	80	5	5		
	GATWICK	GB AIRWAYS LTD	S	A	13	0	0	62	23	8	8	0	20	69	12	13		
	GATWICK	GB AIRWAYS LTD	S	D	13	0	0	54	31	8	8	0	21	69	18	13		
	BIRMINGHAM	MONARCH AIRLINES	C	A	10	0	0	100	0	0	0	0	5	60	17	10		
	BIRMINGHAM	MONARCH AIRLINES	C	D	10	0	0	90	0	10	0	0	7	30	24	10		
	GATWICK	MONARCH AIRLINES	C	A	10	0	0	80	0	10	0	10	31	90	9	20		
	GATWICK	MONARCH AIRLINES	C	D	10	0	0	70	0	10	10	10	43	85	10	20		
	LUTON	MONARCH AIRLINES	C	A	5	0	0	60	0	40	0	0	16	100	0	5		
	LUTON	MONARCH AIRLINES	S	A	13	0	0	69	8	8	15	0	24	100	0	13		
	LUTON	MONARCH AIRLINES	C	D	5	0	0	40	20	40	0	0	21	100	1	5		
	LUTON	MONARCH AIRLINES	S	D	13	0	0	46	15	23	15	0	35	100	5	13		
	MANCHESTER	MONARCH AIRLINES	C	A	10	0	0	100	0	0	0	0	1	100	2	10		
	MANCHESTER	MONARCH AIRLINES	C	D	10	0	0	100	0	0	0	0	1	60	13	10		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	70	19	10		

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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
MAHON	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	13	0	0	92	0	0	0	0	8	34	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	13	0	0	92	0	0	0	0	8	41	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	4	50	31	10
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	10	0	0	100	0	0	0	0	0	1	80	24	10
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	10	0	0	80	20	0	0	0	0	8	60	28	10
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	10	0	0	80	10	0	0	0	10	54	80	20	10
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	10	0	0	60	20	0	10	0	10	61	60	34	10
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	14	0	0	93	0	7	0	0	0	5	73	40	15
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	14	0	0	86	0	14	0	0	0	7	80	18	15
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	10	0	0	90	0	10	0	0	0	4	80	13	10
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	10	0	0	100	0	0	0	0	0	0	90	11	10
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	0	60	15	10
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	20	0	0	0	0	4	60	24	10
	EDINBURGH	SPANAIR	C	A	5	0	0	60	0	20	20	0	0	27	0	0	0
	EDINBURGH	SPANAIR	C	D	5	0	0	40	20	0	40	0	0	38	0	0	0
	GLASGOW	SPANAIR	C	A	5	0	0	40	60	0	0	0	0	16	60	27	5
	GLASGOW	SPANAIR	C	D	3	0	0	33	0	67	0	0	0	28	0	80	3
	LUTON	SPANAIR	C	D	2	0	0	0	50	0	50	0	0	42	100	2	2
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	10	0	0	90	0	0	10	0	0	7	89	35	9
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	10	0	0	90	0	0	10	0	0	12	89	38	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	15	0	0	93	0	7	0	0	0	4	95	12	19
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	15	0	0	73	7	20	0	0	0	13	95	15	19
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	1	10
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	20	0	0	0	13	100	2	10
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	19	0	0	74	5	0	11	5	5	59	89	7	19
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	19	0	0	68	5	5	11	5	5	66	84	4	19
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	0	10
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	0	100	0	10
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	10	0	0	90	0	0	10	0	0	18	100	0	9
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	10	0	0	80	0	10	10	0	0	23	89	2	9
<b>TOTAL MAHON</b>					<b>785</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>18</b>	<b>83</b>	<b>12</b>	<b>12</b>
MALABO	GATWICK	ASTRAEUS LTD	S	A	4	0	0	100	0	0	0	0	0	0	100	0	3



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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)											
MALABO	GATWICK	ASTRAEUS LTD		S D	4	0	0	50	25	0	25	0	0	24	100	1	4
<b>TOTAL MALABO</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>100</b>	<b>1</b>	<b>1</b>
MALAGA	BIRMINGHAM	AIR MALTA		C A	2	0	0	100	0	0	0	0	0	4	0	0	0
	BIRMINGHAM	AIR MALTA		C D	2	0	0	0	50	50	0	0	0	29	0	0	0
	GATWICK	ASTRAEUS LTD		C A	2	0	0	50	50	0	0	0	0	15	29	69	7
	GATWICK	ASTRAEUS LTD		C D	4	0	0	50	0	0	50	0	0	43	67	28	6
	GLASGOW	BMI BRITISH MIDLAND		C A	5	0	0	40	20	40	0	0	0	22	0	0	0
	GLASGOW	BMI BRITISH MIDLAND		C D	4	0	0	0	25	50	25	0	0	45	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND		C A	5	0	0	0	0	40	60	0	0	63	0	100	5
	MANCHESTER	BMI BRITISH MIDLAND		C D	5	0	0	60	40	0	0	0	0	13	60	18	5
	BIRMINGHAM	BMIBABY LTD		S A	35	0	0	34	17	14	29	6	0	56	0	0	0
	BIRMINGHAM	BMIBABY LTD		S D	36	0	0	17	22	31	22	8	0	66	0	0	0
	MANCHESTER	BMIBABY LTD		S A	31	0	0	39	13	39	6	3	0	38	29	31	31
	MANCHESTER	BMIBABY LTD		S D	31	0	0	55	13	26	3	3	0	28	58	20	31
	BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY		C A	9	0	0	89	11	0	0	0	0	4	100	0	9
	BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY		C D	9	0	0	89	11	0	0	0	0	4	100	0	9
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY		C A	19	0	0	79	0	0	5	16	0	57	91	18	35
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY		C D	19	0	0	79	0	0	5	11	5	66	83	21	35
	GLASGOW	BRITANNIA AIRWAYS AND THOMSONFLY		C A	4	0	0	100	0	0	0	0	0	0	78	23	9
	GLASGOW	BRITANNIA AIRWAYS AND THOMSONFLY		C D	5	0	0	100	0	0	0	0	0	2	78	30	9
	LUTON	BRITANNIA AIRWAYS AND THOMSONFLY		C A	9	0	0	56	11	22	0	11	0	34	89	4	9
	LUTON	BRITANNIA AIRWAYS AND THOMSONFLY		C D	9	0	0	44	11	22	11	11	0	41	89	6	9
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY		C A	14	0	0	100	0	0	0	0	0	1	95	3	22
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY		C D	14	0	0	86	7	7	0	0	0	6	86	6	22
	NEWCASTLE	BRITANNIA AIRWAYS AND THOMSONFLY		C A	5	0	0	100	0	0	0	0	0	1	100	0	9

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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	NEWCASTLE	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	5	0	0	100	0	0	0	0	0	2	100	0	9
	STANSTED	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	5	0	0	100	0	0	0	0	0	0	100	4	4
	STANSTED	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	5	0	0	60	40	0	0	0	0	8	100	1	4
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	2	0	0	100	0	0	0	0	0	2	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0
	EDINBURGH	CHANNEL EXPRESS (INCORP: JET 2)	S	A	5	0	0	80	0	20	0	0	0	15	93	3	14
	EDINBURGH	CHANNEL EXPRESS (INCORP: JET 2)	S	D	5	0	0	60	40	0	0	0	0	13	57	18	14
	MANCHESTER	CHANNEL EXPRESS (INCORP: JET 2)	S	A	31	0	0	58	23	10	10	0	0	22	0	0	0
	MANCHESTER	CHANNEL EXPRESS (INCORP: JET 2)	S	D	31	0	0	90	6	0	3	0	0	8	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	76	0	0	57	18	13	12	0	0	22	93	7	75
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	77	0	0	55	23	16	6	0	0	20	83	11	76
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	108	0	0	57	18	17	8	0	0	20	78	16	107
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	107	1	1	57	29	8	6	0	0	19	68	19	107
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	36	0	0	81	11	8	0	0	0	8	71	12	31
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	36	0	0	92	6	3	0	0	0	5	81	12	31
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	102	0	1	83	6	6	5	0	0	11	82	12	102
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	103	0	0	54	30	11	5	0	0	19	65	20	103
	GATWICK	EXCEL AIRWAYS LTD	C	A	30	0	0	57	20	10	13	0	0	20	71	13	24
	GATWICK	EXCEL AIRWAYS LTD	C	D	31	0	0	55	23	6	16	0	0	23	65	18	23
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	14	0	0	71	7	0	21	0	0	24	88	4	8
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	13	0	0	85	0	0	15	0	0	22	100	2	7
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	20	0	0	50	40	5	5	0	0	16	36	28	14
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	19	0	0	79	11	11	0	0	0	12	75	61	16
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	40	40	0	20	0	0	28	67	24	3
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	40	20	20	20	0	0	44	40	62	5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	20	0	0	70	15	5	10	0	0	20	72	26	25
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	20	0	0	65	10	20	5	0	0	17	68	25	25
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	31	0	0	68	6	10	16	0	0	33	0	0	0

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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	FLYBE.BRITISH EUROPEAN	S	D	31	0	0	71	6	10	6	6	0	27	0	0	0
	EDINBURGH	FLYGLOBESPAN	S	A	31	0	0	84	0	3	10	3	0	21	0	0	0
	EDINBURGH	FLYGLOBESPAN	S	D	31	0	0	35	35	16	10	3	0	33	0	0	0
	GLASGOW	FLYGLOBESPAN	S	A	46	0	1	98	2	0	0	0	0	1	90	4	31
	GLASGOW	FLYGLOBESPAN	S	D	46	0	0	83	11	4	2	0	0	10	87	27	31
	GATWICK	FLYJET LTD	C	A	3	0	0	100	0	0	0	0	0	3	0	27	2
	GATWICK	FLYJET LTD	C	D	3	0	0	100	0	0	0	0	0	0	100	4	2
	MANCHESTER	FLYJET LTD	C	A	5	0	0	0	0	0	100	0	0	95	50	22	2
	MANCHESTER	FLYJET LTD	C	D	5	0	0	0	0	40	60	0	0	78	100	5	3
	EDINBURGH	FUTURA AIRLINES	C	A	5	0	0	80	20	0	0	0	0	8	0	0	0
	EDINBURGH	FUTURA AIRLINES	C	D	5	0	0	60	40	0	0	0	0	12	0	0	0
	GATWICK	FUTURA AIRLINES	C	A	2	0	0	0	0	100	0	0	0	43	100	8	5
	GLASGOW	FUTURA AIRLINES	C	A	4	0	0	0	75	0	0	25	0	95	70	30	10
	GLASGOW	FUTURA AIRLINES	C	D	3	0	0	33	0	33	0	33	0	121	75	34	8
	GATWICK	GB AIRWAYS LTD	S	A	124	0	0	69	15	7	6	2	0	19	79	12	124
	GATWICK	GB AIRWAYS LTD	S	D	124	0	0	44	34	13	6	3	0	30	67	24	123
	HEATHROW	GB AIRWAYS LTD	S	A	62	0	0	58	21	19	2	0	0	17	31	34	62
	HEATHROW	GB AIRWAYS LTD	S	D	62	0	0	52	34	10	3	2	0	22	70	17	61
	MANCHESTER	GB AIRWAYS LTD	S	A	36	0	0	72	22	6	0	0	0	8	0	0	0
	MANCHESTER	GB AIRWAYS LTD	S	D	36	0	0	64	25	8	0	3	0	19	0	0	0
	EDINBURGH	GREECE AIRWAYS	S	A	9	0	0	78	22	0	0	0	0	10	44	21	9
	EDINBURGH	GREECE AIRWAYS	S	D	9	0	0	22	22	44	11	0	0	34	67	16	9
	GLASGOW	GREECE AIRWAYS	S	A	9	0	0	22	44	22	11	0	0	30	100	1	5
	GLASGOW	GREECE AIRWAYS	S	D	9	0	0	67	22	11	0	0	0	13	71	11	7
	HEATHROW	IBERIA	S	A	31	0	0	65	19	13	0	3	0	19	55	22	31
	HEATHROW	IBERIA	S	D	31	0	0	48	35	10	6	0	0	24	52	24	31
	BIRMINGHAM	MONARCH AIRLINES	S	A	31	0	0	58	23	19	0	0	0	16	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	S	D	31	0	0	90	10	0	0	0	0	5	0	0	0
	GATWICK	MONARCH AIRLINES	S	A	62	0	0	50	27	15	5	3	0	32	48	35	62
	GATWICK	MONARCH AIRLINES	C	A	7	0	0	14	43	14	29	0	0	35	9	44	23
	GATWICK	MONARCH AIRLINES	C	D	7	0	0	71	0	29	0	0	0	18	71	21	24
	GATWICK	MONARCH AIRLINES	S	D	62	0	0	68	21	3	5	3	0	25	74	18	62
	LUTON	MONARCH AIRLINES	S	A	36	0	0	86	11	0	3	0	0	8	86	12	36

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)											
MALAGA	LUTON	MONARCH AIRLINES	S	D	36	0	0	72	19	6	3	0	0	13	83	14	36
	MANCHESTER	MONARCH AIRLINES	C	A	6	0	0	83	0	17	0	0	0	10	56	28	9
	MANCHESTER	MONARCH AIRLINES	S	A	78	0	0	77	9	9	5	0	0	12	87	7	62
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	3	78	22	9
	MANCHESTER	MONARCH AIRLINES	S	D	78	0	0	79	10	5	5	0	0	10	82	8	62
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	32	0	0	91	3	3	3	0	0	8	76	41	63
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	31	0	0	84	3	6	3	3	0	14	74	26	62
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	0	25	0	47	89	8	9
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	0	25	0	59	89	9	9
	GATWICK	SPANAIR	C	A	4	0	0	0	50	50	0	0	0	32	0	0	0
	GATWICK	SPANAIR	C	D	4	0	0	0	50	25	25	0	0	54	0	0	0
	GLASGOW	SPANAIR	C	A	5	0	0	60	40	0	0	0	0	10	0	0	0
	GLASGOW	SPANAIR	C	D	5	0	0	20	40	40	0	0	0	28	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	0	0	20	95	40	21	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	0	0	20	99	40	17	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	0	0	20	81	94	3	18
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	0	0	20	91	87	5	15
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	20	0	0	0	11	44	26	9
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	5	67	21	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	60	0	0	0	0	15	40	52	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	60	0	0	0	0	15	40	46	5
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	1	25	20	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	3	100	0	4
<b>TOTAL MALAGA</b>					<b>2564</b>	<b>5</b>	<b>3</b>	<b>64</b>	<b>18</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>72</b>	<b>21</b>	<b>21</b>
MALE INTERNATIONAL	GATWICK	MONARCH AIRLINES	C	A	12	0	0	83	0	17	0	0	0	9	50	36	12
	GATWICK	MONARCH AIRLINES	C	D	14	0	0	57	29	14	0	0	0	16	33	50	12
	MANCHESTER	MONARCH AIRLINES	C	A	8	0	0	75	13	13	0	0	0	8	63	21	8
	MANCHESTER	MONARCH AIRLINES	C	D	9	0	0	67	0	33	0	0	0	18	25	63	8
<b>TOTAL MALE INTERNATIONAL</b>					<b>43</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>12</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>43</b>	<b>43</b>	<b>43</b>
MALMO	STANSTED	RYANAIR	S	A	52	0	0	100	0	0	0	0	0	2	83	9	53
	STANSTED	RYANAIR	S	D	52	0	0	69	29	2	0	0	0	12	62	17	52

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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)												
MALMO																		
<b>TOTAL MALMO</b>					<b>104</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>68</b>	<b>14</b>	<b>14</b>	
MALTA																		
	BIRMINGHAM	AIR MALTA	S	A	13	0	0	92	0	0	8	0	0	10	71	10	14	
	BIRMINGHAM	AIR MALTA	S	D	13	0	0	85	0	8	8	0	0	13	64	17	14	
	GATWICK	AIR MALTA	S	A	56	0	1	63	13	18	5	0	2	23	85	7	54	
	GATWICK	AIR MALTA	C	D	2	0	0	0	0	0	100	0	0	125	0	0	0	
	GATWICK	AIR MALTA	S	D	56	0	0	55	11	20	13	0	2	32	77	10	53	
	GLASGOW	AIR MALTA	S	A	8	0	0	88	13	0	0	0	0	3	67	22	9	
	GLASGOW	AIR MALTA	S	D	8	0	0	88	0	13	0	0	0	8	67	27	9	
	HEATHROW	AIR MALTA	S	A	66	0	0	83	6	5	6	0	0	12	81	9	68	
	HEATHROW	AIR MALTA	S	D	66	0	0	65	18	9	6	2	0	18	51	22	68	
	MANCHESTER	AIR MALTA	S	A	42	0	0	83	12	2	2	0	0	10	79	14	43	
	MANCHESTER	AIR MALTA	C	A	2	0	0	0	50	50	0	0	0	31	0	0	0	
	MANCHESTER	AIR MALTA	S	D	42	0	0	79	10	10	2	0	0	11	47	24	43	
	MANCHESTER	AIR MALTA	C	D	2	0	0	0	50	50	0	0	0	32	0	0	0	
	NEWCASTLE	AIR MALTA	S	A	4	0	0	75	0	0	0	25	0	68	0	0	0	
	NEWCASTLE	AIR MALTA	S	D	4	0	0	75	0	0	0	25	0	71	0	0	0	
	STANSTED	AIR MALTA	S	A	22	0	0	77	18	0	0	5	0	21	92	3	13	
	STANSTED	AIR MALTA	S	D	22	0	0	50	27	18	0	5	0	32	92	2	13	
	BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	100	0	0	0	0	0	3	75	44	4	
	BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	100	0	0	0	0	0	2	75	51	4	
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	100	0	0	0	0	0	1	75	16	4	
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	100	0	0	0	0	0	5	100	1	4	
	GLASGOW	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	75	25	0	0	0	0	10	50	32	4	
	GLASGOW	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	75	0	25	0	0	0	13	75	23	4	
	LUTON	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	50	50	0	0	0	0	18	100	0	4	
	LUTON	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	100	0	0	0	0	0	6	100	1	4	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	50	25	25	0	0	0	20	75	10	4
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	75	25	0	0	0	0	6	100	3	4
	GATWICK	EXCEL AIRWAYS LTD	C	A	6	0	0	67	33	0	0	0	0	10	0	52	2
	GATWICK	EXCEL AIRWAYS LTD	C	D	6	0	0	100	0	0	0	0	0	2	100	4	3
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	3	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	6	0	0	67	33	0	0	0	0	9	78	11	9
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	7	0	0	71	14	14	0	0	0	12	78	13	9
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	50	34	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	75	23	4	
	GATWICK	GB AIRWAYS LTD	S	A	55	0	1	75	16	5	2	2	0	15	66	20	44
	GATWICK	GB AIRWAYS LTD	S	D	57	0	1	61	18	14	4	4	0	23	50	26	46
	MANCHESTER	GB AIRWAYS LTD	S	A	21	0	0	86	10	0	5	0	0	11	0	0	0
	MANCHESTER	GB AIRWAYS LTD	S	D	21	0	0	67	24	5	5	0	0	15	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	0	25	0	59	100	3	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	0	25	0	64	100	6	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	42	50	24	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	0	25	0	48	75	15	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	1	50	99	8
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	63	79	8	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	63	12	8	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	75	9	8	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	11	75	9	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	13	50	21	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	67	11	11	11	0	0	27	100	0	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	44	22	11	22	0	0	41	100	1	6
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	3	0	0	67	0	0	33	0	0	32	50	35	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	50	0	25	0	0	29	50	36	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	0	0	0	75	25	0	157	100	2	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	0	0	0	75	25	0	157	75	5	4
<b>TOTAL MALTA</b>					<b>735</b>	<b>0</b>	<b>4</b>	<b>71</b>	<b>13</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>70</b>	<b>18</b>	<b>18</b>
MANCHESTER	HEATHROW	BMI BRITISH MIDLAND	S	A	205	0	0	80	8	7	4	0	0	10	74	13	207

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 2004			
					205	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)										
MANCHESTER	HEATHROW	BMI BRITISH MIDLAND	S	D	205	0	0	72	15	8	5	0	0	13	64	17	208
	EDINBURGH	BMI REGIONAL	S	A	112	0	0	90	6	2	2	0	0	6	93	6	122
	EDINBURGH	BMI REGIONAL	S	D	118	0	0	81	14	4	1	0	0	8	88	6	121
	GLASGOW	BMI REGIONAL	S	A	89	0	0	89	9	1	0	1	0	6	84	9	119
	GLASGOW	BMI REGIONAL	S	D	84	0	0	83	13	2	1	0	0	7	88	7	118
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	154	0	0	78	12	5	5	0	0	12	77	11	155
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	154	0	0	73	19	7	1	0	0	12	77	11	155
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	150	0	0	83	9	2	6	0	0	13	70	15	151
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	149	0	0	81	10	2	7	0	0	13	77	12	153
	GATWICK	BRITISH AIRWAYS PLC	S	A	182	0	0	50	21	19	8	1	1	28	67	15	191
	GATWICK	BRITISH AIRWAYS PLC	S	D	182	0	1	60	20	11	8	1	0	19	76	10	191
	HEATHROW	BRITISH AIRWAYS PLC	S	A	298	0	0	67	16	10	6	0	0	19	71	15	301
	HEATHROW	BRITISH AIRWAYS PLC	S	D	298	0	1	64	15	14	7	0	0	18	66	18	302
	EDINBURGH	CHANNEL EXPRESS (INCORP: JET 2)	S	A	80	0	0	74	18	9	0	0	0	9	0	0	0
	EDINBURGH	CHANNEL EXPRESS (INCORP: JET 2)	S	D	80	0	5	71	8	18	4	0	0	13	0	0	0
	GATWICK	CHANNEL EXPRESS (INCORP: JET 2)	S	A	77	0	0	56	25	13	6	0	0	20	0	0	0
	GATWICK	CHANNEL EXPRESS (INCORP: JET 2)	S	D	77	0	0	79	12	5	4	0	0	11	0	0	0
	STANSTED	EASTERN AIRWAYS	S	A	61	1	1	82	15	2	2	0	0	9	95	5	66
	STANSTED	EASTERN AIRWAYS	S	D	62	0	0	82	15	2	2	0	0	9	91	6	66
	GATWICK	MONARCH AIRLINES	C	A	2	5	0	100	0	0	0	0	0	8	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	2	4	0	50	50	0	0	0	0	11	0	0	0
	HEATHROW	QANTAS	S	A	4	1	0	50	0	0	25	25	0	96	93	7	30
	HEATHROW	QANTAS	S	D	34	0	1	94	6	0	0	0	0	4	85	11	61
	LONDON CITY	VLM (BELGIUM)	S	A	176	0	2	89	6	5	0	1	0	6	94	4	184
	LONDON CITY	VLM (BELGIUM)	S	D	176	0	2	90	6	4	0	1	0	7	90	6	184
<b>TOTAL MANCHESTER</b>					<b>3216</b>	<b>36</b>	<b>13</b>	<b>75</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>12</b>	<b>12</b>
MARRAKESH	HEATHROW	GB AIRWAYS LTD	S	A	21	0	0	90	10	0	0	0	0	6	80	21	20

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)											
MARRAKESH	HEATHROW	GB AIRWAYS LTD		S D	21	0	0	33	33	29	5	0	0	26	48	47	21
	HEATHROW	ROYAL AIR MAROC		S D	10	0	0	80	0	20	0	0	0	16	0	0	0
<b>TOTAL MARRAKESH</b>					<b>52</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>17</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>61</b>	<b>39</b>	<b>39</b>
MARSA ALAM	GATWICK	EXCEL AIRWAYS LTD		C A	5	0	0	80	20	0	0	0	0	10	80	7	5
	GATWICK	EXCEL AIRWAYS LTD		C D	4	0	0	50	50	0	0	0	0	9	100	5	5
<b>TOTAL MARSA ALAM</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>90</b>	<b>6</b>	<b>6</b>
MARSEILLE	GATWICK	BRITISH AIRWAYS PLC		S A	93	0	0	53	26	12	8	2	0	26	76	10	93
	GATWICK	BRITISH AIRWAYS PLC		S D	93	0	0	68	12	11	8	2	0	22	76	11	93
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	39	0	0	41	21	33	5	0	0	23	71	14	62
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	39	0	0	46	26	21	8	0	0	23	73	13	62
<b>TOTAL MARSEILLE</b>					<b>264</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>20</b>	<b>16</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>74</b>	<b>12</b>	<b>12</b>
MAURITIUS	HEATHROW	AIR MAURITIUS LTD		S A	27	0	0	85	11	4	0	0	0	6	64	43	22
	HEATHROW	AIR MAURITIUS LTD		S D	27	0	0	48	33	19	0	0	0	20	27	39	22
	HEATHROW	BRITISH AIRWAYS PLC		S A	13	0	0	92	8	0	0	0	0	3	64	26	14
	HEATHROW	BRITISH AIRWAYS PLC		S D	14	0	0	57	29	7	7	0	0	16	31	42	13
<b>TOTAL MAURITIUS</b>					<b>81</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>21</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>46</b>	<b>38</b>	<b>38</b>
MELBOURNE	HEATHROW	BRITISH AIRWAYS PLC		S A	31	0	1	84	3	0	0	0	13	98	81	27	31
	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	0	42	23	19	10	3	3	70	50	33	30
	HEATHROW	QANTAS		S A	31	0	0	100	0	0	0	0	0	95	2	22	
	HEATHROW	QANTAS		S D	28	0	0	46	21	29	4	0	0	26	33	32	36
<b>TOTAL MELBOURNE</b>					<b>121</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>12</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>49</b>	<b>61</b>	<b>25</b>	<b>25</b>
MEXICO CITY	HEATHROW	BRITISH AIRWAYS PLC		S A	17	0	0	41	29	18	6	0	6	50	74	62	23
	HEATHROW	BRITISH AIRWAYS PLC		S D	18	0	0	28	44	22	6	0	0	26	18	49	22
<b>TOTAL MEXICO CITY</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>37</b>	<b>20</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>37</b>	<b>47</b>	<b>55</b>	<b>55</b>
MIAMI INTERNATIONAL	HEATHROW	AMERICAN AIRLINES		S A	36	0	0	56	14	17	14	0	0	27	69	18	35
	HEATHROW	AMERICAN AIRLINES		S D	36	0	0	75	22	3	0	0	0	10	61	16	36



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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)											
MIAMI INTERNATIONAL	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	65	18	11	6	0	0	18	84	19	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	15	34	32	19	0	0	42	15	44	62
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	81	10	6	3	0	0	11	81	10	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	35	32	29	3	0	0	27	16	27	31
<b>TOTAL MIAMI INTERNATIONAL</b>					<b>258</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>22</b>	<b>17</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>53</b>	<b>24</b>	<b>24</b>
MIKONOS	GATWICK	ASTRAEUS LTD	C	A	5	0	0	60	0	20	20	0	0	43	30	32	10
	GATWICK	ASTRAEUS LTD	C	D	5	0	0	40	40	0	20	0	0	43	70	18	10
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	20	0	40	40	0	0	61	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	0	20	80	0	0	0	39	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	5	0	0	40	20	20	20	0	0	32	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	5	0	0	60	20	20	0	0	0	16	0	0	0
<b>TOTAL MIKONOS</b>					<b>30</b>	<b>1</b>	<b>0</b>	<b>37</b>	<b>17</b>	<b>30</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>60</b>	<b>20</b>	<b>20</b>
MILAN (LINATE)	HEATHROW	ALITALIA	S	A	113	0	1	81	10	8	1	0	0	8	73	14	84
	HEATHROW	ALITALIA	S	D	112	0	2	61	20	14	4	1	0	20	65	17	84
	HEATHROW	BMI BRITISH MIDLAND	S	A	31	0	0	55	13	19	13	0	0	27	42	27	31
	HEATHROW	BMI BRITISH MIDLAND	S	D	31	0	0	52	19	16	13	0	0	26	52	22	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	91	0	0	65	15	12	7	0	1	21	61	24	93
	HEATHROW	BRITISH AIRWAYS PLC	S	D	91	0	0	65	23	7	5	0	0	17	65	18	93
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	61	16	16	6	0	0	19	94	3	31
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	32	32	26	10	0	0	28	68	11	31
<b>TOTAL MILAN (LINATE)</b>					<b>531</b>	<b>3</b>	<b>3</b>	<b>64</b>	<b>18</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>67</b>	<b>17</b>	<b>17</b>
MILAN (MALPENSA)	BIRMINGHAM	ALITALIA	S	A	61	0	1	85	7	7	2	0	0	9	0	0	0
	BIRMINGHAM	ALITALIA	S	D	61	0	1	79	15	5	2	0	0	10	0	0	0
	HEATHROW	ALITALIA	S	A	123	0	0	55	24	11	8	1	0	23	70	14	155
	HEATHROW	ALITALIA	S	D	123	0	0	50	28	13	9	1	0	25	55	20	155
	MANCHESTER	ALITALIA	S	A	60	0	2	73	17	5	3	2	0	13	82	11	62
	MANCHESTER	ALITALIA	S	D	60	0	2	60	22	15	2	2	0	21	61	15	61
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	76	0	0	80	8	5	5	1	0	13	88	6	78

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JULY 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
MILAN (MALPENSA)	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	77	0	0	86	4	6	4	0	0	10	90	7	84
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	24	0	0	79	4	8	8	0	0	18	97	1	29
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	24	0	0	83	13	4	0	0	0	7	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	52	0	0	63	19	8	10	0	0	20	87	7	53
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	52	0	0	56	31	4	10	0	0	21	81	9	53
	HEATHROW	BRITISH AIRWAYS PLC	S	A	124	0	0	40	27	20	12	1	0	30	60	17	93
	HEATHROW	BRITISH AIRWAYS PLC	S	D	124	0	0	47	24	19	10	0	0	25	57	20	93
	EDINBURGH	WINDJET SPA	C	A	5	0	0	20	60	20	0	0	0	22	0	0	0
	EDINBURGH	WINDJET SPA	C	D	5	0	0	0	20	20	60	0	0	89	0	0	0
<b>TOTAL MILAN (MALPENSA)</b>					<b>1051</b>	<b>0</b>	<b>6</b>	<b>61</b>	<b>20</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>71</b>	<b>14</b>	<b>14</b>
MINNEAPOLIS-ST PAUL	GATWICK	NORTHWEST AIRLINES	S	A	31	0	0	58	10	13	10	6	3	94	90	5	31
	GATWICK	NORTHWEST AIRLINES	S	D	31	0	1	45	29	13	13	0	0	29	77	12	31
<b>TOTAL MINNEAPOLIS-ST PAUL</b>					<b>62</b>	<b>0</b>	<b>1</b>	<b>52</b>	<b>19</b>	<b>13</b>	<b>11</b>	<b>3</b>	<b>2</b>	<b>62</b>	<b>84</b>	<b>8</b>	<b>8</b>
MINSK	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	A	14	0	0	29	71	0	0	0	0	16	46	26	13
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	D	14	0	0	57	29	7	0	7	0	32	8	52	13
	MANCHESTER	BELAVIA (BELARUSSIAN AIRLINES)	S	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	MANCHESTER	BELAVIA (BELARUSSIAN AIRLINES)	S	D	4	0	0	75	25	0	0	0	0	6	0	0	0
<b>TOTAL MINSK</b>					<b>37</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>41</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>29</b>	<b>40</b>	<b>40</b>
MITILINI	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	25	75	0	0	0	0	18	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	25	25	25	25	0	0	37	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	50	0	0	50	0	0	40	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	15	100	4	5
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	15	60	11	5

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
MITILINI																		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	0	18	80	6	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	13	100	0	5	
<b>TOTAL MITILINI</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>28</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>70</b>	<b>18</b>	<b>18</b>	
MOMBASA																		
	GATWICK	AFRICAN SAFARI AIRWAYS-ASA	C	A	8	0	0	75	0	25	0	0	0	11	100	0	5	
	GATWICK	AFRICAN SAFARI AIRWAYS-ASA	C	D	8	0	0	75	13	13	0	0	0	12	100	3	5	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	0	25	25	25	0	101	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	0	0	25	0	25	200	0	0	0	
<b>TOTAL MOMBASA</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>4</b>	<b>17</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>58</b>	<b>78</b>	<b>13</b>	<b>13</b>	
MONASTIR																		
	MANCHESTER	ASTRAEUS LTD	C	A	4	0	0	25	25	25	25	0	0	39	0	0	0	
	MANCHESTER	ASTRAEUS LTD	C	D	4	0	0	25	25	50	0	0	0	30	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	75	25	0	0	0	0	7	100	3	5	
	BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	75	25	0	0	0	0	8	100	6	4	
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	9	0	0	56	22	11	0	0	11	55	88	3	8	
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	9	0	0	78	11	0	0	0	11	54	100	1	8	
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	8	0	0	38	50	0	0	13	0	42	100	0	5	
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	9	0	0	78	11	0	0	11	0	30	100	0	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	4	75	14	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	3	75	4	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	40	0	0	0	0	14	75	27	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	9	75	28	4	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	3	75	12	4	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	3	100	0	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	0	13	50	31	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	60	20	20	0	0	0	11	75	19	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	2	75	14	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	1	50	21	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	89	11	0	0	0	0	5	75	65	4	

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

Origin / Destinations: M

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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)											
MONASTIR	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	78	22	0	0	0	0	11	75	69	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	14	0	0	79	0	7	0	14	0	43	50	15	8
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	14	0	0	79	0	7	0	7	7	45	100	1	8
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	2	100	2	4
	EDINBURGH	NOUVELAIR TUNISIE	C	A	5	0	0	60	0	40	0	0	0	17	40	15	5
	EDINBURGH	NOUVELAIR TUNISIE	C	D	3	0	0	33	67	0	0	0	0	18	33	41	3
	GATWICK	NOUVELAIR TUNISIE	S	A	4	0	1	0	50	50	0	0	0	35	75	36	4
	GATWICK	NOUVELAIR TUNISIE	S	D	4	0	1	25	25	25	25	0	0	37	50	50	4
	GATWICK	NOUVELAIR TUNISIE	C	D	2	0	0	100	0	0	0	0	0	5	20	29	5
	GLASGOW	NOUVELAIR TUNISIE	C	A	3	0	0	67	33	0	0	0	0	16	0	0	0
	GLASGOW	NOUVELAIR TUNISIE	C	D	2	0	0	0	100	0	0	0	0	19	0	0	0
	STANSTED	NOUVELAIR TUNISIE	C	A	5	0	0	20	0	20	40	20	0	100	0	0	0
	STANSTED	NOUVELAIR TUNISIE	C	D	5	0	0	20	20	0	40	20	0	98	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	0	60	40	0	0	0	33	50	95	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	2	75	87	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	50	0	0	50	0	0	57	60	55	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	44	11	0	33	11	0	58	67	43	6
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	20	0	20	40	0	20	121	50	45	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	20	0	40	20	0	20	123	50	48	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	25	0	25	25	0	87	0	75	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	0	0	20	20	0	69	75	38	4
<b>TOTAL MONASTIR</b>					<b>235</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>14</b>	<b>8</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>35</b>	<b>69</b>	<b>25</b>	<b>25</b>
MONTEGO BAY	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	50	25	25	0	0	0	22	100	4	4
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	75	25	0	0	0	0	9	100	2	4
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	5	0	0	20	0	40	40	0	0	66	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	75	0	25	0	0	0	14	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	0	75	0	0	107	75	14	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	0	0	40	20	40	0	131	25	39	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	0	0	0	25	395	50	67	4

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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	D	4	0	0	25	25	25	0	0	25	387	50	72	4		
<b>TOTAL MONTEGO BAY</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>12</b>	<b>21</b>	<b>18</b>	<b>6</b>	<b>6</b>	<b>139</b>	<b>72</b>	<b>27</b>	<b>27</b>		
MONTPELLIER																			
	GATWICK	GB AIRWAYS LTD	S	A	31	0	0	52	19	10	10	6	3	49	36	46	36		
	GATWICK	GB AIRWAYS LTD	S	D	31	0	0	26	45	13	6	6	3	56	61	37	36		
	STANSTED	RYANAIR	S	A	31	0	0	100	0	0	0	0	0	1	94	6	35		
	STANSTED	RYANAIR	S	D	31	0	0	97	3	0	0	0	0	5	91	8	35		
<b>TOTAL MONTPELLIER</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>28</b>	<b>70</b>	<b>25</b>	<b>25</b>		
MONTREAL (DORVAL)																			
	HEATHROW	AIR CANADA	S	A	62	0	0	63	15	15	6	0	2	32	45	28	62		
	HEATHROW	AIR CANADA	S	D	62	0	0	61	21	13	3	2	0	21	45	24	62		
	GATWICK	AIR TRANSAT	S	A	4	0	0	50	25	25	0	0	0	13	0	0	0		
	GATWICK	AIR TRANSAT	S	D	4	0	0	75	25	0	0	0	0	9	0	0	0		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	71	23	3	3	0	0	11	94	5	31		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	39	45	10	6	0	0	22	55	31	31		
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0	75	25	0	0	0	25	0	30	4		
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	9	0	0	89	11	0	0	0	0	5	100	0	4		
<b>TOTAL MONTREAL (DORVAL)</b>					<b>207</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>24</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>55</b>	<b>23</b>	<b>23</b>		
MOSCOW (DOMODEDOVO)																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	67	0	0	70	19	7	3	0	0	13	60	21	67		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	67	0	0	46	28	19	6	0	0	22	39	23	67		
	EDINBURGH	TRANSAERO AIRLINES	S	A	2	0	0	100	0	0	0	0	0	0	25	18	4		
	EDINBURGH	TRANSAERO AIRLINES	S	D	2	0	0	100	0	0	0	0	0	0	50	18	4		
	GATWICK	TRANSAERO AIRLINES	S	A	30	0	5	63	17	13	7	0	0	21	55	49	31		
	GATWICK	TRANSAERO AIRLINES	S	D	30	0	5	23	40	27	10	0	0	31	19	89	31		
<b>TOTAL MOSCOW (DOMODEDOVO)</b>					<b>198</b>	<b>1</b>	<b>10</b>	<b>55</b>	<b>25</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>45</b>	<b>36</b>	<b>36</b>		
MOSCOW (SHEREMETYEVO)																			
	HEATHROW	AEROFLOT	S	A	87	0	0	78	17	3	1	0	0	9	67	14	79		
	HEATHROW	AEROFLOT	S	D	87	0	0	62	25	11	1	0	0	16	48	21	79		
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>					<b>174</b>	<b>6</b>	<b>0</b>	<b>70</b>	<b>21</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>58</b>	<b>18</b>	<b>18</b>		
MOSCOW (VNUKOVO)																			
MUMBAI																			

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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	AIR INDIA	S	A	69	2	5	58	12	4	13	9	4	68	74	14	53
	HEATHROW	AIR INDIA	S	D	64	0	5	16	20	28	30	6	0	64	15	53	53
	HEATHROW	BMI BRITISH MIDLAND	S	A	16	1	1	88	0	0	13	0	0	11	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	D	17	0	1	71	24	6	0	0	0	10	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	1	93	0	3	0	0	3	52	97	5	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	38	34	28	0	0	0	22	48	27	31
	HEATHROW	JET AIRWAYS	S	A	30	0	1	83	7	3	3	3	0	13	0	0	0
	HEATHROW	JET AIRWAYS	S	D	30	0	1	60	27	7	7	0	0	20	0	0	0
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	11	0	1	100	0	0	0	0	0	1	0	0	0
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	13	0	0	46	31	15	8	0	0	22	0	0	0
<b>TOTAL MUMBAI</b>					<b>308</b>	<b>3</b>	<b>16</b>	<b>56</b>	<b>16</b>	<b>12</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>41</b>	<b>55</b>	<b>27</b>	<b>27</b>
MUNICH	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	22	0	0	86	9	5	0	0	0	8	85	5	26
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	17	0	0	82	18	0	0	0	0	6	76	12	21
	GATWICK	BRITISH AIRWAYS PLC	S	A	81	0	0	74	9	7	10	0	0	18	69	11	84
	GATWICK	BRITISH AIRWAYS PLC	S	D	81	0	1	60	17	16	6	0	0	20	72	12	83
	HEATHROW	BRITISH AIRWAYS PLC	S	A	149	0	1	68	15	9	7	0	1	18	76	15	147
	HEATHROW	BRITISH AIRWAYS PLC	S	D	149	0	1	50	25	18	7	0	0	24	59	19	147
	LONDON CITY	CIRRUS LUFTFAHRT	S	A	42	0	0	83	14	2	0	0	0	6	78	8	45
	LONDON CITY	CIRRUS LUFTFAHRT	S	D	42	0	0	69	14	12	5	0	0	15	76	12	45
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	84	6	6	3	0	0	9	81	10	62
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	63	27	3	6	0	0	18	56	21	62
	NEWCASTLE	HAPAG LLOYD EXPRESS	S	A	13	0	0	38	38	15	8	0	0	23	0	0	0
	NEWCASTLE	HAPAG LLOYD EXPRESS	S	D	13	0	0	85	8	0	8	0	0	13	0	0	0
	HEATHROW	LUFTHANSA	S	A	217	0	0	77	12	8	3	0	0	12	75	13	186
	HEATHROW	LUFTHANSA	S	D	217	0	0	78	11	6	4	0	0	13	73	14	186
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	87	0	0	85	8	5	2	0	0	7	84	10	31
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	87	0	0	70	15	11	3	0	0	15	77	11	31
	MANCHESTER	LUFTHANSA CITY LINE	S	A	93	0	0	74	12	10	4	0	0	13	75	11	93
	MANCHESTER	LUFTHANSA CITY LINE	S	D	93	0	0	84	5	8	3	0	0	9	88	7	93
<b>TOTAL MUNICH</b>					<b>1527</b>	<b>2</b>	<b>3</b>	<b>73</b>	<b>14</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>13</b>	<b>13</b>
MUNSTER-OSNABRUCK																	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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
MUNSTER-OSNABRUCK	STANSTED	AIR BERLIN	S	A	31	0	0	90	6	3	0	0	0	3	97	1	31
	STANSTED	AIR BERLIN	S	D	31	0	0	65	13	16	6	0	0	18	83	10	30
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	A	5	0	0	80	20	0	0	0	0	6	80	17	5
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	D	5	0	0	40	40	20	0	0	0	21	60	30	5
<b>TOTAL MUNSTER-OSNABRUCK</b>					<b>72</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>87</b>	<b>8</b>	<b>8</b>
MURCIA SAN JAVIER	GATWICK	ASTRAEUS LTD	C	A	4	0	0	25	0	25	50	0	0	58	40	38	5
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	0	0	25	75	0	0	97	40	45	5
	MANCHESTER	ASTRAEUS LTD	C	A	5	0	0	80	0	0	20	0	0	34	60	20	5
	MANCHESTER	ASTRAEUS LTD	C	D	5	0	0	80	20	0	0	0	0	6	80	12	5
	BIRMINGHAM	BMIBABY LTD	S	A	5	0	0	100	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	BMIBABY LTD	S	D	5	0	0	80	20	0	0	0	0	8	0	0	0
	MANCHESTER	BMIBABY LTD	S	A	5	0	0	0	80	0	20	0	0	31	0	53	5
	MANCHESTER	BMIBABY LTD	S	D	5	0	0	40	40	20	0	0	0	20	20	45	5
	MANCHESTER	CHANNEL EXPRESS (INCORP: JET 2)	S	A	47	0	1	83	9	6	2	0	0	8	0	0	0
	MANCHESTER	CHANNEL EXPRESS (INCORP: JET 2)	S	D	47	0	1	96	2	2	0	0	0	4	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	5	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	22	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	22	0	0	23	55	9	14	0	0	29	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	22	0	0	50	23	18	9	0	0	21	0	0	0
	GATWICK	GB AIRWAYS LTD	S	A	31	0	0	42	23	19	16	0	0	32	78	17	27
	GATWICK	GB AIRWAYS LTD	S	D	31	0	0	48	26	19	6	0	0	25	63	23	27
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	31	0	0	94	3	3	0	0	0	3	55	24	31
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	31	0	0	81	3	13	3	0	0	11	48	27	31
	LUTON	RYANAIR	S	A	30	1	1	90	3	7	0	0	0	4	0	0	0
	LUTON	RYANAIR	S	D	31	0	0	74	16	10	0	0	0	12	0	0	0
	STANSTED	RYANAIR	S	A	62	0	0	89	5	6	0	0	0	5	93	3	61
	STANSTED	RYANAIR	S	D	62	0	0	73	19	8	0	0	0	11	85	8	62
<b>TOTAL MURCIA SAN JAVIER</b>					<b>504</b>	<b>2</b>	<b>3</b>	<b>73</b>	<b>13</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>16</b>	<b>16</b>
MUSCAT																	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JULY 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)												
MUSCAT	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	97	3	0	0	0	0	1	100	0	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	77	16	0	6	0	0	14	74	11	31	
	HEATHROW	GULF AIR	S	A	58	0	0	76	10	12	2	0	0	9	52	32	52	
	HEATHROW	GULF AIR	S	D	58	0	0	38	36	22	3	0	0	23	47	33	53	
<b>TOTAL MUSCAT</b>					<b>178</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>59</b>	<b>25</b>	<b>25</b>	



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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)											
NAIROBI	HEATHROW	BRITISH AIRWAYS PLC	S	A	45	0	0	73	11	7	9	0	0	15	80	11	44
	HEATHROW	BRITISH AIRWAYS PLC	S	D	44	0	0	39	34	23	5	0	0	23	42	27	45
	HEATHROW	KENYA AIRWAYS	S	A	46	0	0	89	7	2	2	0	0	5	91	17	46
	HEATHROW	KENYA AIRWAYS	S	D	46	0	0	67	24	4	4	0	0	15	72	14	46
<b>TOTAL NAIROBI</b>					<b>181</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>17</b>	<b>17</b>
NANTES	GATWICK	GB AIRWAYS LTD	S	A	31	0	0	32	23	26	13	6	0	49	52	27	31
	GATWICK	GB AIRWAYS LTD	S	D	31	0	0	39	29	10	16	6	0	45	65	21	31
	GATWICK	REGIONAL COMPAGNIE AERIENNE EUROPEENNE	S	A	66	0	0	77	15	5	3	0	0	11	87	7	79
	GATWICK	REGIONAL COMPAGNIE AERIENNE EUROPEENNE	S	D	66	0	0	65	21	8	6	0	0	18	85	10	79
<b>TOTAL NANTES</b>					<b>194</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>21</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>78</b>	<b>13</b>	<b>13</b>
NAPLES	MANCHESTER	ASTRAEUS LTD	C	A	5	0	0	20	20	20	40	0	0	67	0	0	0
	MANCHESTER	ASTRAEUS LTD	C	D	5	0	0	60	0	0	40	0	0	47	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	A	36	0	0	47	22	22	8	0	0	24	55	25	31
	HEATHROW	BMI BRITISH MIDLAND	S	D	36	0	0	67	17	11	6	0	0	17	74	16	31
	BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	5	0	0	80	0	20	0	0	0	9	80	16	5
	BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	5	0	0	100	0	0	0	0	0	0	80	8	5
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	9	0	0	56	11	22	11	0	0	19	78	12	9
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	9	0	0	100	0	0	0	0	0	3	89	3	9
	GLASGOW	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	5	0	0	60	0	40	0	0	0	18	60	13	5
	GLASGOW	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	5	0	0	80	20	0	0	0	0	12	60	19	5
	LUTON	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	5	0	0	80	0	0	20	0	0	21	80	13	5
	LUTON	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	5	0	0	100	0	0	0	0	0	0	100	0	5
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	10	0	0	40	20	10	30	0	0	30	44	23	9

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)											
NAPLES	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	10	0	0	60	0	20	20	0	0	25	67	7	9
	NEWCASTLE	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	5	0	0	60	40	0	0	0	0	12	40	18	5
	NEWCASTLE	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	5	0	0	100	0	0	0	0	0	100	2	5	
	GATWICK	BRITISH AIRWAYS PLC	S	A	92	1	1	34	36	24	7	0	0	26	70	16	102
	GATWICK	BRITISH AIRWAYS PLC	S	D	93	0	0	31	37	23	10	0	0	27	59	19	102
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	62	1	3	71	5	13	11	0	0	20	69	11	62
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	53	31	11	5	0	0	22	71	15	62
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	A	5	0	0	0	40	60	0	0	0	30	0	0	0
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	D	5	0	0	60	40	0	0	0	0	12	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	20	20	0	0	0	18	60	16	5
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	40	20	40	0	0	0	23	60	24	5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	14	100	5	5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	5	80	7	5
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	40	40	20	0	0	0	21	40	14	5
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	60	20	20	0	0	0	14	100	7	5
	MANCHESTER	MONARCH AIRLINES	S	A	31	0	0	58	26	10	6	0	0	19	0	0	0
	MANCHESTER	MONARCH AIRLINES	S	D	31	0	0	87	6	6	0	0	0	5	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	20	0	0	0	0	4	60	46	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	100	0	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	60	0	0	0	0	14	33	34	3
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	100	4	3	
<b>TOTAL NAPLES</b>					<b>591</b>	<b>3</b>	<b>4</b>	<b>54</b>	<b>23</b>	<b>16</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>67</b>	<b>17</b>	<b>17</b>
NASSAU	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	50	50	0	0	0	0	18	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	50	0	0	0	0	8	0	0	0
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	4	0	0	25	50	25	0	0	0	20	0	0	0
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	4	0	0	75	0	25	0	0	0	16	0	0	0
<b>TOTAL NASSAU</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>33</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
NEA ANCHIALOS																	
NEW YORK (JF KENNEDY)	HEATHROW	AIR INDIA	S	A	29	0	1	10	7	34	45	3	0	63	68	27	31

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
NEW YORK (JF KENNEDY)		HEATHROW	AIR INDIA	S D	28	0	1	11	25	14	32	18	0	87	3	46	31
		HEATHROW	AMERICAN AIRLINES	S A	179	0	0	28	25	29	18	0	0	36	68	20	182
		HEATHROW	AMERICAN AIRLINES	S D	179	0	0	77	17	6	0	0	0	9	76	11	181
		HEATHROW	BRITISH AIRWAYS PLC	S A	212	0	0	44	24	20	11	0	0	27	72	15	215
		HEATHROW	BRITISH AIRWAYS PLC	S D	212	0	0	54	26	16	3	0	0	20	53	29	216
		MANCHESTER	BRITISH AIRWAYS PLC	S A	30	0	0	83	3	7	3	3	0	18	93	3	30
		MANCHESTER	BRITISH AIRWAYS PLC	S D	30	0	0	93	0	0	3	0	3	22	90	4	30
		HEATHROW	KUWAIT AIRWAYS	S A	13	0	0	62	23	8	0	8	0	24	77	23	13
		HEATHROW	KUWAIT AIRWAYS	S D	12	0	1	25	8	50	8	0	8	64	36	52	14
		MANCHESTER	PAKISTAN INTL AIRLINES	S A	18	0	0	28	11	39	17	6	0	44	45	45	20
		MANCHESTER	PAKISTAN INTL AIRLINES	S D	19	0	0	32	16	42	5	5	0	46	26	50	19
		HEATHROW	UNITED AIRLINES	S A	62	0	0	50	13	26	10	2	0	28	84	15	62
		HEATHROW	UNITED AIRLINES	S D	62	0	0	71	16	6	5	0	2	19	64	25	61
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S A	92	0	0	24	20	41	14	1	0	39	40	33	92
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S D	92	0	1	49	28	17	3	2	0	24	30	35	92
<b>TOTAL NEW YORK (JF KENNEDY)</b>					<b>1269</b>	<b>0</b>	<b>4</b>	<b>49</b>	<b>21</b>	<b>20</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>61</b>	<b>23</b>	<b>23</b>
NEW YORK (NEWARK)		HEATHROW	BRITISH AIRWAYS PLC	S A	88	0	0	82	7	10	1	0	0	8	87	4	84
		HEATHROW	BRITISH AIRWAYS PLC	S D	88	0	0	70	15	11	3	0	0	16	57	20	83
		BIRMINGHAM	CONTINENTAL AIRLINES	S A	62	0	0	58	16	10	15	2	0	25	68	35	62
		BIRMINGHAM	CONTINENTAL AIRLINES	S D	62	0	0	71	19	3	6	0	0	14	79	30	62
		EDINBURGH	CONTINENTAL AIRLINES	S A	44	0	0	59	14	9	16	2	0	28	42	24	31
		EDINBURGH	CONTINENTAL AIRLINES	S D	44	0	0	64	14	11	9	2	0	25	61	20	31
		GATWICK	CONTINENTAL AIRLINES	S A	72	0	0	32	18	38	13	0	0	35	39	28	62
		GATWICK	CONTINENTAL AIRLINES	S D	72	0	0	54	29	13	4	0	0	18	61	17	62
		GLASGOW	CONTINENTAL AIRLINES	S A	49	0	0	57	16	12	14	0	0	24	29	34	31
		GLASGOW	CONTINENTAL AIRLINES	S D	49	0	0	51	18	18	12	0	0	26	94	5	31
		MANCHESTER	CONTINENTAL AIRLINES	S A	62	0	0	61	13	6	18	2	0	28	65	22	31
		MANCHESTER	CONTINENTAL AIRLINES	S D	62	0	0	89	5	3	2	2	0	9	74	13	31
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S A	61	0	0	57	20	15	8	0	0	24	59	27	61
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S D	61	0	0	61	21	10	8	0	0	22	35	41	62
<b>TOTAL NEW YORK (NEWARK)</b>					<b>876</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>16</b>	<b>12</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>61</b>	<b>23</b>	<b>23</b>
NEWCASTLE																	

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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
NEWCASTLE																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	114	0	0	59	23	10	9	0	0	18	74	11	119	
	GATWICK	BRITISH AIRWAYS PLC	S	D	113	0	0	61	19	12	8	0	0	20	77	10	119	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	197	1	1	74	7	13	6	1	0	16	69	15	176	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	198	0	0	68	12	15	5	1	0	18	59	19	177	
	BIRMINGHAM	EASTERN AIRWAYS	S	A	84	0	0	92	4	2	2	0	0	6	95	5	88	
	BIRMINGHAM	EASTERN AIRWAYS	S	D	84	0	0	95	2	0	2	0	0	4	95	3	87	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	118	0	1	82	13	5	0	0	0	8	83	22	115	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	118	0	1	51	35	10	3	2	0	21	69	24	115	
<b>TOTAL NEWCASTLE</b>					<b>1026</b>	<b>1</b>	<b>3</b>	<b>71</b>	<b>14</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>15</b>	<b>15</b>	
NEWQUAY																		
	GATWICK	AIR SOUTHWEST	S	D	93	0	0	86	5	5	3	0	0	9	80	11	93	
	BIRMINGHAM	BMIBABY LTD	S	A	29	0	2	62	10	21	7	0	0	21	0	0	0	
	BIRMINGHAM	BMIBABY LTD	S	D	30	0	0	60	20	10	10	0	0	21	0	0	0	
	STANSTED	RYANAIR	S	A	61	0	1	87	5	5	3	0	0	7	97	2	59	
	STANSTED	RYANAIR	S	D	62	0	0	81	13	5	2	0	0	9	69	11	62	
<b>TOTAL NEWQUAY</b>					<b>275</b>	<b>0</b>	<b>3</b>	<b>80</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>8</b>	<b>8</b>	
NICE																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	62	0	0	53	26	8	11	2	0	25	63	19	62	
	HEATHROW	BMI BRITISH MIDLAND	S	D	62	0	0	53	23	18	6	0	0	20	52	23	62	
	BIRMINGHAM	BMIBABY LTD	S	A	31	0	0	13	23	52	13	0	0	42	0	0	0	
	BIRMINGHAM	BMIBABY LTD	S	D	31	0	0	32	39	26	3	0	0	25	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	5	0	0	100	0	0	0	0	0	0	80	8	5	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	5	0	0	100	0	0	0	0	0	3	40	17	5	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	31	0	0	84	6	6	3	0	0	9	81	14	31	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	31	0	0	81	6	10	3	0	0	11	71	22	31	
	GATWICK	BRITISH AIRWAYS PLC	S	A	62	0	0	35	29	23	13	0	0	30	66	17	67	
	GATWICK	BRITISH AIRWAYS PLC	S	D	62	0	0	50	31	6	13	0	0	24	84	14	67	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	128	0	0	47	23	22	8	0	0	24	49	30	128	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	129	0	0	48	26	19	7	0	0	24	42	29	129	
	EDINBURGH	CHANNEL EXPRESS (INCORP: JET 2)	S	A	22	0	0	64	18	14	5	0	0	15	56	18	9	

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 2004			
					23	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)										
NICE	EDINBURGH	CHANNEL EXPRESS (INCORP: JET 2)	S	D	23	0	0	43	35	17	4	0	0	20	44	18	9
	GLASGOW	CHANNEL EXPRESS (INCORP: JET 2)	S	A	5	0	0	40	40	0	0	0	20	132	56	11	9
	GLASGOW	CHANNEL EXPRESS (INCORP: JET 2)	S	D	4	0	0	0	50	0	50	0	0	46	78	9	9
	MANCHESTER	CHANNEL EXPRESS (INCORP: JET 2)	S	A	31	0	0	61	13	13	13	0	0	20	0	0	0
	MANCHESTER	CHANNEL EXPRESS (INCORP: JET 2)	S	D	31	0	0	90	0	10	0	0	0	7	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	93	0	0	52	17	22	10	0	0	23	86	6	93
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	93	0	0	37	32	26	5	0	0	26	83	8	93
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	124	0	0	44	25	18	11	2	0	31	75	12	154
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	124	0	0	50	27	12	9	2	0	27	68	18	155
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	29	48	16	6	0	0	25	81	9	31
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	39	42	16	3	0	0	21	97	5	31
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	73	11	11	5	0	0	13	85	9	62
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	66	16	10	8	0	0	20	82	11	62
	EDINBURGH	FLYGLOBESPAN	S	A	5	0	0	20	60	0	0	20	0	75	0	0	0
	EDINBURGH	FLYGLOBESPAN	S	D	4	0	0	100	0	0	0	0	0	7	0	0	0
	GLASGOW	FLYGLOBESPAN	S	A	4	0	0	100	0	0	0	0	0	3	0	0	0
	GLASGOW	FLYGLOBESPAN	S	D	5	0	5	80	0	0	0	20	0	63	0	0	0
<b>TOTAL NICE</b>					<b>1393</b>	<b>15</b>	<b>5</b>	<b>51</b>	<b>24</b>	<b>17</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>69</b>	<b>17</b>	<b>17</b>
NIEDERRHEIN	STANSTED	RYANAIR	S	A	52	0	0	98	2	0	0	0	0	2	92	4	84
	STANSTED	RYANAIR	S	D	52	0	0	77	19	4	0	0	0	9	94	4	84
<b>TOTAL NIEDERRHEIN</b>					<b>104</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>69</b>	<b>20</b>	<b>20</b>
NIMES	LUTON	RYANAIR	S	A	31	0	0	84	6	6	0	3	0	15	0	0	0
	LUTON	RYANAIR	S	D	31	0	0	65	19	13	0	3	0	23	0	0	0
	STANSTED	RYANAIR	S	A	31	0	0	87	6	6	0	0	0	6	90	6	62
	STANSTED	RYANAIR	S	D	31	0	0	55	32	10	3	0	0	17	65	15	62
<b>TOTAL NIMES</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>16</b>	<b>9</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>77</b>	<b>11</b>	<b>11</b>
NORWICH																	

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JULY 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	
NORWICH																			
	EDINBURGH	EASTERN AIRWAYS	S	A	80	0	9	71	26	1	1	0	0	10	89	6	70		
	EDINBURGH	EASTERN AIRWAYS	S	D	80	0	9	83	14	4	0	0	0	7	91	4	69		
	MANCHESTER	EASTERN AIRWAYS	S	A	63	0	0	98	0	0	2	0	0	5	91	8	66		
	MANCHESTER	EASTERN AIRWAYS	S	D	62	0	1	95	0	0	5	0	0	7	94	3	66		
	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	A	31	0	0	42	29	13	13	3	0	34	0	0	0		
	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	D	31	0	0	35	29	19	13	3	0	38	0	0	0		
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	A	31	0	0	55	29	6	6	3	0	25	0	0	0		
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	D	31	0	0	77	13	3	3	3	0	15	0	0	0		
<b>TOTAL NORWICH</b>					<b>410</b>	<b>2</b>	<b>19</b>	<b>75</b>	<b>15</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>91</b>	<b>5</b>	<b>5</b>		
NOTTINGHAM EAST MIDLAN																			
	EDINBURGH	BMIBABY LTD	S	A	56	0	1	80	5	5	7	2	0	17	76	19	79		
	EDINBURGH	BMIBABY LTD	S	D	56	0	1	71	13	7	7	2	0	20	61	27	79		
	GLASGOW	BMIBABY LTD	S	A	78	0	0	81	9	6	1	3	0	13	41	44	79		
	GLASGOW	BMIBABY LTD	S	D	78	0	0	78	10	6	3	3	0	15	38	47	79		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	27	0	0	89	4	4	4	0	0	9	72	19	53		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	27	0	0	67	15	11	7	0	0	21	49	26	53		
<b>TOTAL NOTTINGHAM EAST MIDLANDS INT'L</b>					<b>322</b>	<b>1</b>	<b>2</b>	<b>78</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>55</b>	<b>31</b>	<b>31</b>		
NUREMBERG																			
	STANSTED	AIR BERLIN	S	A	35	0	0	69	9	9	11	3	0	26	87	6	31		
	STANSTED	AIR BERLIN	S	D	35	0	0	57	17	11	11	3	0	33	71	11	31		
<b>TOTAL NUREMBERG</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>10</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>79</b>	<b>9</b>	<b>9</b>		

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

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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)												
OLBIA																		
	GATWICK	ASTRAEUS LTD	C	A	5	0	0	0	20	0	40	0	40	476	0	0	0	
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	25	0	0	50	0	25	364	0	0	0	
	MANCHESTER	ASTRAEUS LTD	C	A	5	0	0	60	0	40	0	0	23	0	92	5		
	MANCHESTER	ASTRAEUS LTD	C	D	5	0	0	20	60	20	0	0	22	60	54	5		
	STANSTED	CHANNEL EXPRESS (INCORP: JET 2)	C	A	5	0	0	40	20	20	20	0	33	20	41	5		
	STANSTED	CHANNEL EXPRESS (INCORP: JET 2)	C	D	5	0	0	40	0	20	40	0	41	40	29	5		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	58	19	16	6	0	22	0	0	0		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	35	45	13	6	0	25	0	0	0		
	GATWICK	MERIDIANA AIR	S	A	9	0	0	67	22	11	0	0	17	67	31	9		
	GATWICK	MERIDIANA AIR	S	D	9	0	0	56	11	11	22	0	30	56	33	9		
<b>TOTAL OLBIA</b>					<b>109</b>	<b>4</b>	<b>0</b>	<b>45</b>	<b>26</b>	<b>15</b>	<b>12</b>	<b>0</b>	<b>3</b>	<b>58</b>	<b>46</b>	<b>41</b>	<b>41</b>	
OPORTO (PORTUGAL)																		
	HEATHROW	AIR PORTUGAL	S	A	62	0	0	47	32	21	0	0	19	55	17	62		
	HEATHROW	AIR PORTUGAL	S	D	62	0	0	61	16	19	3	0	16	60	18	62		
	GATWICK	GB AIRWAYS LTD	S	A	31	0	0	26	29	29	6	6	61	52	23	31		
	GATWICK	GB AIRWAYS LTD	S	D	31	0	0	35	29	19	6	6	57	65	22	31		
	MANCHESTER	PORTUGALIA	S	D	21	0	0	81	14	5	0	0	10	68	15	22		
	STANSTED	RYANAIR	S	A	62	0	0	69	24	3	3	0	11	0	0	0		
	STANSTED	RYANAIR	S	D	62	0	0	52	34	10	5	0	18	0	0	0		
<b>TOTAL OPORTO (PORTUGAL)</b>					<b>332</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>26</b>	<b>15</b>	<b>3</b>	<b>1</b>	<b>24</b>	<b>59</b>	<b>19</b>	<b>19</b>		
ORLANDO																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	77	13	3	6	0	13	84	10	31		
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	71	19	3	6	0	17	68	17	31		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	74	0	1	54	15	18	14	0	26	71	15	75		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	75	0	1	8	21	41	28	1	52	26	37	76		
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	97	3	0	0	0	1	89	21	27		
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	81	13	0	6	0	9	59	21	27		
<b>TOTAL ORLANDO</b>					<b>273</b>	<b>0</b>	<b>2</b>	<b>54</b>	<b>15</b>	<b>17</b>	<b>14</b>	<b>0</b>	<b>26</b>	<b>60</b>	<b>22</b>	<b>22</b>		
OSAKA (KANSAI)																		
	HEATHROW	JAPAN AIRLINES	S	A	31	0	0	84	16	0	0	0	5	84	25	31		
	HEATHROW	JAPAN AIRLINES	S	D	31	0	0	55	26	16	3	0	17	52	36	31		

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

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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>TOTAL OSAKA (KANSAI)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>21</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>68</b>	<b>30</b>	<b>30</b>	
OSLO (GARDERMOEN)																		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	31	0	0	87	6	3	3	0	0	6	98	1	66	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	31	0	0	77	13	6	3	0	0	10	92	5	66	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	123	0	0	78	12	6	4	0	0	10	77	13	124	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	123	0	0	52	24	18	7	0	0	21	58	22	124	
	HEATHROW	SAS	S	A	150	0	0	89	7	3	2	0	0	6	89	6	150	
	HEATHROW	SAS	S	D	150	0	0	75	15	6	4	0	0	12	74	11	150	
	MANCHESTER	SAS	S	A	18	0	0	94	6	0	0	0	0	6	94	4	18	
	MANCHESTER	SAS	S	D	18	0	0	83	11	0	6	0	0	6	100	1	18	
<b>TOTAL OSLO (GARDERMOEN)</b>					<b>644</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>10</b>	<b>10</b>	
OTTAWA INTERNATIONAL																		
	HEATHROW	AIR CANADA	S	A	31	0	0	77	16	0	3	3	0	17	77	7	31	
	HEATHROW	AIR CANADA	S	D	31	0	0	26	48	23	0	0	3	34	35	34	31	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0	25	50	25	0	0	44	100	2	4	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	4	0	0	100	0	0	0	0	0	4	100	1	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	4	0	0	75	25	0	0	0	0	9	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	4	0	0	100	0	0	0	0	0	1	0	0	0	
	GATWICK	ZOOM AIRLINES	S	A	4	0	0	25	25	0	25	0	25	341	0	0	0	
	GATWICK	ZOOM AIRLINES	S	D	5	0	0	60	0	0	40	0	0	62	0	0	0	
	GLASGOW	ZOOM AIRLINES	S	A	5	0	0	40	0	20	0	40	0	119	0	40	3	
	GLASGOW	ZOOM AIRLINES	S	D	5	0	0	60	40	0	0	0	0	11	67	11	3	
<b>TOTAL OTTAWA INTERNATIONAL</b>					<b>97</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>26</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>43</b>	<b>59</b>	<b>19</b>	<b>19</b>	



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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
PADERBORN																		
	MANCHESTER	AIR BERLIN		S A	18	0	0	94	0	0	6	0	0	9	0	0	0	
	MANCHESTER	AIR BERLIN		S D	18	0	0	78	6	6	11	0	0	18	0	0	0	
	STANSTED	AIR BERLIN		S A	56	0	0	77	13	7	4	0	0	12	88	10	56	
	STANSTED	AIR BERLIN		S D	57	0	0	72	16	7	5	0	0	16	80	20	55	
	BIRMINGHAM	EUROPEAN AIR CHARTER		C A	5	0	0	20	0	60	20	0	0	43	100	0	4	
	BIRMINGHAM	EUROPEAN AIR CHARTER		C D	5	0	0	20	0	40	40	0	0	51	100	1	4	
<b>TOTAL PADERBORN</b>					<b>159</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>85</b>	<b>14</b>	<b>14</b>	
PALERMO																		
	STANSTED	RYANAIR		S A	61	0	1	84	7	5	5	0	0	10	63	13	62	
	STANSTED	RYANAIR		S D	62	0	0	90	2	3	5	0	0	12	58	17	62	
<b>TOTAL PALERMO</b>					<b>123</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>4</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>56</b>	<b>19</b>	<b>19</b>	
PALMA DE MALLORCA																		
	STANSTED	AIR BERLIN		S A	31	0	0	45	29	23	3	0	0	22	70	15	33	
	STANSTED	AIR BERLIN		S D	31	0	0	87	3	6	3	0	0	8	79	8	34	
	EDINBURGH	AIR EUROPA		C A	9	0	0	100	0	0	0	0	0	6	90	2	10	
	EDINBURGH	AIR EUROPA		C D	8	0	0	63	38	0	0	0	0	9	90	10	10	
	GLASGOW	AIR EUROPA		C A	5	0	0	80	20	0	0	0	0	10	75	5	4	
	GLASGOW	AIR EUROPA		C D	5	0	0	20	80	0	0	0	0	16	75	10	4	
	NEWCASTLE	AIR EUROPA		C A	5	0	0	0	40	60	0	0	0	31	25	21	4	
	NEWCASTLE	AIR EUROPA		C D	5	0	0	20	40	40	0	0	0	32	40	33	5	
	STANSTED	AIR EUROPA		C A	5	0	0	20	40	20	20	0	0	29	0	0	0	
	STANSTED	AIR EUROPA		C D	5	0	0	0	20	60	20	0	0	45	0	0	0	
	BIRMINGHAM	AIR MALTA		C A	9	0	0	67	22	0	11	0	0	17	80	16	5	
	BIRMINGHAM	AIR MALTA		C D	9	0	0	78	11	0	11	0	0	19	20	32	5	
	GLASGOW	BMI BRITISH MIDLAND		C A	5	0	0	0	0	100	0	0	0	43	75	19	4	
	GLASGOW	BMI BRITISH MIDLAND		C D	5	0	0	0	20	40	40	0	0	56	60	24	5	
	HEATHROW	BMI BRITISH MIDLAND		S A	36	0	0	61	19	14	0	3	3	36	44	37	36	
	HEATHROW	BMI BRITISH MIDLAND		S D	36	0	0	75	14	8	0	0	3	21	36	29	36	
	BIRMINGHAM	BMIBABY LTD		S A	31	0	0	45	23	10	16	3	3	45	0	0	0	
	BIRMINGHAM	BMIBABY LTD		S D	31	0	0	52	19	13	16	0	0	29	0	0	0	
	MANCHESTER	BMIBABY LTD		S A	31	0	0	23	55	23	0	0	0	23	39	36	31	
	MANCHESTER	BMIBABY LTD		S D	31	0	0	74	26	0	0	0	0	11	58	26	31	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
PALMA DE MALLORCA	BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	23	0	0	91	9	0	0	0	0	4	94	5	32
	BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	25	0	0	72	20	4	0	0	4	25	81	11	31
	EDINBURGH	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	100	0	0	0	0	0	1	60	9	5
	EDINBURGH	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	50	50	0	0	0	0	9	60	11	5
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	54	0	0	69	13	11	6	2	0	23	84	13	58
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	56	0	0	77	11	7	4	2	0	19	79	13	62
	GLASGOW	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	17	0	0	59	18	12	12	0	0	19	77	16	22
	GLASGOW	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	18	0	0	72	17	6	6	0	0	14	83	10	23
	LUTON	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	18	0	0	67	6	0	28	0	0	34	84	9	25
	LUTON	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	19	0	0	58	16	0	16	11	0	37	81	6	27
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	49	0	0	63	20	6	8	0	2	32	76	11	45
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	49	0	0	76	12	2	6	2	2	38	91	5	46
	NEWCASTLE	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	13	0	0	85	15	0	0	0	0	8	84	12	25
	NEWCASTLE	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	14	0	0	86	7	7	0	0	0	6	88	11	26
	STANSTED	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	12	0	0	75	25	0	0	0	0	8	80	6	25
	STANSTED	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	12	0	0	100	0	0	0	0	0	3	72	13	25
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	6	0	0	50	33	17	0	0	0	21	13	33	8
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	7	0	0	71	14	14	0	0	0	12	88	5	8
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	5	0	0	20	20	60	0	0	0	37	0	0	0
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	5	0	0	80	0	20	0	0	0	12	0	0	0

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
PALMA DE MALLORCA	EDINBURGH	CHANNEL EXPRESS (INCORP: JET 2)	S	A	5	0	0	100	0	0	0	0	0	4	93	6	14
	EDINBURGH	CHANNEL EXPRESS (INCORP: JET 2)	S	D	5	0	0	80	20	0	0	0	0	12	86	7	14
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	66	16	11	6	0	0	16	71	19	62
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	68	18	11	3	0	0	16	74	20	62
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	72	0	1	56	18	18	4	4	0	27	73	19	70
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	72	0	0	46	26	19	4	4	0	29	56	25	71
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	58	19	16	6	0	0	22	68	20	31
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	52	32	13	3	0	0	19	74	13	31
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	37	0	0	65	14	8	11	3	0	24	69	18	36
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	37	0	0	43	30	14	14	0	0	27	53	21	36
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	A	4	0	0	75	0	0	0	25	0	52	100	3	4
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	D	4	0	0	75	25	0	0	0	0	9	100	3	4
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	8	0	0	0	0	25	63	13	0	98	70	16	10
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	8	0	0	13	25	13	38	13	0	79	80	9	10
	STANSTED	EUROPEAN AIR CHARTER	C	A	5	0	0	0	40	20	20	20	0	112	0	46	5
	STANSTED	EUROPEAN AIR CHARTER	C	D	5	0	0	20	0	60	20	0	0	59	20	41	5
	GATWICK	EXCEL AIRWAYS LTD	C	A	15	0	0	47	7	13	7	20	7	101	73	11	15
	GATWICK	EXCEL AIRWAYS LTD	C	D	14	0	0	36	21	7	7	14	14	120	82	6	17
	GLASGOW	EXCEL AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	1	80	11	5
	GLASGOW	EXCEL AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	5	60	24	5
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	14	0	0	64	0	14	21	0	0	27	53	33	15
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	13	0	0	69	0	8	23	0	0	25	50	33	16
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	9	0	0	89	0	0	0	0	11	88	100	0	2
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	9	0	0	89	0	0	0	0	11	88	80	13	5
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	23	0	0	70	13	17	0	0	0	11	82	12	22
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	22	0	0	82	9	9	0	0	0	10	83	10	23
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	54	0	0	76	9	7	7	0	0	15	79	9	58
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	55	0	0	65	18	5	9	2	0	22	64	23	61
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	80	9	5
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	2	50	25	4
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	10	0	0	80	10	0	0	0	10	51	90	4	10
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	11	0	0	55	27	9	0	0	9	56	100	1	11

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
PALMA DE MALLORCA																		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	53	0	0	60	25	4	9	2	0	21	67	28	51	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	52	0	0	63	19	10	6	2	0	19	72	31	53	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	78	11	11	0	0	0	10	78	34	9	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	56	22	11	11	0	0	20	78	26	9	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	13	0	0	38	31	23	8	0	0	24	0	0	0	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	13	0	0	85	15	0	0	0	0	7	0	0	0	
	EDINBURGH	FLYGLOBESPAN	S	A	31	0	0	81	10	0	10	0	0	16	0	0	0	
	EDINBURGH	FLYGLOBESPAN	S	D	31	0	0	81	13	0	6	0	0	15	0	0	0	
	GLASGOW	FLYGLOBESPAN	S	A	41	0	0	98	2	0	0	0	0	2	80	8	40	
	GLASGOW	FLYGLOBESPAN	S	D	41	0	0	85	12	2	0	0	0	6	90	8	41	
	GLASGOW	FUTURA AIRLINES	C	A	13	0	0	31	23	15	31	0	0	41	20	31	5	
	GLASGOW	FUTURA AIRLINES	C	D	12	0	0	58	8	8	25	0	0	33	0	38	4	
	NEWCASTLE	FUTURA AIRLINES	C	A	5	0	0	40	60	0	0	0	0	14	0	0	0	
	NEWCASTLE	FUTURA AIRLINES	C	D	5	0	0	80	20	0	0	0	0	9	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	A	36	0	0	47	33	6	11	3	0	30	61	45	36	
	GATWICK	GB AIRWAYS LTD	S	D	36	0	0	50	28	11	8	3	0	30	67	17	36	
	GLASGOW	GREECE AIRWAYS	S	A	8	0	0	100	0	0	0	0	0	1	58	25	12	
	GLASGOW	GREECE AIRWAYS	S	D	8	0	0	100	0	0	0	0	0	7	22	52	9	
	EDINBURGH	IBERWORLD	C	A	4	0	0	75	0	25	0	0	0	14	77	8	13	
	EDINBURGH	IBERWORLD	C	D	4	0	0	50	25	25	0	0	0	14	83	25	12	
	STANSTED	IBERWORLD	C	A	5	0	0	100	0	0	0	0	0	3	0	0	0	
	STANSTED	IBERWORLD	C	D	5	0	0	80	20	0	0	0	0	10	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	20	20	40	20	0	0	42	0	77	5	
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	0	40	40	20	0	0	48	0	81	5	
	EDINBURGH	MONARCH AIRLINES	C	A	5	0	0	60	20	20	0	0	0	13	78	7	9	
	EDINBURGH	MONARCH AIRLINES	C	D	5	0	0	80	0	20	0	0	0	10	89	7	9	
	GATWICK	MONARCH AIRLINES	C	A	16	0	0	63	19	19	0	0	0	16	44	37	18	
	GATWICK	MONARCH AIRLINES	C	D	17	0	0	76	12	12	0	0	0	11	63	23	19	
	GLASGOW	MONARCH AIRLINES	C	A	4	0	0	75	0	25	0	0	0	13	0	0	0	
	GLASGOW	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	11	0	0	0	
	LUTON	MONARCH AIRLINES	C	A	5	0	0	80	20	0	0	0	0	6	80	79	5	
	LUTON	MONARCH AIRLINES	C	D	5	0	0	40	60	0	0	0	0	18	80	23	5	
	MANCHESTER	MONARCH AIRLINES	S	A	31	0	0	81	6	3	6	3	0	18	81	19	31	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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																		
	MANCHESTER	MONARCH AIRLINES	C	A	11	0	0	27	55	18	0	0	0	23	62	21	13	
	MANCHESTER	MONARCH AIRLINES	S	D	31	0	0	84	6	0	6	3	0	19	81	20	31	
	MANCHESTER	MONARCH AIRLINES	C	D	11	0	0	55	27	18	0	0	0	13	71	16	14	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	9	0	0	100	0	0	0	0	0	1	46	37	28	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	30	0	1	83	10	3	0	3	0	11	34	49	29	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	31	0	0	71	13	13	0	3	0	19	13	59	30	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	9	0	0	100	0	0	0	0	0	5	43	52	28	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	18	0	0	72	6	0	22	0	0	32	68	26	22	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	18	0	0	61	17	6	6	11	0	34	68	29	25	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	18	0	0	67	6	6	6	6	11	75	21	87	19	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	18	0	0	83	6	0	6	6	0	23	33	43	18	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	40	2	0	88	5	3	3	0	3	17	65	42	54	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	42	0	0	88	5	7	0	0	0	6	75	22	57	
	GATWICK	SPANAIR	C	A	2	0	0	0	0	100	0	0	0	42	0	0	0	
	GATWICK	SPANAIR	C	D	3	0	0	33	0	33	33	0	0	47	0	0	0	
	NEWCASTLE	SPANAIR	C	A	10	0	0	40	20	30	10	0	0	25	0	50	5	
	NEWCASTLE	SPANAIR	C	D	10	0	0	30	30	10	20	0	10	69	0	58	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	17	0	0	82	6	6	0	0	6	46	78	18	18	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	17	0	0	82	0	12	0	0	6	51	63	33	19	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	31	0	0	68	6	10	13	0	3	41	73	35	30	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	30	0	0	63	20	3	10	0	3	37	72	28	36	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	23	0	0	52	35	0	9	4	0	28	82	14	17	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	23	0	0	65	17	9	9	0	0	17	94	6	16	
	LUTON	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	9	75	38	4	
	LUTON	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	50	0	0	0	0	14	75	42	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	37	0	0	41	30	11	16	3	0	39	74	31	39	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	37	0	0	62	14	5	14	5	0	36	85	26	40	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	16	0	0	81	6	6	6	0	0	16	100	3	18	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	16	0	0	88	13	0	0	0	0	7	95	4	19	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	1	0	75	25	0	0	0	0	5	89	14	9	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	1	80	22	10	
	GATWICK	VOLAR AIRLINES	C	A	5	0	0	20	60	0	0	20	0	61	0	0	0	
	GATWICK	VOLAR AIRLINES	C	D	5	0	0	20	60	0	0	20	0	63	0	0	0	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					JULY 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																		
<b>TOTAL PALMA DE MALLORCA</b>					<b>2587</b>	<b>5</b>	<b>5</b>	<b>65</b>	<b>17</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>25</b>	<b>69</b>	<b>22</b>	<b>22</b>	
PAPHOS																		
	MANCHESTER	AIR ATLANTA EUROPE LTD	C	A	5	0	0	20	0	40	40	0	0	63	50	17	2	
	MANCHESTER	AIR ATLANTA EUROPE LTD	C	D	5	0	0	0	0	40	60	0	0	90	0	108	2	
	BIRMINGHAM	AIR MALTA	C	D	5	0	0	80	20	0	0	0	0	9	0	0	0	
	GATWICK	ASTRAEUS LTD	C	A	4	0	0	0	50	50	0	0	0	28	100	0	1	
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	0	25	75	0	0	0	40	100	3	2	
	BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	9	0	0	100	0	0	0	0	0	3	89	7	9	
	BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	9	0	0	44	56	0	0	0	0	12	89	6	9	
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	18	0	0	83	6	6	6	0	0	12	79	10	14	
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	18	0	0	83	6	6	6	0	0	13	92	5	13	
	GLASGOW	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	100	0	0	0	0	0	1	100	2	4	
	GLASGOW	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	75	25	0	0	0	0	7	100	5	4	
	LUTON	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	9	0	0	89	11	0	0	0	0	4	92	2	13	
	LUTON	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	9	0	0	89	0	11	0	0	0	9	100	3	14	
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	13	0	0	85	0	8	0	8	0	25	56	18	9	
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	13	0	0	77	15	0	0	8	0	27	67	15	9	
	NEWCASTLE	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	5	0	0	100	0	0	0	0	0	0	100	0	5	
	NEWCASTLE	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	5	0	0	100	0	0	0	0	0	3	100	0	5	
	STANSTED	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	5	0	0	100	0	0	0	0	0	0	100	2	5	
	STANSTED	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	5	0	0	80	0	20	0	0	0	9	100	1	4	
	GLASGOW	EUROCYPRIA AIRLINES LTD	C	A	7	0	0	86	0	14	0	0	0	7	100	4	4	
	GLASGOW	EUROCYPRIA AIRLINES LTD	C	D	8	0	0	63	13	25	0	0	0	16	100	5	4	
	NEWCASTLE	EUROCYPRIA AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	2	75	7	4	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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)											
PAPHOS	NEWCASTLE	EUROCPRIA AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	4	4
	GATWICK	EXCEL AIRWAYS LTD	C	A	17	0	0	82	12	0	6	0	0	6	100	1	19
	GATWICK	EXCEL AIRWAYS LTD	C	D	18	0	0	39	28	22	11	0	0	28	78	11	18
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	25	25	25	0	25	0	92	50	25	6
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	50	25	0	0	25	0	87	50	29	6
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	S	A	4	0	0	0	75	25	0	0	0	22	75	12	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	S	D	4	0	0	50	25	25	0	0	0	16	100	2	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	S	A	13	0	0	62	23	8	8	0	0	17	77	10	13
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	7	100	0	3
	GATWICK	FIRST CHOICE AIRWAYS LTD	S	D	13	0	0	54	31	8	8	0	0	25	58	17	12
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	25	50	25	0	0	0	23	100	3	4
	GLASGOW	FIRST CHOICE AIRWAYS LTD	S	A	4	0	0	50	25	25	0	0	0	26	75	12	4
	GLASGOW	FIRST CHOICE AIRWAYS LTD	S	D	4	0	0	25	25	50	0	0	0	28	75	20	4
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	2	25	32	4
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	60	40	0	0	0	0	16	0	44	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	S	A	8	0	0	63	25	13	0	0	0	14	88	9	8
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	89	0	0	11	0	0	19	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	67	22	0	11	0	0	29	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	S	D	9	0	0	44	33	22	0	0	0	18	100	6	8
	STANSTED	FIRST CHOICE AIRWAYS LTD	S	A	2	0	0	100	0	0	0	0	0	4	100	0	5
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	40	0	0	0	0	15	0	0	0
	STANSTED	FIRST CHOICE AIRWAYS LTD	S	D	2	0	0	100	0	0	0	0	0	7	100	3	4
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	8	0	0	0
	GLASGOW	FLYGLOBESPAN	S	A	9	0	0	67	22	0	0	11	0	34	0	0	0
	GLASGOW	FLYGLOBESPAN	S	D	9	0	0	11	33	44	0	11	0	55	0	0	0
	GATWICK	FLYJET LTD	C	A	8	2	0	25	38	25	13	0	0	28	56	24	9
	GATWICK	FLYJET LTD	C	D	10	0	0	50	30	0	20	0	0	22	56	32	9
	MANCHESTER	FLYJET LTD	C	A	5	0	0	20	20	40	0	20	0	69	40	16	5
	MANCHESTER	FLYJET LTD	C	D	5	0	0	20	20	0	40	20	0	78	60	15	5
	GATWICK	GB AIRWAYS LTD	S	A	32	0	0	69	13	9	3	3	3	46	69	33	13
	GATWICK	GB AIRWAYS LTD	S	D	31	0	0	42	26	19	10	3	0	32	62	40	13
	MANCHESTER	GB AIRWAYS LTD	S	A	12	0	0	75	8	17	0	0	0	9	0	0	0
	MANCHESTER	GB AIRWAYS LTD	S	D	13	0	0	77	23	0	0	0	0	7	0	0	0

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JULY 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	HELIOS AIRWAYS LTD	S	A	9	0	0	89	11	0	0	0	0	8	75	5	4
	BIRMINGHAM	MONARCH AIRLINES	C	A	9	0	0	11	22	56	11	0	0	35	50	19	4
	BIRMINGHAM	MONARCH AIRLINES	C	D	9	0	0	89	11	0	0	0	4	100	0	4	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	25	25	0	25	0	97	50	21	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	50	0	0	0	12	75	15	4	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	25	0	25	50	0	0	49	50	21	4
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	50	50	0	0	0	14	50	18	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	75	28	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	20	0	0	0	7	50	42	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	88	0	0	13	0	17	88	4	8	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	89	0	0	11	0	16	50	14	8	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	75	25	0	0	0	6	63	14	8	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	67	22	0	11	0	18	88	11	8	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	100	0	4	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	8	100	1	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	4	100	0	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	12	75	9	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	63	25	0	0	13	32	82	18	11	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	56	22	11	0	11	40	75	24	12	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	0	46	15	0	23	8	8	83	50	41	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	14	0	0	64	0	7	14	7	7	73	50	52	8
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	100	0	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	4	100	0	4	
<b>TOTAL PAPHOS</b>					<b>616</b>	<b>7</b>	<b>0</b>	<b>64</b>	<b>17</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>76</b>	<b>15</b>	<b>15</b>
PAPHOS																	
PARIS (CHARLES DE GAULLE)	HEATHROW	AIR FRANCE	S	A	352	0	0	70	16	11	4	0	14	69	13	386	
	HEATHROW	AIR FRANCE	S	D	352	0	0	66	17	13	5	0	15	69	14	386	
	MANCHESTER	AIR FRANCE	S	A	155	0	0	81	9	5	4	1	12	91	5	182	
	MANCHESTER	AIR FRANCE	S	D	155	0	0	81	12	5	1	1	12	92	5	182	
	HEATHROW	BMI BRITISH MIDLAND	S	A	140	0	0	56	16	18	10	0	22	50	26	140	
	HEATHROW	BMI BRITISH MIDLAND	S	D	140	0	0	57	13	25	5	0	20	59	20	141	
	NEWCASTLE	BRIT AIR	S	A	81	0	0	79	12	9	0	0	10	0	0	0	
	NEWCASTLE	BRIT AIR	S	D	80	0	0	59	19	21	0	1	21	0	0	0	



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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 2004			
					Actual (7)	MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Plan (8)	Actual (7)										
PARIS (CHARLES DE GAULLE)	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	131	0	0	88	5	5	3	0	0	8	85	9	113
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	133	0	0	89	4	5	3	0	0	8	83	9	113
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	85	0	0	62	14	20	4	0	0	17	80	10	88
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	86	0	0	38	23	30	8	0	0	25	65	17	88
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	25	0	0	84	8	4	4	0	0	9	83	10	24
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	27	0	0	100	0	0	0	0	0	2	92	7	25
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	134	0	0	75	11	5	7	1	0	16	77	11	132
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	134	0	0	78	10	6	4	1	0	11	88	8	133
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	2	3	0	100	0	0	0	0	0	1	100	1	1
	HEATHROW	BRITISH AIRWAYS PLC	S	A	314	0	0	60	18	16	7	0	0	19	66	19	321
	HEATHROW	BRITISH AIRWAYS PLC	S	D	314	0	0	52	24	14	10	0	0	23	57	20	321
	BIRMINGHAM	CITY JET	S	A	166	0	0	85	7	4	4	1	0	10	0	0	0
	BIRMINGHAM	CITY JET	S	D	164	0	0	85	7	7	1	0	0	9	0	0	0
	EDINBURGH	CITY JET	S	A	67	0	0	82	13	4	0	0	0	7	76	16	66
	EDINBURGH	CITY JET	S	D	67	0	0	64	22	9	3	0	1	21	67	15	67
	LONDON CITY	CITY JET	S	A	26	0	0	73	19	4	4	0	0	13	68	13	25
	LONDON CITY	CITY JET	S	D	21	0	0	38	38	19	5	0	0	25	57	15	21
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	91	0	2	64	16	13	7	0	0	17	60	18	137
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	91	0	2	55	18	20	8	0	0	20	55	21	137
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	71	16	10	3	0	0	14	77	16	31
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	77	10	10	3	0	0	15	74	14	31
	GLASGOW	GREECE AIRWAYS	S	A	9	0	0	78	22	0	0	0	0	6	0	0	0
	GLASGOW	GREECE AIRWAYS	S	D	9	0	0	67	22	11	0	0	0	15	0	0	0
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>					<b>3614</b>	<b>9</b>	<b>7</b>	<b>69</b>	<b>14</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>15</b>	<b>15</b>
PARIS (LE BOURGET)																	
PARIS (ORLY)	EDINBURGH	CITY JET	S	A	5	0	0	60	0	40	0	0	0	16	100	0	5

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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 (ORLY)																		
	EDINBURGH	CITY JET	S	D	5	0	0	80	20	0	0	0	0	5	75	10	4	
	LONDON CITY	CITY JET	S	A	77	0	0	83	13	3	1	0	0	10	95	7	65	
	LONDON CITY	CITY JET	S	D	82	0	0	46	39	12	2	0	0	18	81	26	69	
<b>TOTAL PARIS (ORLY)</b>					<b>169</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>25</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>88</b>	<b>16</b>	<b>16</b>	
PAU																		
	STANSTED	RYANAIR	S	A	31	0	0	90	6	3	0	0	0	4	81	7	31	
	STANSTED	RYANAIR	S	D	31	0	0	77	13	10	0	0	0	10	74	13	31	
<b>TOTAL PAU</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>77</b>	<b>10</b>	<b>10</b>	
PERPIGNAN																		
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	23	0	0	43	4	26	22	4	0	48	55	20	31	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	23	0	0	30	17	30	22	0	0	41	74	11	31	
	STANSTED	RYANAIR	S	A	30	0	0	83	10	3	3	0	0	9	81	10	37	
	STANSTED	RYANAIR	S	D	31	0	0	74	23	0	3	0	0	10	70	13	37	
<b>TOTAL PERPIGNAN</b>					<b>107</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>14</b>	<b>13</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>71</b>	<b>13</b>	<b>13</b>	
PERTH (AUSTRALIA)																		
	HEATHROW	QANTAS	S	A	13	0	0	100	0	0	0	0	0	0	0	0	0	
	HEATHROW	QANTAS	S	D	13	0	0	15	46	31	8	0	0	29	0	0	0	
<b>TOTAL PERTH (AUSTRALIA)</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>23</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	
PESCARA																		
	STANSTED	RYANAIR	S	A	31	0	0	97	0	3	0	0	0	5	87	5	31	
	STANSTED	RYANAIR	S	D	31	0	0	61	39	0	0	0	0	13	74	12	31	
<b>TOTAL PESCARA</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>9</b>	<b>9</b>	
PHILADELPHIA INTERNATIONAL																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	60	16	19	3	2	0	20	66	23	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	63	29	6	0	2	0	18	42	28	62	
	GATWICK	US AIRWAYS	S	A	31	0	0	23	23	23	32	0	0	42	45	33	31	
	GATWICK	US AIRWAYS	S	D	31	0	0	48	35	13	0	3	0	28	42	22	31	
	GLASGOW	US AIRWAYS	S	A	31	0	0	29	29	23	19	0	0	38	67	28	30	
	GLASGOW	US AIRWAYS	S	D	30	1	0	83	7	0	10	0	0	10	87	13	30	
	MANCHESTER	US AIRWAYS	S	A	31	0	0	45	6	26	23	0	0	37	68	24	31	
	MANCHESTER	US AIRWAYS	S	D	31	0	0	87	10	0	3	0	0	9	87	6	31	
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>					<b>309</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>20</b>	<b>14</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>61</b>	<b>23</b>	<b>23</b>	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)											
PHOENIX	HEATHROW	BRITISH AIRWAYS PLC	S	A	27	0	0	89	4	0	4	4	0	14	96	4	26
	HEATHROW	BRITISH AIRWAYS PLC	S	D	27	0	0	44	37	15	4	0	0	21	26	38	27
<b>TOTAL PHOENIX</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>20</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>60</b>	<b>21</b>	<b>21</b>
PISA	GLASGOW	BMI BRITISH MIDLAND	C	A	5	0	0	40	20	40	0	0	0	21	0	91	5
	GLASGOW	BMI BRITISH MIDLAND	C	D	5	0	0	60	40	0	0	0	0	14	0	71	5
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	5	0	0	60	20	20	0	0	0	14	40	33	5
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	5	0	0	80	20	0	0	0	0	10	80	21	5
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	5	0	0	80	0	20	0	0	0	11	40	51	5
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	5	0	0	100	0	0	0	0	0	0	80	37	5
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	5	0	0	80	0	20	0	0	0	13	60	54	5
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	5	0	0	80	20	0	0	0	0	7	80	8	5
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	29	0	0	76	14	3	7	0	0	14	63	16	59
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	30	0	0	67	10	13	10	0	0	19	80	10	60
	GATWICK	BRITISH AIRWAYS PLC	S	A	98	0	0	40	23	26	10	0	1	33	66	17	104
	GATWICK	BRITISH AIRWAYS PLC	S	D	98	0	0	34	36	22	7	0	1	31	63	19	104
	MANCHESTER	CHANNEL EXPRESS (INCORP: JET 2)	S	A	31	0	0	77	13	6	3	0	0	10	0	0	0
	MANCHESTER	CHANNEL EXPRESS (INCORP: JET 2)	S	D	31	0	0	94	0	6	0	0	0	4	0	0	0
	STANSTED	RYANAIR	S	A	93	0	0	77	15	4	2	0	1	14	69	13	98
	STANSTED	RYANAIR	S	D	93	0	0	69	22	9	1	0	0	14	63	17	98
<b>TOTAL PISA</b>					<b>546</b>	<b>1</b>	<b>0</b>	<b>61</b>	<b>20</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>65</b>	<b>18</b>	<b>18</b>
PITTSBURGH																	
PLYMOUTH	GATWICK	AIR SOUTHWEST	S	A	124	0	0	76	12	8	4	0	0	12	78	12	124
	GATWICK	AIR SOUTHWEST	S	D	31	0	0	68	13	13	6	0	0	16	84	6	31
	MANCHESTER	AIR SOUTHWEST	S	A	50	0	2	58	32	8	2	0	0	16	70	18	47

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)												
PLYMOUTH																		
	MANCHESTER	AIR SOUTHWEST	S	D	49	0	2	78	12	8	2	0	0	11	84	6	25	
	NEWCASTLE	AIR WALES LTD	S	A	46	0	1	67	15	7	11	0	0	18	77	14	48	
	NEWCASTLE	AIR WALES LTD	S	D	46	0	1	72	11	9	9	0	0	16	85	12	48	
<b>TOTAL PLYMOUTH</b>					<b>346</b>	<b>0</b>	<b>6</b>	<b>71</b>	<b>15</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>79</b>	<b>12</b>	<b>12</b>	
POITIERS																		
	STANSTED	RYANAIR	S	A	31	0	0	81	19	0	0	0	0	8	58	16	31	
	STANSTED	RYANAIR	S	D	31	0	0	90	10	0	0	0	0	7	58	16	31	
<b>TOTAL POITIERS</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>58</b>	<b>16</b>	<b>16</b>	
PORI																		
PORLAMAR																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	50	0	50	0	0	0	35	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	0	0	50	0	0	55	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	0	0	50	0	50	0	168	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	0	0	0	50	0	118	0	0	0	
<b>TOTAL PORLAMAR</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>25</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>94</b>	<b>41</b>	<b>129</b>	<b>129</b>	
PORT HARCOURT																		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	14	0	0	93	0	7	0	0	0	5	78	7	9	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	13	0	0	85	8	8	0	0	0	8	25	20	8	
<b>TOTAL PORT HARCOURT</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>53</b>	<b>13</b>	<b>13</b>	
PORT OF SPAIN																		
	HEATHROW	BWIA	S	A	31	0	0	16	13	35	32	3	0	49	7	109	30	
	HEATHROW	BWIA	S	D	31	0	0	6	13	32	48	0	0	63	10	112	30	
	MANCHESTER	BWIA	S	A	10	0	0	70	0	20	10	0	0	26	60	199	5	
	MANCHESTER	BWIA	S	D	10	0	0	30	40	10	20	0	0	34	13	210	8	
<b>TOTAL PORT OF SPAIN</b>					<b>82</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>15</b>	<b>29</b>	<b>34</b>	<b>1</b>	<b>0</b>	<b>49</b>	<b>12</b>	<b>128</b>	<b>128</b>	
POZNAN																		
PRAGUE																		
	BIRMINGHAM	BMIBABY LTD	S	A	31	0	0	65	10	16	10	0	0	20	0	0	0	
	BIRMINGHAM	BMIBABY LTD	S	D	31	0	0	26	29	26	19	0	0	38	0	0	0	
	MANCHESTER	BMIBABY LTD	S	A	36	0	0	64	11	6	19	0	0	31	6	48	31	
	MANCHESTER	BMIBABY LTD	S	D	36	0	0	78	6	0	17	0	0	25	74	22	31	
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	65	19	10	6	0	0	19	81	17	26	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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	D	31	0	0	65	23	6	6	0	0	18	54	22	26
	HEATHROW	BRITISH AIRWAYS PLC	S	A	92	0	0	62	18	11	7	2	0	22	62	22	93
	HEATHROW	BRITISH AIRWAYS PLC	S	D	92	0	0	54	20	17	8	1	0	26	55	24	93
	BIRMINGHAM	CSA	S	A	57	0	0	84	9	4	4	0	0	8	80	9	44
	BIRMINGHAM	CSA	S	D	57	0	0	42	49	7	2	0	0	18	71	14	45
	EDINBURGH	CSA	S	A	44	0	0	89	7	5	0	0	0	5	93	5	57
	EDINBURGH	CSA	S	D	44	0	0	52	30	16	2	0	0	18	48	17	58
	GATWICK	CSA	S	A	57	0	0	67	23	4	7	0	0	15	0	0	0
	GATWICK	CSA	S	D	57	0	0	61	19	14	5	0	0	19	0	0	0
	GLASGOW	CSA	S	A	44	0	0	77	11	7	5	0	0	13	0	0	0
	GLASGOW	CSA	S	D	44	0	0	57	25	16	2	0	0	17	0	0	0
	HEATHROW	CSA	S	A	88	0	0	49	19	20	11	0	0	23	58	18	88
	HEATHROW	CSA	S	D	88	0	0	67	13	16	5	0	0	16	74	15	88
	MANCHESTER	CSA	S	A	75	0	0	81	13	3	3	0	0	9	65	12	57
	MANCHESTER	CSA	S	D	75	0	0	68	21	8	1	0	1	18	86	7	58
	STANSTED	CSA	S	A	57	0	0	74	14	7	5	0	0	13	86	8	57
	STANSTED	CSA	S	D	57	0	0	53	32	11	5	0	0	19	74	15	57
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	40	16	31	11	2	0	30	85	5	62
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	27	34	32	6	0	0	30	81	9	62
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	84	13	3	0	0	0	7	87	9	31
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	74	19	6	0	0	0	10	58	18	31
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	77	16	6	0	0	0	8	77	12	93
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	82	13	5	0	0	0	10	71	16	93
	EDINBURGH	FLYGLOBESPAN	S	A	29	0	0	86	3	0	7	3	0	18	0	0	0
	EDINBURGH	FLYGLOBESPAN	S	D	29	0	0	76	14	3	3	3	0	23	0	0	0
	GLASGOW	FLYGLOBESPAN	S	A	31	0	0	87	10	0	0	3	0	13	89	43	9
	GLASGOW	FLYGLOBESPAN	S	D	31	0	0	87	10	0	0	3	0	17	89	7	9
	GATWICK	TRAVEL SERVICE AIRLINES	S	A	4	0	0	25	0	25	50	0	0	67	0	0	0
	GATWICK	TRAVEL SERVICE AIRLINES	S	D	4	0	0	25	0	0	75	0	0	93	0	0	0
<b>TOTAL PRAGUE</b>					<b>1662</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>18</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>70</b>	<b>16</b>	<b>16</b>
PRESTWICK	STANSTED	RYANAIR	S	A	159	0	0	81	11	8	1	1	0	10	91	9	154
	STANSTED	RYANAIR	S	D	159	0	0	77	17	6	0	0	0	9	86	10	155

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					JULY 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)											
PRESTWICK																	
<b>TOTAL PRESTWICK</b>					<b>319</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>9</b>	<b>9</b>
PREVEZA																	
	GATWICK	ASTRAEUS LTD	C	A	5	0	0	20	0	20	20	20	20	164	75	8	4
	GATWICK	ASTRAEUS LTD	C	D	4	1	0	25	0	25	50	0	0	86	50	18	4
	MANCHESTER	BMI BRITISH MIDLAND	C	A	5	0	0	20	60	20	0	0	0	21	75	10	4
	MANCHESTER	BMI BRITISH MIDLAND	C	D	5	0	0	100	0	0	0	0	0	3	100	2	4
	GATWICK	EXCEL AIRWAYS LTD	C	A	14	0	0	86	0	14	0	0	0	8	88	4	17
	GATWICK	EXCEL AIRWAYS LTD	C	D	14	0	0	64	14	7	14	0	0	20	76	9	17
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	15	0	0	87	0	7	7	0	0	10	67	19	9
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	15	0	0	73	13	0	13	0	0	15	78	22	9
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	10	0	0	90	10	0	0	0	0	3	75	31	8
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	10	0	0	50	40	10	0	0	0	15	75	41	8
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	20	20	0	0	0	16	100	1	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	60	0	40	0	0	0	21	75	7	4
	GATWICK	MONARCH AIRLINES	C	A	10	0	0	60	20	20	0	0	0	17	88	9	8
	GATWICK	MONARCH AIRLINES	C	D	10	0	0	40	30	30	0	0	0	23	88	12	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	100	0	0	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	7	100	5	4
<b>TOTAL PREVEZA</b>					<b>137</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>13</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>21</b>	<b>77</b>	<b>31</b>	<b>31</b>
PRISTINA																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	18	0	0	28	39	28	6	0	0	27	6	49	16
	GATWICK	BRITISH AIRWAYS PLC	S	D	18	0	0	17	28	33	22	0	0	37	56	24	16
	STANSTED	CHANNEL EXPRESS (INCORP: JET 2)	C	A	3	1	0	100	0	0	0	0	0	0	50	16	4
<b>TOTAL PRISTINA</b>					<b>39</b>	<b>5</b>	<b>0</b>	<b>28</b>	<b>31</b>	<b>28</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>37</b>	<b>32</b>	<b>32</b>
PROVIDENCIALES																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	4	0	0	50	25	25	0	0	0	17	100	4	4
	HEATHROW	BRITISH AIRWAYS PLC	S	D	5	0	0	40	0	0	60	0	0	58	100	7	4
<b>TOTAL PROVIDENCIALES</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>11</b>	<b>11</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>100</b>	<b>5</b>	<b>5</b>
PUERTO PLATA																	
	BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	100	0	0	0	0	0	4	100	2	4
	BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	75	0	25	0	0	0	17	75	26	4

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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
PUERTO PLATA	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	9	0	0	89	0	11	0	0	0	5	89	17	9
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	9	0	0	78	22	0	0	0	0	8	67	21	9
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	8	0	0	75	0	13	13	0	0	15	50	30	8
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	9	0	0	89	11	0	0	0	0	4	88	15	8
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	50	0	0	0	50	0	102	67	5	3
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	4	0	0	75	0	0	0	0	25	197	0	0	0
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	5	0	0	60	20	0	20	0	0	32	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	2	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	7	100	6	4
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	0	50	0	50	0	0	50	0	109	2
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	0	50	0	0	50	0	130	50	78	2
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	50	103	6
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	0	50	0	0	0	28	57	99	7
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	0	60	0	20	20	0	108	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	40	0	20	0	40	0	115	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	7	80	18	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	25	25	0	0	37	50	51	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	9	0	0	0
	GLASGOW	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	3	1	0	100	0	0	0	0	0	0	50	14	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	50	25	0	0	40	75	19	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	12	100	2	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	0	25	0	0	27	100	0	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	0	25	50	0	0	87	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	0	0	75	0	0	98	0	0	0
<b>TOTAL PUERTO PLATA</b>					<b>127</b>	<b>2</b>	<b>0</b>	<b>65</b>	<b>11</b>	<b>9</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>37</b>	<b>68</b>	<b>35</b>	<b>35</b>
PUULA	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	100	0	0	0	0	0	3	100	1	4

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
PULA																		
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	100	0	0	0	0	0	2	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	CROATIA AIRLINES	S	A	4	0	0	50	0	25	25	0	0	48	75	13	4	
	GATWICK	CROATIA AIRLINES	S	D	4	0	0	25	0	25	50	0	0	71	100	10	4	
	MANCHESTER	CROATIA AIRLINES	S	A	4	0	0	50	0	25	25	0	0	50	50	14	4	
	MANCHESTER	CROATIA AIRLINES	S	D	4	0	0	25	0	50	25	0	0	54	75	9	4	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	13	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	50	25	0	25	0	0	43	0	0	0	
<b>TOTAL PULA</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>3</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>84</b>	<b>7</b>	<b>7</b>	
PUNTA CANA																		
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	5	0	0	80	0	20	0	0	0	10	100	1	5	
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	25	50	25	0	0	0	22	100	0	5	
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	75	25	0	0	0	0	5	80	12	5	
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	100	0	0	0	0	0	2	100	0	4	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	25	25	0	25	25	0	100	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	0	67	0	0	33	0	91	0	283	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	0	0	50	0	50	0	167	60	72	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	50	0	0	50	0	0	49	40	20	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	50	0	0	0	0	17	100	0	4	
<b>TOTAL PUNTA CANA</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>23</b>	<b>10</b>	<b>7</b>	<b>10</b>	<b>0</b>	<b>43</b>	<b>71</b>	<b>51</b>	<b>51</b>	



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

Origin / Destinations: Q

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JULY 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
QUEBEC	GATWICK	THOMAS COOK AIRLINES LTD	S	A	4	0	0	100	0	0	0	0	0	2	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	4	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL QUEBEC</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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
RALEIGH	GATWICK	AMERICAN AIRLINES	S	A	31	0	0	74	13	3	6	3	0	20	77	16	31
	GATWICK	AMERICAN AIRLINES	S	D	31	0	0	74	19	6	0	0	0	10	58	15	31
<b>TOTAL RALEIGH</b>					<b>62</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>16</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>68</b>	<b>16</b>	<b>16</b>
REUS	BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	5	0	0	100	0	0	0	0	0	1	80	20	5
	BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	5	0	0	100	0	0	0	0	0	2	80	10	5
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	9	0	0	89	11	0	0	0	0	2	89	5	9
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	9	0	0	89	11	0	0	0	0	7	67	17	9
	GLASGOW	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	5	0	0	60	40	0	0	0	0	12	80	22	5
	GLASGOW	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	50	50	0	0	0	0	15	100	3	5
	LUTON	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4
	LUTON	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	100	0	0	0	0	0	0	100	3	4
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	9	0	0	78	22	0	0	0	0	6	50	36	8
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	9	0	0	78	11	11	0	0	0	9	56	31	9
	NEWCASTLE	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4
	NEWCASTLE	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	75	0	25	0	0	0	10	100	0	4
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	A	3	0	0	67	0	0	0	33	0	84	0	0	0
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	D	3	0	0	67	0	0	0	33	0	77	0	0	0
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	5	0	0	60	40	0	0	0	0	9	0	0	0
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	5	0	0	60	0	40	0	0	0	16	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	3	75	6	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	67	33	0	0	0	0	8	75	14	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	18	0	0	83	11	0	6	0	0	9	77	10	13
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	18	0	0	78	11	6	6	0	0	18	62	18	13
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	100	0	0	0	0	0	1	100	3	4
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	88	13	0	0	0	0	7	100	3	4

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
REUS																		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	78	0	0	22	0	0	22	100	0	9	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	67	11	0	22	0	0	24	89	2	9	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	2	100	0	5	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	0	100	2	5	
	GLASGOW	FUTURA AIRLINES	C	A	5	0	0	80	20	0	0	0	0	10	0	0	0	
	GLASGOW	FUTURA AIRLINES	C	D	4	0	0	100	0	0	0	0	0	4	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	3	0	0	67	0	33	0	0	0	14	100	0	3	
	GATWICK	MONARCH AIRLINES	C	D	3	0	0	100	0	0	0	0	0	1	100	0	3	
	MANCHESTER	MONARCH AIRLINES	C	A	3	0	0	67	33	0	0	0	0	9	100	0	4	
	MANCHESTER	MONARCH AIRLINES	C	D	3	0	0	100	0	0	0	0	0	0	100	0	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	0	88	25	8	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	0	100	1	8	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	0	20	40	0	0	49	75	63	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	0	0	60	0	0	68	75	73	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	8	0	0	75	0	0	0	13	13	117	100	0	8	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	9	0	0	67	11	0	0	11	11	122	88	7	8	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	10	0	0	70	0	0	20	0	10	97	92	4	12	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	10	0	0	60	0	10	10	10	10	91	100	0	12	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	0	100	0	8	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	1	88	6	8	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	36	50	114	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	42	25	140	4	
	LUTON	RYANAIR	S	A	36	0	0	92	3	6	0	0	0	3	0	0	0	
	LUTON	RYANAIR	S	D	36	0	0	81	11	8	0	0	0	12	0	0	0	
	STANSTED	RYANAIR	S	A	50	0	0	90	4	6	0	0	0	4	95	2	62	
	STANSTED	RYANAIR	S	D	50	0	0	76	14	8	2	0	0	12	77	10	62	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	0	25	0	47	75	5	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	0	25	0	0	21	75	19	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	0	0	0	25	0	56	50	67	8	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	8	0	0	75	0	0	0	25	0	60	38	74	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	25	25	0	0	25	100	1	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	25	0	0	0	23	100	0	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	8	0	0	100	0	0	0	0	0	2	100	0	4	

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)											
REUS	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	13	0	0	0	0	4	100	0	4
<b>TOTAL REUS</b>					<b>506</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>19</b>	<b>84</b>	<b>13</b>	<b>13</b>
RHODES	MANCHESTER	AIR ATLANTA EUROPE LTD	C	A	3	1	0	0	33	0	67	0	0	54	0	0	0
	MANCHESTER	AIR ATLANTA EUROPE LTD	C	D	3	1	0	0	0	67	33	0	0	69	0	0	0
	BIRMINGHAM	AIR MALTA	C	A	4	0	0	100	0	0	0	0	0	4	50	22	4
	BIRMINGHAM	AIR MALTA	C	D	4	0	0	25	25	50	0	0	0	26	50	26	4
	BIRMINGHAM	BMI BRITISH MIDLAND	C	A	5	0	0	100	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	BMI BRITISH MIDLAND	C	D	5	0	0	60	40	0	0	0	0	16	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	100	0	0	0	0	0	2	75	7	4
	BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	75	25	0	0	0	0	7	75	13	4
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	9	0	0	89	0	11	0	0	0	8	88	7	8
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	9	0	0	89	0	11	0	0	0	6	100	3	9
	GLASGOW	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	100	0	0	0	0	0	0	100	2	4
	GLASGOW	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	100	0	0	0	0	0	1	50	13	4
	LUTON	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	9	0	0	67	11	11	0	11	0	41	100	4	3
	LUTON	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	9	0	0	44	33	11	0	11	0	35	75	11	4
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	9	1	0	78	0	0	22	0	0	28	75	122	8
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	10	0	0	80	0	10	10	0	0	14	78	15	9
	NEWCASTLE	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	100	0	0	0	0	0	1	100	2	4
	NEWCASTLE	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	100	0	0	0	0	0	0	100	5	4
	GATWICK	EXCEL AIRWAYS LTD	C	A	16	0	0	50	6	25	19	0	0	35	67	55	18
	GATWICK	EXCEL AIRWAYS LTD	C	D	16	0	0	50	25	6	19	0	0	34	71	12	21
	GLASGOW	EXCEL AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	1	100	3	9
	GLASGOW	EXCEL AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	2	78	7	9
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	5	75	135	8

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
RHODES																		
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	0	75	24	8	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	9	0	0	89	0	0	11	0	0	9	67	14	9	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	9	0	0	78	0	11	11	0	0	21	67	12	9	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	10	0	0	90	10	0	0	0	0	6	43	19	7	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	11	0	0	73	9	18	0	0	0	13	38	18	8	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	50	0	0	0	0	13	60	11	5	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	25	25	25	25	0	0	35	75	11	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	11	0	0	36	45	18	0	0	0	19	60	9	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	11	0	0	64	27	9	0	0	0	13	83	7	6	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	75	5	4	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	0	50	50	0	0	0	29	75	9	4	
	MANCHESTER	FLYJET LTD	C	A	4	0	0	50	25	0	25	0	0	28	0	0	0	
	MANCHESTER	FLYJET LTD	C	D	4	0	0	50	25	0	25	0	0	29	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	A	3	0	0	67	0	33	0	0	0	13	33	30	3	
	BIRMINGHAM	MONARCH AIRLINES	C	D	3	0	0	33	67	0	0	0	0	19	67	15	3	
	GATWICK	MONARCH AIRLINES	C	A	13	1	0	85	8	8	0	0	0	6	83	22	12	
	GATWICK	MONARCH AIRLINES	C	D	15	0	0	73	7	13	7	0	0	15	62	26	13	
	MANCHESTER	MONARCH AIRLINES	C	A	19	0	0	95	5	0	0	0	0	3	58	13	19	
	MANCHESTER	MONARCH AIRLINES	C	D	19	0	0	100	0	0	0	0	0	3	76	11	21	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	80	12	5	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	2	75	8	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	75	21	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	10	25	31	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	25	20	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	4	25	23	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	100	0	0	0	0	0	0	44	33	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	100	0	0	0	0	0	1	56	32	9	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	0	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	6	0	0	100	0	0	0	0	0	2	69	12	13	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	7	0	0	86	14	0	0	0	0	5	85	6	13	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	25	25	13	25	13	0	63	77	27	13	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	38	13	0	38	13	0	64	69	28	13	

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)													
RHODES																			
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	12	100	0	5		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	18	100	2	4		
<b>TOTAL RHODES</b>					<b>400</b>	<b>4</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>72</b>	<b>19</b>	<b>19</b>		
RIGA																			
	HEATHROW	AIR BALTIC CORPORATION SIA	S	A	26	0	0	77	12	8	4	0	0	16	77	11	26		
	HEATHROW	AIR BALTIC CORPORATION SIA	S	D	26	0	0	73	23	0	4	0	0	14	77	10	26		
	MANCHESTER	AIR BALTIC CORPORATION SIA	S	A	13	0	0	85	15	0	0	0	0	7	0	0	0		
	MANCHESTER	AIR BALTIC CORPORATION SIA	S	D	13	0	0	62	15	23	0	0	0	13	0	0	0		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	58	16	16	10	0	0	20	91	6	22		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	71	6	13	10	0	0	18	43	35	23		
	STANSTED	RYANAIR	S	A	31	0	0	97	0	0	3	0	0	3	0	0	0		
	STANSTED	RYANAIR	S	D	31	0	0	84	16	0	0	0	0	9	0	0	0		
<b>TOTAL RIGA</b>					<b>202</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>15</b>	<b>15</b>		
RIJEKA																			
RIMINI																			
	GLASGOW	BMI REGIONAL	C	A	5	0	0	100	0	0	0	0	0	0	0	0	0		
	GLASGOW	BMI REGIONAL	C	D	5	0	0	100	0	0	0	0	0	5	0	0	0		
	GATWICK	EUROPEAN AIR CHARTER	C	A	4	0	0	75	0	0	0	0	25	105	0	0	0		
	GATWICK	EUROPEAN AIR CHARTER	C	D	4	0	0	25	25	0	0	25	25	169	0	0	0		
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	4	0	0	25	0	25	0	25	25	174	0	0	0		
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	4	0	0	25	0	50	0	0	25	142	0	0	0		
<b>TOTAL RIMINI</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>4</b>	<b>12</b>	<b>0</b>	<b>8</b>	<b>15</b>	<b>92</b>	<b>77</b>	<b>12</b>	<b>12</b>		
RIO DE JANEIRO (GALEAO)																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	85	15	0	0	0	0	4	100	0	12		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	14	0	0	43	21	29	7	0	0	26	85	9	13		
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>52</b>	<b>34</b>	<b>34</b>		
RIYADH																			
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	23	0	0	78	4	9	9	0	0	17	67	11	18		
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	18	0	0	33	28	17	22	0	0	35	56	21	18		
<b>TOTAL RIYADH</b>					<b>41</b>	<b>3</b>	<b>0</b>	<b>59</b>	<b>15</b>	<b>12</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>57</b>	<b>19</b>	<b>19</b>		
RIYAN MUKALLA																			
RODEZ																			

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)													
RODEZ																			
	STANSTED	RYANAIR		S A	31	0	0	68	10	19	3	0	0	13	97	3	31		
	STANSTED	RYANAIR		S D	31	0	0	61	16	19	3	0	0	18	97	5	31		
<b>TOTAL RODEZ</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>13</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>97</b>	<b>4</b>	<b>4</b>		
ROME (CIAMPINO)																			
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	62	0	0	35	26	19	16	3	0	40	0	0	0		
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	62	0	0	47	19	21	10	3	0	34	0	0	0		
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S A	31	0	0	61	13	13	13	0	0	24	0	0	0		
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S D	31	0	0	68	16	6	10	0	0	21	0	0	0		
	LUTON	RYANAIR		S A	31	0	0	55	16	26	3	0	0	20	0	0	0		
	LUTON	RYANAIR		S D	31	0	0	71	23	6	0	0	0	14	0	0	0		
	STANSTED	RYANAIR		S A	155	0	0	73	12	5	8	1	2	28	92	6	173		
	STANSTED	RYANAIR		S D	155	0	0	80	11	4	5	0	0	14	77	12	173		
<b>TOTAL ROME (CIAMPINO)</b>					<b>558</b>	<b>3</b>	<b>0</b>	<b>66</b>	<b>15</b>	<b>10</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>24</b>	<b>80</b>	<b>12</b>	<b>12</b>		
ROME (FIUMICINO)																			
	HEATHROW	ALITALIA		S A	154	0	0	53	18	19	10	1	0	24	71	12	155		
	HEATHROW	ALITALIA		S D	154	0	0	45	20	21	13	1	0	29	46	25	155		
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S A	30	1	0	80	10	10	0	0	0	8	65	18	31		
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S D	30	1	0	77	13	7	3	0	0	12	84	10	31		
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD		S D	23	0	0	83	4	9	4	0	0	10	96	6	26		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	31	0	0	68	10	13	10	0	0	21	70	15	53		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S D	31	0	0	74	16	0	10	0	0	17	75	15	53		
	GATWICK	BRITISH AIRWAYS PLC		S A	61	0	0	39	20	28	13	0	0	33	38	30	32		
	GATWICK	BRITISH AIRWAYS PLC		S D	61	0	0	38	36	18	8	0	0	26	77	13	31		
	HEATHROW	BRITISH AIRWAYS PLC		S A	154	0	0	55	21	16	8	1	0	24	41	31	155		
	HEATHROW	BRITISH AIRWAYS PLC		S D	154	0	0	51	26	15	8	1	0	25	52	19	155		
	EDINBURGH	CHANNEL EXPRESS (INCORP: JET 2)		S A	13	0	0	8	23	54	15	0	0	43	40	20	5		
	EDINBURGH	CHANNEL EXPRESS (INCORP: JET 2)		S D	13	0	0	54	23	23	0	0	0	18	25	22	4		
<b>TOTAL ROME (FIUMICINO)</b>					<b>911</b>	<b>2</b>	<b>0</b>	<b>52</b>	<b>20</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>57</b>	<b>21</b>	<b>21</b>		

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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)												
ROTTERDAM																		
	HEATHROW	KLM CITYHOPPER	S	A	76	1	0	92	5	1	1	0	0	4	100	1	4	
	HEATHROW	KLM CITYHOPPER	S	D	76	0	0	87	5	8	0	0	0	5	100	8	4	
	LONDON CITY	KLM CITYHOPPER	S	A	32	0	0	91	6	3	0	0	0	4	0	0	0	
	LONDON CITY	KLM CITYHOPPER	S	D	32	0	0	81	16	3	0	0	0	8	0	0	0	
	STANSTED	TRANSAVIA	S	A	61	0	1	100	0	0	0	0	0	1	100	0	62	
	STANSTED	TRANSAVIA	S	D	61	0	1	93	5	2	0	0	0	5	84	7	62	
	LONDON CITY	VLM (BELGIUM)	S	A	151	0	3	90	4	4	2	0	0	6	97	1	134	
	LONDON CITY	VLM (BELGIUM)	S	D	152	0	2	88	7	4	1	0	0	6	96	3	134	
<b>TOTAL ROTTERDAM</b>					<b>641</b>	<b>3</b>	<b>9</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>94</b>	<b>3</b>	<b>3</b>	



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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
SALAMANCA																		
SALONIKA																		
	BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	75	0	25	0	0	0	13	50	54	4	
	BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	100	0	0	0	0	0	1	50	44	4	
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	75	0	0	25	0	0	44	100	3	4	
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	75	0	0	25	0	0	48	100	2	4	
	LUTON	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	75	25	0	0	0	0	9	50	30	4	
	LUTON	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	75	25	0	0	0	0	10	75	21	4	
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	100	0	0	0	0	0	3	50	23	4	
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	100	0	0	0	0	0	0	100	2	4	
	GATWICK	BRITISH AIRWAYS PLC	S	A	18	0	0	39	39	11	11	0	0	30	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	18	0	0	78	6	6	11	0	0	18	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	50	50	0	0	0	0	13	40	31	5	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	15	20	26	5	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	9	0	0	78	0	22	0	0	0	14	80	11	5	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	8	0	0	63	25	0	13	0	0	17	60	11	5	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	4	1	0	100	0	0	0	0	0	0	100	3	5	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	80	4	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	17	0	0	82	0	6	12	0	0	12	73	14	22	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	12	60	24	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	12	0	0	83	17	0	0	0	0	7	100	2	12	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	11	100	0	5	
	GATWICK	OLYMPIC AIRWAYS	S	A	22	0	0	77	9	9	5	0	0	11	59	18	22	
	GATWICK	OLYMPIC AIRWAYS	S	D	22	0	0	55	32	5	9	0	0	20	50	25	22	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	5	60	39	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	12	80	24	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	0	11	0	0	14	100	2	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	44	22	22	11	0	0	35	100	2	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	4	60	29	5	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)													
SALONIKA																			
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	11	80	17	5		
<b>TOTAL SALONIKA</b>					<b>216</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>74</b>	<b>15</b>	<b>15</b>		
SALZBURG																			
	MANCHESTER	ASTRAEUS LTD	C	A	9	0	0	89	11	0	0	0	0	6	75	10	8		
	MANCHESTER	ASTRAEUS LTD	C	D	9	0	0	100	0	0	0	0	0	3	78	36	9		
	NEWCASTLE	AUSTRIAN AIRLINES	C	A	4	0	0	50	50	0	0	0	0	11	75	6	4		
	NEWCASTLE	AUSTRIAN AIRLINES	C	D	4	0	0	50	50	0	0	0	0	10	75	9	4		
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	100	0	4		
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	7	100	0	4		
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	9	0	0	89	0	11	0	0	0	6	100	3	9		
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	9	0	0	89	0	0	11	0	0	11	100	1	9		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	1	80	14	5		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	20	80	0	0	0	0	18	80	25	5		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	89	11	0	0	0	0	6	67	10	9		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	78	22	0	0	0	0	11	78	10	9		
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	4	0	0	0		
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	20	20	60	0	0	0	29	0	0	0		
	STANSTED	RYANAIR	S	A	60	0	0	88	7	3	2	0	0	6	89	6	62		
	STANSTED	RYANAIR	S	D	62	0	0	69	26	5	0	0	0	11	81	11	62		
	NEWCASTLE	SN BRUSSELS AIRLINES	S	A	5	0	0	80	0	0	20	0	0	21	0	0	0		
	NEWCASTLE	SN BRUSSELS AIRLINES	S	D	5	0	0	60	20	0	20	0	0	33	0	0	0		
<b>TOTAL SALZBURG</b>					<b>224</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>16</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>9</b>	<b>9</b>		
SAMOS																			
	GATWICK	ASTRAEUS LTD	C	A	4	0	0	75	0	25	0	0	0	12	0	0	0		
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	75	0	25	0	0	0	14	0	0	0		
	MANCHESTER	ASTRAEUS LTD	C	A	3	1	0	100	0	0	0	0	0	1	100	0	2		
	MANCHESTER	ASTRAEUS LTD	C	D	4	0	0	75	25	0	0	0	0	6	100	5	4		
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	100	0	0	0	0	0	6	100	2	4		
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	75	0	25	0	0	0	13	100	5	4		
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	90	5	10		
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	8	90	6	10		
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	20	91	5		

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)													
SAMOS																			
	MANCHESTER	EXCEL AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	3	20	79	5		
<b>TOTAL SAMOS</b>					<b>39</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>23</b>	<b>23</b>		
SAN FRANCISCO																			
	MANCHESTER	AMERICAN AIRLINES		S A	29	0	0	79	10	7	3	0	0	10	0	0	0		
	MANCHESTER	AMERICAN AIRLINES		S D	25	0	0	80	12	4	4	0	0	11	0	0	0		
	HEATHROW	BRITISH AIRWAYS PLC		S A	62	0	0	97	2	2	0	0	0	2	94	3	62		
	HEATHROW	BRITISH AIRWAYS PLC		S D	62	0	0	44	29	18	8	2	0	26	31	33	62		
	HEATHROW	UNITED AIRLINES		S A	62	0	0	97	0	2	2	0	0	3	76	11	62		
	HEATHROW	UNITED AIRLINES		S D	62	0	0	85	6	6	2	0	0	8	71	21	62		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	31	0	0	97	3	0	0	0	0	2	93	11	30		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	31	0	0	39	35	23	3	0	0	20	29	39	31		
<b>TOTAL SAN FRANCISCO</b>					<b>364</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>66</b>	<b>19</b>	<b>19</b>		
SAN JUAN (PUERTO RICO)																			
SANAA																			
	HEATHROW	YEMENIA		S A	9	0	0	78	0	0	22	0	0	28	33	27	9		
	HEATHROW	YEMENIA		S D	9	0	0	22	22	11	44	0	0	49	22	35	9		
<b>TOTAL SANAA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>11</b>	<b>6</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>28</b>	<b>31</b>	<b>31</b>		
SANDEFJORD(TORP)																			
	STANSTED	RYANAIR		S A	83	0	0	93	5	2	0	0	0	3	95	2	83		
	STANSTED	RYANAIR		S D	83	0	0	75	14	8	2	0	0	10	77	10	83		
<b>TOTAL SANDEFJORD(TORP)</b>					<b>166</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>9</b>	<b>9</b>		
SANFORD																			
	GATWICK	AIR ATLANTA EUROPE LTD		C A	14	0	0	21	14	21	43	0	0	49	50	50	16		
	GATWICK	AIR ATLANTA EUROPE LTD		C D	21	0	0	0	14	48	33	5	0	67	0	93	23		
	GLASGOW	AIR ATLANTA EUROPE LTD		C A	9	0	0	22	22	11	22	11	11	237	23	177	13		
	GLASGOW	AIR ATLANTA EUROPE LTD		C D	7	1	0	0	0	43	43	0	14	223	0	106	11		
	MANCHESTER	AIR ATLANTA EUROPE LTD		C A	18	1	0	56	11	11	11	6	6	81	76	20	17		
	MANCHESTER	AIR ATLANTA EUROPE LTD		C D	29	0	0	7	17	28	28	7	14	243	7	70	27		
	BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY		C A	10	0	0	60	20	20	0	0	0	16	100	0	5		
	BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY		C D	9	0	0	89	0	11	0	0	0	12	100	6	5		

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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
SANFORD	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	10	0	0	20	40	30	10	0	0	32	56	44	9
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	9	0	0	67	33	0	0	0	0	9	70	15	10
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	10	0	0	20	20	60	0	0	0	31	57	39	14
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	10	0	0	60	30	10	0	0	0	13	87	34	15
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	0	25	75	0	0	0	39	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	40	20	40	0	0	0	23	0	0	0
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	5	0	0	60	0	20	20	0	0	41	0	0	0
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	45	0	0	0
	MANCHESTER	FINNAIR	C	D	3	1	0	0	0	100	0	0	0	40	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	7	0	0	57	29	14	0	0	0	13	83	47	6
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	7	0	0	0	43	29	29	0	0	55	43	39	7
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	7	0	0	57	14	0	14	14	0	62	86	16	7
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	6	0	0	17	0	50	17	17	0	95	67	26	6
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	12	0	0	67	0	8	17	8	0	33	60	57	5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	11	0	0	45	36	0	9	9	0	43	60	23	5
	NEWCASTLE	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	0	0	50	50	0	0	89	0	0	0
	NEWCASTLE	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	50	0	0	0	0	16	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	60	0	20	20	0	0	34	50	31	8
	GATWICK	MONARCH AIRLINES	C	D	7	0	0	57	0	14	29	0	0	39	60	39	10
	GLASGOW	MONARCH AIRLINES	C	A	11	0	0	36	9	27	27	0	0	44	0	0	0
	GLASGOW	MONARCH AIRLINES	C	D	8	0	0	13	25	25	38	0	0	47	0	0	0
	NEWCASTLE	MONARCH AIRLINES	C	A	5	0	0	40	40	0	20	0	0	24	50	45	4
	NEWCASTLE	MONARCH AIRLINES	C	D	5	0	0	20	60	20	0	0	0	23	50	51	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	14	0	0	71	14	7	7	0	0	20	46	48	13
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	13	0	0	31	15	31	8	15	0	64	43	41	14
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	10	0	0	90	0	0	0	0	10	120	78	8	9
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	9	0	0	56	44	0	0	0	0	15	50	18	10
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	19	0	0	63	11	5	11	11	0	40	64	25	14
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	18	0	0	44	11	17	17	0	11	139	53	31	17
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	8	80	13	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	7	20	58	5

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
SANFORD																		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	0	0	50	0	0	78	80	21	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	20	0	0	21	75	17	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	6	0	0	50	33	0	17	0	0	22	20	40	5	
<b>TOTAL SANFORD</b>					<b>382</b>	<b>4</b>	<b>0</b>	<b>42</b>	<b>17</b>	<b>19</b>	<b>16</b>	<b>3</b>	<b>3</b>	<b>70</b>	<b>51</b>	<b>46</b>	<b>46</b>	
SANTA CLARA																		
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	0	0	0	50	50	0	216	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	0	0	0	50	0	50	852	0	0	0	
<b>TOTAL SANTA CLARA</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>534</b>	<b>0</b>	<b>0</b>	<b>0</b>	
SANTANDER																		
	STANSTED	RYANAIR	S	A	31	0	0	94	3	3	0	0	0	4	0	0	0	
	STANSTED	RYANAIR	S	D	31	0	0	52	42	3	3	0	0	17	0	0	0	
<b>TOTAL SANTANDER</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>23</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	
SANTIAGO DE COMPOSTELA																		
	HEATHROW	IBERIA	S	A	31	0	0	90	6	0	3	0	0	8	87	8	31	
	HEATHROW	IBERIA	S	D	31	0	0	71	10	13	6	0	0	19	68	13	31	
	STANSTED	RYANAIR	S	A	31	0	0	100	0	0	0	0	0	1	0	0	0	
	STANSTED	RYANAIR	S	D	31	0	0	61	32	6	0	0	0	13	0	0	0	
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>					<b>125</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>10</b>	<b>10</b>	
SAO PAULO (GUARULHOS)																		
	HEATHROW	VARIG	S	A	31	0	0	42	19	26	10	3	0	32	0	0	0	
	HEATHROW	VARIG	S	D	31	0	0	42	26	23	10	0	0	27	0	0	0	
<b>TOTAL SAO PAULO (GUARULHOS)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>23</b>	<b>24</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	
SEATTLE (TACOMA)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	74	19	3	0	0	3	45	90	5	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	52	39	10	0	0	0	16	32	29	31	
<b>TOTAL SEATTLE (TACOMA)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>29</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>30</b>	<b>61</b>	<b>17</b>	<b>17</b>	
SEOUL (INCHEON)																		
	HEATHROW	ASIANA AIRLINES	S	A	13	0	0	31	38	23	8	0	0	23	75	11	16	
	HEATHROW	ASIANA AIRLINES	S	D	13	0	1	85	15	0	0	0	0	6	88	6	16	
	HEATHROW	KOREAN AIR	S	A	31	0	0	81	13	6	0	0	0	7	96	2	28	
	HEATHROW	KOREAN AIR	S	D	31	0	0	61	29	6	3	0	0	14	55	13	31	
<b>TOTAL SEOUL (INCHEON)</b>					<b>88</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>23</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>8</b>	<b>8</b>	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
SEVILLE																		
	GATWICK	GB AIRWAYS LTD		S A	26	0	0	81	4	12	4	0	0	14	77	18	26	
	GATWICK	GB AIRWAYS LTD		S D	26	0	0	73	19	4	4	0	0	15	88	17	26	
	HEATHROW	IBERIA		S A	31	0	0	84	13	3	0	0	6	74	28	31		
	HEATHROW	IBERIA		S D	31	0	0	77	10	13	0	0	10	52	34	31		
	STANSTED	RYANAIR		S A	41	0	0	95	2	2	0	0	2	0	0	0		
	STANSTED	RYANAIR		S D	41	0	0	83	10	7	0	0	8	0	0	0		
<b>TOTAL SEVILLE</b>					<b>197</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>72</b>	<b>25</b>	<b>25</b>	
SEYCHELLES																		
	HEATHROW	AIR SEYCHELLES		S A	9	0	0	33	56	0	11	0	0	20	89	4	9	
	HEATHROW	AIR SEYCHELLES		S D	10	0	0	10	40	30	20	0	0	40	44	25	9	
<b>TOTAL SEYCHELLES</b>					<b>19</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>47</b>	<b>16</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>67</b>	<b>14</b>	<b>14</b>	
SFAX																		
SHANGHAI (PU DONG)																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	20	2	2	95	5	0	0	0	0	1	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC		S D	23	0	0	65	30	4	0	0	0	12	0	0	0	
	HEATHROW	CHINA EASTERN AIRLINES		S A	17	0	0	76	6	6	12	0	0	13	64	14	14	
	HEATHROW	CHINA EASTERN AIRLINES		S D	17	0	0	53	35	12	0	0	0	15	71	12	14	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	19	4	4	84	0	11	5	0	0	11	75	16	20	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	23	0	0	61	22	9	9	0	0	23	36	51	22	
<b>TOTAL SHANGHAI (PU DONG)</b>					<b>119</b>	<b>6</b>	<b>6</b>	<b>72</b>	<b>17</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>60</b>	<b>26</b>	<b>26</b>	
SHANNON																		
	HEATHROW	AER LINGUS		S A	113	0	0	74	11	11	4	0	0	13	68	17	119	
	HEATHROW	AER LINGUS		S D	113	0	0	69	16	8	7	0	0	14	71	16	120	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	31	0	0	71	13	10	6	0	0	15	80	10	30	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S D	31	0	0	81	6	6	6	0	0	12	84	11	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	49	0	0	53	16	22	6	2	0	30	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	49	0	0	47	37	4	10	2	0	28	0	0	0	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN		S A	31	0	0	45	13	19	16	6	0	46	84	10	31	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN		S D	31	0	0	19	19	32	23	6	0	58	84	12	31	
	GATWICK	RYANAIR		S A	31	0	0	84	13	3	0	0	0	6	0	0	0	
	GATWICK	RYANAIR		S D	31	0	0	58	26	16	0	0	0	16	0	0	0	

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)											
SHANNON	LUTON	RYANAIR	S	A	31	0	0	87	3	6	3	0	0	7	0	0	0
	LUTON	RYANAIR	S	D	31	0	0	74	16	6	3	0	0	13	0	0	0
	STANSTED	RYANAIR	S	A	93	0	0	84	9	5	0	2	0	14	95	5	62
	STANSTED	RYANAIR	S	D	93	0	0	77	19	3	0	0	0	9	89	8	62
<b>TOTAL SHANNON</b>					<b>758</b>	<b>3</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>79</b>	<b>13</b>	<b>13</b>
SHARM EL SHEIKH (OPHIRA)	GATWICK	AIR ATLANTA EUROPE LTD	C	A	4	0	0	0	25	25	25	25	0	90	0	106	2
	GATWICK	AIR ATLANTA EUROPE LTD	C	D	5	0	0	0	40	20	40	0	0	56	0	97	2
	GATWICK	ASTRAEUS LTD	S	A	12	0	0	58	0	0	25	17	0	65	0	0	0
	GATWICK	ASTRAEUS LTD	S	D	12	0	0	33	25	0	25	17	0	76	0	0	0
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	15	0	0	93	0	0	7	0	0	10	75	6	4
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	13	1	0	85	15	0	0	0	0	5	75	10	4
	LUTON	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	5	0	0	100	0	0	0	0	0	0	0	0	0
	LUTON	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	5	0	0	100	0	0	0	0	0	5	0	0	0
	HEATHROW	EGYPT AIR	S	A	5	0	0	80	20	0	0	0	0	6	100	0	4
	HEATHROW	EGYPT AIR	S	D	5	0	0	100	0	0	0	0	0	7	100	0	4
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	5	0	0	0
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	9	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	15	0	0	67	13	0	0	13	7	86	33	37	9
	GATWICK	EXCEL AIRWAYS LTD	C	D	18	0	0	44	22	11	11	0	11	82	67	18	9
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	63	25	13	0	0	0	13	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	25	38	38	0	0	0	24	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	67	22	11	0	0	0	12	67	14	9
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	67	22	0	11	0	0	16	67	15	9
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	20	0	0	0	0	4	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	50	0	0	0	0	17	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	6	90	8	10
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	5	80	9	10
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	0	40	0	0	0	16	0	0	0

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)											
SHARM EL SHEIKH (OPHIRA)	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	0	25	0	0	26	0	0	0
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>					<b>190</b>	<b>2</b>	<b>0</b>	<b>66</b>	<b>16</b>	<b>6</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>33</b>	<b>67</b>	<b>19</b>	<b>19</b>
SINGAPORE	HEATHROW	SINGAPORE AIRLINES	S	A	93	0	0	96	1	3	0	0	0	2	87	6	93
	HEATHROW	SINGAPORE AIRLINES	S	D	93	0	0	52	30	13	5	0	0	22	47	21	93
	MANCHESTER	SINGAPORE AIRLINES	S	A	31	0	0	97	0	0	3	0	0	3	84	4	31
	MANCHESTER	SINGAPORE AIRLINES	S	D	31	0	0	77	10	10	3	0	0	11	87	10	31
<b>TOTAL SINGAPORE</b>					<b>248</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>12</b>	<b>12</b>
SION																	
SKIATHOS	BIRMINGHAM	AIR MALTA	C	A	3	0	0	33	0	0	33	0	33	147	20	48	5
	BIRMINGHAM	AIR MALTA	C	D	5	0	0	60	40	0	0	0	0	14	0	21	1
	MANCHESTER	ASTRAEUS LTD	C	A	4	0	0	100	0	0	0	0	0	80	10	5	5
	MANCHESTER	ASTRAEUS LTD	C	D	5	0	0	100	0	0	0	0	0	70	10	10	10
	GATWICK	EXCEL AIRWAYS LTD	C	A	20	0	0	55	5	30	10	0	0	27	72	17	18
	GATWICK	EXCEL AIRWAYS LTD	C	D	15	0	0	13	20	60	7	0	0	37	71	23	14
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	10	0	0	30	30	0	30	10	0	72	57	36	7
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	5	0	0	0	20	20	40	20	0	86	56	37	9
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	5	0	0	40	60	0	0	0	0	14	0	0	0
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	5	0	0	20	20	40	20	0	0	41	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	20	20	0	0	0	18	100	9	1
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	18	0	0	61	6	17	17	0	0	29	50	26	18
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	11	83	11	6
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	13	0	0	69	0	31	0	0	0	13	54	19	13
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	0	20	20	60	0	0	57	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	0	0	60	40	0	0	74	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	40	20	20	20	0	0	30	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	20	0	60	20	0	0	36	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	0	20	0	20	0	61	88	8	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	0	60	0	20	20	0	82	75	9	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	3	1	0	67	33	0	0	0	0	9	67	34	3
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	0	25	0	0	27	100	4	4
<b>TOTAL SKIATHOS</b>					<b>155</b>	<b>1</b>	<b>0</b>	<b>45</b>	<b>15</b>	<b>23</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>37</b>	<b>64</b>	<b>23</b>	<b>23</b>



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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
SKIROS																		
SOFIA																		
	GATWICK	BRITISH AIRWAYS PLC		S A	14	0	0	86	7	0	0	7	0	15	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC		S D	13	0	0	85	8	8	0	0	0	6	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC		S A	31	0	0	19	35	32	13	0	0	35	68	12	31	
	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	0	45	32	16	6	0	0	24	61	14	31	
	GATWICK	BULGARIA AIR		S A	31	0	0	90	3	3	3	0	0	7	87	5	31	
	GATWICK	BULGARIA AIR		S D	30	0	1	53	23	13	10	0	0	26	71	13	31	
<b>TOTAL SOFIA</b>					<b>150</b>	<b>2</b>	<b>1</b>	<b>58</b>	<b>21</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>72</b>	<b>11</b>	<b>11</b>	
SOUTHAMPTON																		
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD		S A	104	0	0	63	14	22	0	0	0	15	80	12	127	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD		S D	104	0	0	59	14	23	4	0	0	18	78	11	127	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD		S A	103	0	0	59	19	17	3	1	0	19	75	13	123	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD		S D	103	0	0	68	13	17	1	1	0	16	86	9	125	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	114	0	0	78	12	7	3	0	0	10	88	6	117	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S D	115	0	0	86	5	7	2	0	0	7	91	4	117	
	NEWCASTLE	EASTERN AIRWAYS		S A	68	0	0	59	21	15	6	0	0	21	94	7	69	
	NEWCASTLE	EASTERN AIRWAYS		S D	67	0	0	81	10	6	1	1	0	13	94	9	70	
	EDINBURGH	FLYBE.BRITISH EUROPEAN		S A	126	0	4	65	15	10	9	1	0	23	77	11	77	
	EDINBURGH	FLYBE.BRITISH EUROPEAN		S D	127	0	3	41	31	18	7	2	0	29	56	19	77	
	GLASGOW	FLYBE.BRITISH EUROPEAN		S A	106	0	2	70	14	4	10	2	0	24	0	0	0	
	GLASGOW	FLYBE.BRITISH EUROPEAN		S D	107	0	2	54	26	8	7	3	1	33	0	0	0	
	MANCHESTER	FLYBE.BRITISH EUROPEAN		S A	73	0	0	67	19	4	10	0	0	18	0	0	0	
	MANCHESTER	FLYBE.BRITISH EUROPEAN		S D	73	0	0	75	5	7	11	1	0	21	0	0	0	
	NEWCASTLE	FLYBE.BRITISH EUROPEAN		S A	56	0	1	55	25	11	9	0	0	20	0	0	0	
	NEWCASTLE	FLYBE.BRITISH EUROPEAN		S D	56	0	1	54	21	16	9	0	0	22	0	0	0	
<b>TOTAL SOUTHAMPTON</b>					<b>1502</b>	<b>1</b>	<b>13</b>	<b>65</b>	<b>17</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>82</b>	<b>10</b>	<b>10</b>	
SPLIT																		
	GATWICK	ASTRAEUS LTD		C D	4	0	0	0	25	0	50	0	25	388	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC		S A	13	0	0	92	8	0	0	0	0	7	0	0	0	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
SPLIT																		
	GATWICK	BRITISH AIRWAYS PLC		S D	13	0	0	85	15	0	0	0	0	11	0	0	0	
	STANSTED	CHANNEL EXPRESS (INCORP: JET 2)		C A	5	0	0	80	0	0	20	0	0	17	0	0	0	
	STANSTED	CHANNEL EXPRESS (INCORP: JET 2)		C D	5	0	0	40	20	20	20	0	0	34	0	0	0	
	GATWICK	CROATIA AIRLINES		S A	13	0	0	38	23	31	8	0	0	27	57	29	14	
	GATWICK	CROATIA AIRLINES		S D	13	0	0	46	15	31	8	0	0	26	64	28	14	
	HEATHROW	CROATIA AIRLINES		S A	5	0	0	20	20	20	40	0	0	46	0	42	5	
	HEATHROW	CROATIA AIRLINES		S D	5	0	0	0	20	40	40	0	0	58	0	65	5	
	MANCHESTER	CROATIA AIRLINES		S A	4	0	0	75	0	25	0	0	0	13	100	6	4	
	MANCHESTER	CROATIA AIRLINES		S D	4	0	0	25	50	25	0	0	0	28	100	3	4	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN		C A	5	0	0	40	0	60	0	0	0	28	60	14	5	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN		C D	5	0	0	20	40	20	20	0	0	35	20	33	5	
	GATWICK	THOMAS COOK AIRLINES LTD		C A	5	0	0	20	20	20	40	0	0	53	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD		C D	5	0	0	40	20	0	40	0	0	57	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C A	5	0	0	0	0	40	40	0	20	139	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C D	5	0	0	20	20	20	20	0	0	95	0	0	0	
<b>TOTAL SPLIT</b>					<b>114</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>17</b>	<b>19</b>	<b>16</b>	<b>1</b>	<b>2</b>	<b>48</b>	<b>60</b>	<b>27</b>	<b>27</b>	
ST ETIENNE																		
	STANSTED	RYANAIR		S A	31	0	0	61	23	16	0	0	0	15	77	11	31	
	STANSTED	RYANAIR		S D	31	0	0	45	26	23	6	0	0	23	81	9	31	
<b>TOTAL ST ETIENNE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>24</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>79</b>	<b>10</b>	<b>10</b>	
ST JOHNS																		
ST KITTS																		
	GATWICK	EXCEL AIRWAYS LTD		C D	5	0	0	0	40	40	20	0	0	42	20	33	5	
<b>TOTAL ST KITTS</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>20</b>	<b>33</b>	<b>33</b>	
ST LUCIA (HEWANORRA)																		
	MANCHESTER	BMI BRITISH MIDLAND		S A	9	0	0	89	11	0	0	0	0	3	0	0	0	
	MANCHESTER	BMI BRITISH MIDLAND		S D	9	0	0	67	33	0	0	0	0	9	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC		S A	8	0	0	63	38	0	0	0	0	12	100	3	9	
	GATWICK	BRITISH AIRWAYS PLC		S D	9	0	0	67	11	11	11	0	0	26	88	8	8	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S A	13	0	0	85	15	0	0	0	0	6	85	11	13	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S D	14	0	0	50	21	21	7	0	0	24	46	21	13	

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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)											
ST LUCIA (HEWANORRA)					<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>21</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>12</b>	<b>12</b>
ST PETERSBURG																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	55	16	23	6	0	0	24	90	4	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	52	29	13	6	0	0	23	87	5	31
	GATWICK	PULKOVO AVIATION ENTERPRISE	S	A	10	0	0	50	40	10	0	0	0	20	63	15	8
	GATWICK	PULKOVO AVIATION ENTERPRISE	S	D	10	0	0	10	10	40	40	0	0	55	25	24	8
	HEATHROW	PULKOVO AVIATION ENTERPRISE	S	A	5	0	0	60	40	0	0	0	0	12	40	13	5
	HEATHROW	PULKOVO AVIATION ENTERPRISE	S	D	5	0	0	40	20	40	0	0	0	23	20	24	5
<b>TOTAL ST PETERSBURG</b>					<b>92</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>24</b>	<b>20</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>71</b>	<b>11</b>	<b>11</b>
STANSTED																	
	EDINBURGH	AIR ATLANTA ICELANDIC	C	A	3	0	0	33	33	0	0	33	0	76	0	0	0
	EDINBURGH	AIR ATLANTA ICELANDIC	C	D	3	0	0	33	33	0	0	33	0	84	0	0	0
	EDINBURGH	AIR HORIZONS	C	D	2	0	0	100	0	0	0	0	0	2	0	0	0
	MANCHESTER	EASTERN AIRWAYS	S	A	62	0	1	87	8	3	2	0	0	8	92	5	66
	MANCHESTER	EASTERN AIRWAYS	S	D	63	0	0	97	0	0	3	0	0	6	97	3	66
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	168	0	0	70	17	11	3	0	0	13	71	17	166
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	167	0	1	57	21	15	6	1	0	21	57	25	166
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	140	0	0	84	7	7	1	1	0	9	86	7	136
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	140	0	0	81	9	8	2	0	0	10	82	9	137
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	118	0	1	74	18	6	1	2	0	13	79	18	115
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	118	0	1	73	20	5	2	0	0	12	79	25	115
	EDINBURGH	FLYGLOBESPAN	S	A	51	0	1	73	20	6	0	2	0	16	0	0	0
	EDINBURGH	FLYGLOBESPAN	S	D	52	0	0	56	25	13	2	4	0	28	0	0	0
	GLASGOW	FLYGLOBESPAN	S	A	52	0	0	79	17	4	0	0	0	9	0	0	0
	GLASGOW	FLYGLOBESPAN	S	D	52	0	0	73	17	10	0	0	0	12	0	0	0
<b>TOTAL STANSTED</b>					<b>1192</b>	<b>4</b>	<b>5</b>	<b>74</b>	<b>15</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>15</b>	<b>15</b>
STAVANGER																	
	HEATHROW	SAS	S	A	52	0	0	90	6	0	4	0	0	6	90	4	52
	HEATHROW	SAS	S	D	52	0	0	75	15	6	4	0	0	12	81	9	52
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S	S	A	26	0	0	88	12	0	0	0	0	5	93	8	55

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 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)											
STAVANGER	NEWCASTLE	WIDEROE FLYVESELSKAP A/S		S D	26	0	0	88	12	0	0	0	0	7	79	10	53
<b>TOTAL STAVANGER</b>					<b>156</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>11</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>8</b>	<b>8</b>
STOCKHOLM (ARLANDA)	HEATHROW	BRITISH AIRWAYS PLC		S A	175	0	0	72	8	14	5	1	0	15	72	14	181
	HEATHROW	BRITISH AIRWAYS PLC		S D	175	0	0	54	21	17	8	1	0	22	53	23	181
	EDINBURGH	SAS		S A	9	0	0	100	0	0	0	0	0	3	100	0	26
	EDINBURGH	SAS		S D	9	0	0	67	11	0	22	0	0	26	85	8	26
	HEATHROW	SAS		S A	145	0	0	78	17	3	2	0	0	11	84	9	143
	HEATHROW	SAS		S D	145	0	0	72	14	10	4	0	0	13	69	15	144
	MANCHESTER	SAS		S A	21	0	0	86	10	5	0	0	0	7	100	5	5
	MANCHESTER	SAS		S D	21	0	0	90	5	5	0	0	0	4	100	2	5
<b>TOTAL STOCKHOLM (ARLANDA)</b>					<b>702</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>14</b>	<b>14</b>
STOCKHOLM (BROMMA)																	
STOCKHOLM (SKAVSTA)	STANSTED	RYANAIR		S A	88	0	0	91	7	1	1	0	0	4	92	7	87
	STANSTED	RYANAIR		S D	88	0	0	89	8	2	1	0	0	7	86	7	87
	LUTON	SWEFLY		S A	9	0	1	67	22	11	0	0	0	13	0	0	0
	LUTON	SWEFLY		S D	9	0	1	0	11	78	11	0	0	44	0	0	0
<b>TOTAL STOCKHOLM (SKAVSTA)</b>					<b>194</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>7</b>	<b>7</b>
STORNOWAY	EDINBURGH	BMI REGIONAL		S A	25	0	0	100	0	0	0	0	0	1	100	0	30
	EDINBURGH	BMI REGIONAL		S D	25	0	0	96	4	0	0	0	0	3	90	3	30
	EDINBURGH	LOGANAIR		S A	17	0	0	94	6	0	0	0	0	4	100	2	14
	EDINBURGH	LOGANAIR		S D	46	5	0	48	33	13	7	0	0	22	55	16	53
	GLASGOW	LOGANAIR		S A	103	2	0	67	16	12	5	1	0	17	91	10	54
	GLASGOW	LOGANAIR		S D	104	1	0	39	30	19	11	1	0	30	72	19	54
<b>TOTAL STORNOWAY</b>					<b>320</b>	<b>8</b>	<b>0</b>	<b>62</b>	<b>20</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>80</b>	<b>11</b>	<b>11</b>
STRASBOURG	GATWICK	BRIT AIR		S A	57	0	0	91	4	2	4	0	0	8	90	8	60
	GATWICK	BRIT AIR		S D	57	0	0	75	14	9	2	0	0	12	80	10	60
<b>TOTAL STRASBOURG</b>					<b>114</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>9</b>	<b>9</b>
STUTT GART																	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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	
STUTT GART																			
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	73	0	0	82	10	7	1	0	0	8	71	10	73		
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	73	0	0	86	3	5	5	0	0	9	99	2	73		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	25	0	0	92	4	4	0	0	0	3	91	4	47		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	25	0	0	92	4	4	0	0	0	3	96	2	48		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	77	9	10	4	0	0	13	74	14	93		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	63	23	10	4	0	0	16	68	18	93		
	STANSTED	EUROWINGS LUFTVERKEHRS	S	A	62	0	0	87	10	2	2	0	0	6	0	0	0		
	STANSTED	EUROWINGS LUFTVERKEHRS	S	D	62	0	0	77	11	8	3	0	0	13	0	0	0		
	MANCHESTER	HAPAG LLOYD EXPRESS	S	A	17	0	0	59	24	18	0	0	0	15	94	3	17		
	MANCHESTER	HAPAG LLOYD EXPRESS	S	D	17	0	0	65	6	29	0	0	0	16	59	20	17		
	HEATHROW	LUFTHANSA CITY LINE	S	A	62	0	0	89	6	3	2	0	0	7	80	9	93		
	HEATHROW	LUFTHANSA CITY LINE	S	D	62	0	0	82	11	2	5	0	0	9	75	11	92		
<b>TOTAL STUTT GART</b>					<b>664</b>	<b>2</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>10</b>	<b>10</b>		
SUMBURGH																			
	GLASGOW	EASTERN AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	13	0	0	0		
	GLASGOW	EASTERN AIRWAYS	C	D	2	0	0	50	0	0	50	0	0	56	0	0	0		
	EDINBURGH	LOGANAIR	S	A	49	4	0	78	8	10	4	0	0	14	79	20	29		
	EDINBURGH	LOGANAIR	S	D	50	4	0	52	24	14	10	0	0	24	83	11	29		
	GLASGOW	LOGANAIR	S	A	57	1	0	58	7	14	18	4	0	37	67	19	57		
	GLASGOW	LOGANAIR	S	D	57	2	0	63	12	11	12	2	0	27	75	11	57		
<b>TOTAL SUMBURGH</b>					<b>219</b>	<b>11</b>	<b>0</b>	<b>62</b>	<b>13</b>	<b>12</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>74</b>	<b>15</b>	<b>15</b>		
SWANSEA																			
SYDNEY																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	97	0	2	2	0	0	2	81	14	62		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	55	24	21	0	0	0	20	44	48	62		
	HEATHROW	QANTAS	S	A	73	0	0	90	3	1	3	3	0	13	87	6	71		
	HEATHROW	QANTAS	S	D	76	0	0	24	22	43	9	1	0	36	26	36	57		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	81	3	10	6	0	0	11	0	0	0		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	39	35	16	10	0	0	28	0	0	0		
<b>TOTAL SYDNEY</b>					<b>335</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>14</b>	<b>17</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>61</b>	<b>25</b>	<b>25</b>		

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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	12	0	0	50	8	17	25	0	0	36	77	43	13	
	GATWICK	ASTRAEUS LTD	C	D	13	0	0	38	15	15	23	8	0	49	63	49	16	
	MANCHESTER	ASTRAEUS LTD	C	A	7	0	0	57	29	14	0	0	0	14	88	5	8	
	MANCHESTER	ASTRAEUS LTD	C	D	8	0	0	38	63	0	0	0	0	14	88	9	8	
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	40	40	20	0	0	0	21	80	4	5	
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	20	20	40	20	0	0	40	100	5	6	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	11	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	25	0	25	0	0	31	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0	
<b>TOTAL TABA</b>					<b>66</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>21</b>	<b>14</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>79</b>	<b>27</b>	<b>27</b>	
TAIPEI																		
	HEATHROW	EVA AIR	S	A	22	0	0	91	0	5	5	0	0	13	86	6	22	
	HEATHROW	EVA AIR	S	D	22	0	0	50	32	14	5	0	0	24	50	22	22	
<b>TOTAL TAIPEI</b>					<b>44</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>19</b>	<b>68</b>	<b>14</b>	<b>14</b>	
TALLIN																		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	97	3	0	0	0	0	2	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	81	16	3	0	0	0	9	0	0	0	
	GATWICK	ESTONIAN AIR	S	A	40	0	0	68	28	5	0	0	0	10	75	11	40	
	GATWICK	ESTONIAN AIR	S	D	40	0	0	55	23	23	0	0	0	18	85	8	40	
	MANCHESTER	ESTONIAN AIR	S	A	13	0	0	92	0	0	0	0	8	52	0	0	0	
	MANCHESTER	ESTONIAN AIR	S	D	13	0	0	92	0	0	0	0	8	52	0	0	0	
<b>TOTAL TALLIN</b>					<b>170</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>80</b>	<b>9</b>	<b>9</b>	
TAMPA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	23	0	0	65	17	13	4	0	0	17	68	19	22	
	GATWICK	BRITISH AIRWAYS PLC	S	D	23	0	0	61	17	13	9	0	0	21	43	30	23	
<b>TOTAL TAMPA</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>17</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>56</b>	<b>24</b>	<b>24</b>	
TAMPERE																		
	STANSTED	RYANAIR	S	A	31	0	0	97	3	0	0	0	0	2	97	2	31	
	STANSTED	RYANAIR	S	D	31	0	0	71	23	6	0	0	0	13	97	5	31	
<b>TOTAL TAMPERE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>97</b>	<b>3</b>	<b>3</b>	
TANGIERS (IBN BATUTA)																		

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)													
TANGIERS (IBN BATUTA)																			
	HEATHROW	ROYAL AIR MAROC		S A	14	0	0	43	36	7	14	0	0	26	10	37	10		
	HEATHROW	ROYAL AIR MAROC		S D	14	0	0	14	36	14	36	0	0	45	20	56	10		
<b>TOTAL TANGIERS (IBN BATUTA)</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>36</b>	<b>11</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>15</b>	<b>46</b>	<b>46</b>		
TARBES-LOURDES INTERNA																			
	EDINBURGH	AIR MEDITERRANEE		C D	2	0	0	50	0	0	50	0	0	55	0	0	0		
	GLASGOW	AIR MEDITERRANEE		C D	2	0	0	0	0	100	0	0	0	49	0	0	0		
	MANCHESTER	AIR MEDITERRANEE		C D	2	0	0	0	0	0	100	0	0	102	0	0	0		
	STANSTED	AIR MEDITERRANEE		C D	2	0	0	50	0	0	50	0	0	47	0	0	0		
	STANSTED	CHANNEL EXPRESS (INCORP: JET 2)		C A	4	1	0	100	0	0	0	0	0	0	40	32	5		
	STANSTED	CHANNEL EXPRESS (INCORP: JET 2)		C D	4	1	0	50	25	0	25	0	0	26	50	28	2		
	MANCHESTER	EUROPEAN AIR CHARTER		C A	8	0	0	25	13	13	38	13	0	73	33	76	6		
	MANCHESTER	EUROPEAN AIR CHARTER		C D	8	0	0	50	0	0	38	0	13	130	71	36	7		
	NEWCASTLE	TITAN AIRWAYS LTD		C D	3	0	0	0	67	0	33	0	0	39	100	3	1		
	STANSTED	TITAN AIRWAYS LTD		C A	7	1	0	29	14	29	29	0	0	42	44	50	9		
	STANSTED	TITAN AIRWAYS LTD		C D	6	0	0	17	17	33	33	0	0	45	50	16	8		
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>					<b>52</b>	<b>4</b>	<b>0</b>	<b>35</b>	<b>12</b>	<b>13</b>	<b>37</b>	<b>2</b>	<b>2</b>	<b>62</b>	<b>46</b>	<b>40</b>	<b>40</b>		
TASHKENT																			
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS		S A	13	0	0	100	0	0	0	0	0	2	57	16	14		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS		S D	14	0	0	29	21	36	14	0	0	42	15	52	13		
	BIRMINGHAM	UZBEKISTAN AIRLINES		S A	12	0	5	100	0	0	0	0	0	1	100	0	17		
	BIRMINGHAM	UZBEKISTAN AIRLINES		S D	12	0	5	92	8	0	0	0	0	6	78	11	18		
	HEATHROW	UZBEKISTAN AIRLINES		S A	17	2	2	82	12	6	0	0	0	8	94	2	18		
	HEATHROW	UZBEKISTAN AIRLINES		S D	19	0	0	63	21	11	5	0	0	15	72	12	18		
<b>TOTAL TASHKENT</b>					<b>87</b>	<b>2</b>	<b>12</b>	<b>76</b>	<b>11</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>14</b>	<b>14</b>		
TBILISI																			
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS		S A	13	0	0	92	0	0	0	8	0	17	0	0	0		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS		S D	14	0	0	79	7	14	0	0	0	9	0	0	0		
<b>TOTAL TBILISI</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>		
TEHRAN																			

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)											
TEHRAN	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	31	0	0	61	19	16	3	0	0	17	73	30	26
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	31	0	0	68	16	10	6	0	0	15	48	31	27
	HEATHROW	IRAN AIR	S	A	18	0	0	17	33	28	22	0	0	41	22	30	18
	HEATHROW	IRAN AIR	S	D	18	0	0	0	22	44	28	6	0	59	11	56	18
	BIRMINGHAM	MAHAN AIR	S	A	10	0	4	70	20	0	10	0	0	12	10	60	10
	BIRMINGHAM	MAHAN AIR	S	D	10	0	4	30	40	20	10	0	0	37	40	58	10
<b>TOTAL TEHRAN</b>					<b>118</b>	<b>0</b>	<b>8</b>	<b>45</b>	<b>23</b>	<b>19</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>39</b>	<b>40</b>	<b>40</b>
TEL AVIV	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	82	8	5	5	0	0	12	81	10	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	65	16	15	3	2	0	21	73	15	62
	HEATHROW	EL AL	S	A	47	0	0	79	11	9	0	0	2	20	64	27	47
	HEATHROW	EL AL	S	D	48	0	0	46	29	19	4	0	2	29	57	25	47
	STANSTED	EL AL	S	A	15	1	0	87	13	0	0	0	0	6	86	5	7
	STANSTED	EL AL	S	D	13	0	0	38	46	15	0	0	0	19	50	18	6
	GATWICK	EXCEL AIRWAYS LTD	C	A	6	0	0	33	33	33	0	0	0	22	67	17	6
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	7	67	19	6
	STANSTED	ISRAIR LTD	C	A	16	0	0	44	38	19	0	0	0	18	0	0	0
	STANSTED	ISRAIR LTD	C	D	16	0	0	13	38	31	19	0	0	37	0	0	0
<b>TOTAL TEL AVIV</b>					<b>292</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>20</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>68</b>	<b>18</b>	<b>18</b>
TENERIFE (SURREINA SOFIA)	MANCHESTER	AIR ATLANTA EUROPE LTD	C	A	5	0	0	0	20	0	60	20	0	140	0	0	0
	MANCHESTER	AIR ATLANTA EUROPE LTD	C	D	5	0	0	0	0	20	60	20	0	131	0	0	0
	BIRMINGHAM	AIR EUROPA	C	D	2	0	0	50	0	50	0	0	0	21	0	0	0
	BIRMINGHAM	AIR MALTA	C	A	5	0	0	60	0	20	0	20	0	77	60	33	5
	BIRMINGHAM	AIR MALTA	C	D	5	0	0	40	20	0	20	20	0	90	40	43	5
	EDINBURGH	ASTRAEUS LTD	C	A	3	0	0	100	0	0	0	0	0	5	0	0	0
	EDINBURGH	ASTRAEUS LTD	C	D	3	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	ASTRAEUS LTD	C	A	6	0	0	33	0	17	33	0	17	274	60	70	5
	GATWICK	ASTRAEUS LTD	C	D	5	0	0	60	0	20	0	0	20	85	60	75	5
	GLASGOW	ASTRAEUS LTD	C	A	2	0	0	50	0	0	0	0	50	198	0	0	0
	GLASGOW	ASTRAEUS LTD	C	D	3	0	0	33	0	33	0	33	0	133	0	0	0
	MANCHESTER	ASTRAEUS LTD	C	A	8	0	0	63	0	0	38	0	0	53	86	11	7



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																	MATCHED
TENERIFE (SURREINA SOFIA)	MANCHESTER	ASTRAEUS LTD	C	D	9	0	0	56	0	0	44	0	0	56	86	5	7
	BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	9	0	0	100	0	0	0	0	0	0	100	0	9
	BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	9	0	0	89	11	0	0	0	5	78	7	9	
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	18	0	0	89	6	6	0	0	4	89	7	18	
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	19	0	0	89	5	5	0	0	8	83	10	18	
	GLASGOW	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	5	0	0	100	0	0	0	0	0	78	23	9	
	GLASGOW	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	5	0	0	100	0	0	0	0	7	67	31	9	
	LUTON	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	9	0	0	78	0	11	0	11	40	89	10	9	
	LUTON	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	9	1	0	78	11	0	11	0	13	89	15	9	
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	13	0	0	54	23	0	23	0	39	100	2	14	
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	14	0	0	57	14	14	14	0	34	87	4	15	
	NEWCASTLE	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	100	0	0	0	0	0	100	0	4	
	NEWCASTLE	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	100	0	0	0	0	2	100	0	4	
	STANSTED	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	100	0	0	0	0	3	100	0	4	
	STANSTED	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	75	0	25	0	0	19	75	5	4	
	GATWICK	EXCEL AIRWAYS LTD	C	A	14	0	0	57	21	14	7	0	24	84	15	19	
	GATWICK	EXCEL AIRWAYS LTD	C	D	15	0	0	40	47	7	7	0	24	85	12	20	
	GLASGOW	EXCEL AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	4	100	5	5	
	GLASGOW	EXCEL AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	1	100	5	5	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	5	0	0	60	20	0	0	20	63	21	23	14	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	5	0	0	60	20	0	0	20	68	93	8	14	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	89	11	0	0	0	7	60	191	10	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	56	33	11	0	0	12	73	44	11	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	16	0	0	69	13	6	13	0	22	70	15	20	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	16	0	0	44	31	19	6	0	24	76	14	21	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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)																		
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	2	100	2	5	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	2	100	3	5	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	0	20	0	20	0	81	60	12	5	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	4	1	0	100	0	0	0	0	0	9	80	10	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	39	1	0	87	5	3	5	0	0	8	81	13	32	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	41	0	0	73	17	5	5	0	0	12	74	15	34	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	5	100	0	4	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	12	100	4	4	
	GLASGOW	FLYGLOBESPAN	S	A	31	0	0	97	3	0	0	0	0	1	89	96	9	
	GLASGOW	FLYGLOBESPAN	S	D	31	0	0	68	23	10	0	0	0	12	100	2	9	
	GATWICK	FLYJET LTD	C	A	8	0	0	25	13	0	25	13	25	138	29	59	7	
	GATWICK	FLYJET LTD	C	D	9	0	0	44	0	11	22	22	0	92	29	52	7	
	MANCHESTER	FLYJET LTD	C	A	6	0	0	17	33	17	33	0	0	43	50	42	2	
	MANCHESTER	FLYJET LTD	C	D	7	0	0	29	29	29	14	0	0	31	0	50	2	
	GATWICK	FUTURA AIRLINES	C	D	4	0	0	75	25	0	0	0	0	9	100	0	2	
	GLASGOW	FUTURA AIRLINES	C	A	13	0	0	62	0	15	23	0	0	28	80	4	5	
	GLASGOW	FUTURA AIRLINES	C	D	13	0	0	62	15	15	8	0	0	19	100	3	3	
	NEWCASTLE	FUTURA AIRLINES	C	A	5	0	0	0	40	40	20	0	0	53	100	3	5	
	NEWCASTLE	FUTURA AIRLINES	C	D	5	0	0	20	40	20	20	0	0	41	100	3	5	
	GATWICK	GB AIRWAYS LTD	S	A	26	0	0	58	15	27	0	0	0	16	46	27	13	
	GATWICK	GB AIRWAYS LTD	S	D	26	0	0	31	23	35	12	0	0	30	31	36	13	
	MANCHESTER	GB AIRWAYS LTD	S	A	9	0	0	89	11	0	0	0	0	3	0	0	0	
	MANCHESTER	GB AIRWAYS LTD	S	D	9	0	0	78	11	11	0	0	0	11	0	0	0	
	EDINBURGH	IBERWORLD	C	A	5	0	0	100	0	0	0	0	0	2	80	6	5	
	EDINBURGH	IBERWORLD	C	D	5	0	0	100	0	0	0	0	0	6	80	9	5	
	BIRMINGHAM	MONARCH AIRLINES	S	A	30	0	1	93	3	0	3	0	0	5	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	S	D	31	0	0	71	23	6	0	0	0	12	0	0	0	
	EDINBURGH	MONARCH AIRLINES	C	A	5	0	0	60	40	0	0	0	0	12	100	5	5	
	EDINBURGH	MONARCH AIRLINES	C	D	5	0	0	60	20	20	0	0	0	14	100	0	5	
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	44	11	44	0	0	0	25	90	23	10	
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	67	11	11	11	0	0	17	91	25	11	
	LUTON	MONARCH AIRLINES	S	A	23	0	1	39	26	30	4	0	0	25	72	15	18	
	LUTON	MONARCH AIRLINES	S	D	24	0	0	25	38	33	4	0	0	26	65	20	17	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
TENERIFE (SURREINA SOFIA)																		
	MANCHESTER	MONARCH AIRLINES	S	A	30	1	0	63	20	10	7	0	0	17	74	14	31	
	MANCHESTER	MONARCH AIRLINES	C	A	10	0	0	30	40	10	20	0	0	33	55	29	11	
	MANCHESTER	MONARCH AIRLINES	C	D	10	0	0	40	30	20	10	0	0	25	55	26	11	
	MANCHESTER	MONARCH AIRLINES	S	D	31	0	0	45	32	16	6	0	0	22	84	10	31	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	9	0	0	100	0	0	0	0	0	0	89	2	9	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	9	0	0	89	0	11	0	0	0	7	89	9	9	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	78	0	11	11	0	0	19	78	34	9	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	67	11	11	11	0	0	26	78	38	9	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	20	0	0	0	0	4	57	112	14	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	20	0	0	0	17	79	32	14	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	14	0	0	79	0	14	7	0	0	11	63	22	19	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	14	0	0	71	14	7	7	0	0	14	72	19	18	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	0	100	1	9	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	5	89	4	9	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	10	0	0	100	0	0	0	0	0	0	100	0	10	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	10	0	0	100	0	0	0	0	0	1	90	5	10	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	14	0	0	50	14	7	21	7	0	57	78	4	18	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	14	0	0	36	21	14	21	7	0	57	89	7	18	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	12	0	0	92	8	0	0	0	0	4	78	37	9	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	12	0	0	83	8	0	0	8	0	24	70	73	10	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	17	0	0	59	12	6	18	6	0	44	83	11	23	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	17	0	0	59	12	0	29	0	0	40	83	11	23	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	0	0	93	4	14	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	100	0	0	0	0	0	1	100	2	14	
	BIRMINGHAM	VOLAR AIRLINES	C	A	8	0	0	63	0	0	25	13	0	48	80	15	10	
	BIRMINGHAM	VOLAR AIRLINES	C	D	7	0	0	71	0	0	14	14	0	57	50	25	10	
	GLASGOW	VOLAR AIRLINES	C	A	20	0	0	75	15	10	0	0	0	9	89	6	9	
	GLASGOW	VOLAR AIRLINES	C	D	20	1	0	70	5	20	5	0	0	14	43	17	7	
	MANCHESTER	VOLAR AIRLINES	C	A	5	0	0	80	0	0	20	0	0	26	50	43	2	
	MANCHESTER	VOLAR AIRLINES	C	D	6	0	0	50	33	0	17	0	0	24	25	38	4	
	NEWCASTLE	VOLAR AIRLINES	C	A	5	0	0	100	0	0	0	0	0	2	0	0	0	
	NEWCASTLE	VOLAR AIRLINES	C	D	5	0	0	100	0	0	0	0	0	2	0	0	0	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>					<b>1110</b>	<b>5</b>	<b>2</b>	<b>67</b>	<b>13</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>76</b>	<b>20</b>	<b>20</b>	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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		
THIRA (SANTORINI)																				
	BIRMINGHAM	AEGEAN AIRLINES	C	A	3	0	0	0	0	0	100	0	0	132	0	0	0			
	BIRMINGHAM	AEGEAN AIRLINES	C	D	4	0	0	0	0	0	100	0	0	141	0	0	0			
	GATWICK	ASTRAEUS LTD	C	A	4	0	0	50	25	0	0	0	25	110	0	0	0			
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	75	0	0	0	0	25	109	0	0	0			
	MANCHESTER	ASTRAEUS LTD	C	A	4	0	0	75	0	0	25	0	0	30	0	0	0			
	MANCHESTER	ASTRAEUS LTD	C	D	4	0	0	75	25	0	0	0	0	7	0	0	0			
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	6	38	88	8			
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	11	50	87	8			
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	27	100	0	3			
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	6	75	7	4			
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	4	0	0	50	50	0	0	0	0	12	100	2	4			
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	13	75	6	4			
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	0	0	75	25	0	0	78	75	8	4			
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	5	4			
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	0	0	50	25	0	102	75	6	4			
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	25	0	50	0	0	63	75	10	4			
<b>TOTAL THIRA (SANTORINI)</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>13</b>	<b>6</b>	<b>22</b>	<b>2</b>	<b>3</b>	<b>51</b>	<b>75</b>	<b>29</b>	<b>29</b>			
TIREE																				
	GLASGOW	LOGANAIR	S	A	24	0	0	75	21	4	0	0	0	9	81	10	27			
	GLASGOW	LOGANAIR	S	D	24	0	0	71	29	0	0	0	0	10	85	12	27			
<b>TOTAL TIREE</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>25</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>11</b>	<b>11</b>			
TIVAT																				
	HEATHROW	JATAIRWAYS	S	A	5	0	0	20	0	40	40	0	0	45	40	24	5			
	HEATHROW	JATAIRWAYS	S	D	5	0	0	0	0	40	60	0	0	66	0	76	5			
<b>TOTAL TIVAT</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>40</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>20</b>	<b>50</b>	<b>50</b>			
TOBAGO																				
	GATWICK	BRITISH AIRWAYS PLC	S	A	10	0	0	50	40	0	0	10	0	43	100	1	9			
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	56	44	0	0	0	0	15	70	20	10			
	GATWICK	EXCEL AIRWAYS LTD	C	A	10	0	0	20	40	0	40	0	0	38	38	121	8			
	GATWICK	EXCEL AIRWAYS LTD	C	D	9	0	0	11	0	56	33	0	0	52	20	30	5			
<b>TOTAL TOBAGO</b>					<b>38</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>32</b>	<b>13</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>37</b>	<b>64</b>	<b>38</b>	<b>38</b>			
TOKYO (NARITA)																				

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
TOKYO (NARITA)																		
	HEATHROW	ALL NIPPON AIRWAYS		S A	31	0	0	90	10	0	0	0	0	5	87	5	31	
	HEATHROW	ALL NIPPON AIRWAYS		S D	31	0	0	84	10	3	0	3	0	17	71	13	31	
	HEATHROW	BRITISH AIRWAYS PLC		S A	62	0	0	79	15	5	0	2	0	11	81	12	62	
	HEATHROW	BRITISH AIRWAYS PLC		S D	62	0	0	56	27	11	3	2	0	21	45	30	62	
	HEATHROW	JAPAN AIRLINES		S A	62	0	0	61	16	18	3	2	0	21	74	9	62	
	HEATHROW	JAPAN AIRLINES		S D	62	0	0	69	18	8	5	0	0	17	55	35	62	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	29	2	2	83	10	0	7	0	0	10	77	12	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	31	0	0	23	42	32	3	0	0	31	3	45	30	
<b>TOTAL TOKYO (NARITA)</b>					<b>370</b>	<b>3</b>	<b>2</b>	<b>68</b>	<b>19</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>62</b>	<b>20</b>	<b>20</b>	
TORONTO																		
	GLASGOW	AIR CANADA		S A	31	0	0	45	13	19	23	0	0	30	61	22	31	
	GLASGOW	AIR CANADA		S D	31	0	0	35	29	13	23	0	0	36	58	24	31	
	HEATHROW	AIR CANADA		S A	155	0	0	63	18	14	4	1	1	23	59	26	155	
	HEATHROW	AIR CANADA		S D	155	0	0	46	26	20	6	0	1	28	29	36	155	
	MANCHESTER	AIR CANADA		S A	31	0	0	55	19	19	3	3	0	24	0	0	0	
	MANCHESTER	AIR CANADA		S D	32	0	1	34	22	25	13	3	3	50	0	0	0	
	BIRMINGHAM	AIR INDIA		S A	13	0	0	31	31	15	8	0	15	207	0	0	0	
	BIRMINGHAM	AIR INDIA		S D	14	0	0	7	14	29	29	7	14	250	0	0	0	
	BIRMINGHAM	AIR TRANSAT		S A	9	0	0	89	11	0	0	0	0	5	67	17	9	
	BIRMINGHAM	AIR TRANSAT		S D	9	0	0	67	11	22	0	0	0	13	56	26	9	
	EDINBURGH	AIR TRANSAT		S A	5	0	0	80	20	0	0	0	0	10	20	49	5	
	EDINBURGH	AIR TRANSAT		S D	5	0	0	80	20	0	0	0	0	8	0	44	5	
	GATWICK	AIR TRANSAT		S A	31	0	0	71	3	16	6	3	0	22	77	17	31	
	GATWICK	AIR TRANSAT		S D	31	0	0	52	16	16	13	3	0	31	68	22	31	
	GLASGOW	AIR TRANSAT		S A	14	0	0	100	0	0	0	0	0	2	79	12	14	
	GLASGOW	AIR TRANSAT		S D	14	0	0	93	7	0	0	0	0	3	71	14	14	
	MANCHESTER	AIR TRANSAT		S A	18	0	0	89	0	0	11	0	0	10	69	8	13	
	MANCHESTER	AIR TRANSAT		S D	18	0	0	89	0	11	0	0	0	6	62	25	13	
	NEWCASTLE	AIR TRANSAT		S A	4	0	0	75	0	0	25	0	0	16	40	13	5	
	NEWCASTLE	AIR TRANSAT		S D	4	0	0	50	0	25	0	25	0	104	40	14	5	
	HEATHROW	BRITISH AIRWAYS PLC		S A	76	0	0	66	22	7	4	1	0	16	66	20	80	
	HEATHROW	BRITISH AIRWAYS PLC		S D	75	0	0	40	35	19	7	0	0	25	30	33	81	
	GATWICK	MY TRAVEL AIRWAYS UK		C A	14	0	0	50	0	14	36	0	0	49	31	55	13	

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					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
TORONTO																		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	15	0	0	7	27	0	47	20	0	94	14	63	14	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	3	0	0	33	0	0	67	0	0	63	0	0	0	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	9	0	0	56	11	22	0	11	0	35	56	13	9	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	9	0	0	78	11	0	0	11	0	35	67	24	9	
	GATWICK	SKYSERVICE F B O Inc	C	A	18	0	0	28	28	22	11	11	0	54	77	14	13	
	GATWICK	SKYSERVICE F B O Inc	C	D	18	0	0	11	28	22	22	11	6	83	31	36	13	
	MANCHESTER	SKYSERVICE F B O Inc	C	A	8	0	0	88	0	13	0	0	0	4	0	0	0	
	MANCHESTER	SKYSERVICE F B O Inc	C	D	8	0	0	88	0	0	13	0	0	12	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	5	0	0	80	0	20	0	0	0	12	90	7	10	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	5	0	0	100	0	0	0	0	0	6	90	3	10	
	EDINBURGH	THOMAS COOK AIRLINES LTD	S	A	5	0	0	80	20	0	0	0	0	6	80	22	5	
	EDINBURGH	THOMAS COOK AIRLINES LTD	S	D	5	0	0	80	20	0	0	0	0	6	100	0	5	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	13	5	0	62	8	15	15	0	0	29	65	12	17	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	9	0	0	89	0	11	0	0	0	8	93	3	15	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	A	20	0	0	90	0	0	10	0	0	13	77	17	22	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	18	1	0	67	17	11	0	6	0	23	79	29	19	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	23	0	0	96	0	4	0	0	0	3	100	6	3	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	23	1	0	96	0	4	0	0	0	2	100	0	4	
	GATWICK	ZOOM AIRLINES	S	A	16	0	3	50	6	6	38	0	0	55	67	16	9	
	GATWICK	ZOOM AIRLINES	S	D	13	0	0	31	8	15	38	0	8	150	56	107	9	
	GLASGOW	ZOOM AIRLINES	S	A	9	0	0	56	22	11	11	0	0	19	50	20	10	
	GLASGOW	ZOOM AIRLINES	S	D	9	0	0	33	44	22	0	0	0	20	67	17	9	
	MANCHESTER	ZOOM AIRLINES	S	A	6	0	0	50	33	17	0	0	0	18	0	0	0	
	MANCHESTER	ZOOM AIRLINES	S	D	9	0	0	67	33	0	0	0	0	10	0	0	0	
<b>TOTAL TORONTO</b>					<b>1066</b>	<b>9</b>	<b>6</b>	<b>57</b>	<b>18</b>	<b>14</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>33</b>	<b>55</b>	<b>27</b>	<b>27</b>	
TORREJON DE ARDOZ																		
TOULON / HYERES																		
TOULOUSE (BLAGNAC)																		
	MANCHESTER	BMI REGIONAL	S	A	30	0	0	73	13	7	7	0	0	20	63	21	30	
	MANCHESTER	BMI REGIONAL	S	D	30	0	0	87	7	0	7	0	0	12	90	9	30	
	GATWICK	BRITISH AIRWAYS PLC	S	A	92	0	1	64	15	14	7	0	0	18	61	20	88	
	GATWICK	BRITISH AIRWAYS PLC	S	D	93	0	0	54	20	20	5	0	0	21	66	15	88	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	58	23	13	6	0	0	20	68	13	62	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)											
TOULOUSE (BLAGNAC)	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	56	24	11	8	0	0	21	52	19	62
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	31	0	0	26	13	26	29	6	0	59	74	17	31
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	31	0	0	55	13	13	19	0	0	32	77	15	31
<b>TOTAL TOULOUSE (BLAGNAC)</b>					<b>431</b>	<b>0</b>	<b>1</b>	<b>59</b>	<b>18</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>66</b>	<b>17</b>	<b>17</b>
TOURS	STANSTED	RYANAIR	S	A	31	0	0	87	13	0	0	0	0	3	97	1	31
	STANSTED	RYANAIR	S	D	31	0	0	58	29	13	0	0	0	15	90	6	31
<b>TOTAL TOURS</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>21</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>94</b>	<b>4</b>	<b>4</b>
TREVISO	LUTON	RYANAIR	S	A	31	0	0	71	19	10	0	0	0	12	0	0	0
	LUTON	RYANAIR	S	D	31	0	0	58	23	16	3	0	0	17	0	0	0
	STANSTED	RYANAIR	S	A	93	0	0	91	8	1	0	0	0	3	92	6	93
	STANSTED	RYANAIR	S	D	93	0	0	82	12	6	0	0	0	9	82	8	93
<b>TOTAL TREVISO</b>					<b>248</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>7</b>	<b>7</b>
TRIESTE (RONCHI DEI LEGIO)	STANSTED	RYANAIR	S	A	31	0	0	87	6	6	0	0	0	6	94	3	31
	STANSTED	RYANAIR	S	D	31	0	0	81	10	10	0	0	0	10	65	13	31
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>					<b>62</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>8</b>	<b>8</b>
TRIPOLI	GATWICK	AFRIQYAH AIRWAYS	S	A	18	0	0	22	33	33	11	0	0	32	0	0	0
	GATWICK	AFRIQYAH AIRWAYS	S	D	18	0	0	11	6	50	33	0	0	58	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	67	17	10	3	3	0	20	59	17	22
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	57	20	13	7	3	0	25	45	19	22
	HEATHROW	LIBYAN ARAB AIRLINES	S	A	14	0	0	36	36	14	14	0	0	34	56	13	9
	HEATHROW	LIBYAN ARAB AIRLINES	S	D	14	0	0	21	7	29	36	7	0	71	33	35	9
<b>TOTAL TRIPOLI</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>19</b>	<b>23</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>36</b>	<b>50</b>	<b>20</b>	<b>20</b>
TRONDHEIM (VAERNES)																	
TUNIS	GATWICK	FLYJET LTD	C	D	2	0	0	0	0	0	100	0	0	75	0	0	0
	GATWICK	GB AIRWAYS LTD	S	A	17	0	1	41	35	24	0	0	0	19	29	25	17
	GATWICK	GB AIRWAYS LTD	S	D	17	0	1	35	35	29	0	0	0	22	41	25	17
	HEATHROW	TUNISAIR	S	A	19	0	0	42	32	26	0	0	0	21	28	34	18

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)											
TUNIS	HEATHROW	TUNISAIR		S D	19	0	0	21	26	32	21	0	0	36	33	41	18
<b>TOTAL TUNIS</b>					<b>75</b>	<b>0</b>	<b>2</b>	<b>33</b>	<b>31</b>	<b>27</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>33</b>	<b>31</b>	<b>31</b>
TURIN	GATWICK	BRITISH AIRWAYS PLC		S A	31	0	0	52	29	16	3	0	0	20	52	21	31
	GATWICK	BRITISH AIRWAYS PLC		S D	31	0	0	39	35	19	6	0	0	24	52	18	31
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	30	0	0	47	37	10	3	3	0	24	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	30	0	0	57	30	13	0	0	0	14	0	0	0
	STANSTED	RYANAIR		S A	31	0	0	97	3	0	0	0	0	2	87	4	31
	STANSTED	RYANAIR		S D	31	0	0	81	19	0	0	0	0	8	90	8	31
<b>TOTAL TURIN</b>					<b>184</b>	<b>3</b>	<b>0</b>	<b>62</b>	<b>26</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>70</b>	<b>13</b>	<b>13</b>



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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)													
VAGAR																			
	EDINBURGH	ATLANTIC AIRWAYS	S	A	4	0	1	75	0	0	25	0	0	32	0	0	0		
	EDINBURGH	ATLANTIC AIRWAYS	S	D	5	0	0	80	0	0	20	0	0	32	0	0	0		
	STANSTED	ATLANTIC AIRWAYS	S	A	8	1	1	38	63	0	0	0	15	33	17	9			
	STANSTED	ATLANTIC AIRWAYS	S	D	9	0	0	44	33	11	0	0	11	158	44	25	9		
<b>TOTAL VAGAR</b>					<b>26</b>	<b>1</b>	<b>2</b>	<b>54</b>	<b>31</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>71</b>	<b>39</b>	<b>21</b>	<b>21</b>		
VALENCIA																			
	MANCHESTER	CHANNEL EXPRESS (INCORP: JET 2)	S	A	31	0	0	29	42	26	3	0	0	27	0	0	0		
	MANCHESTER	CHANNEL EXPRESS (INCORP: JET 2)	S	D	31	0	0	90	6	3	0	0	0	5	0	0	0		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	65	13	16	6	0	0	17	0	0	0		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	61	23	13	3	0	0	16	0	0	0		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	81	6	3	10	0	0	12	0	0	0		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	71	19	6	3	0	0	14	0	0	0		
	GATWICK	GB AIRWAYS LTD	S	A	31	0	0	16	29	19	26	6	3	91	42	40	31		
	GATWICK	GB AIRWAYS LTD	S	D	31	0	0	39	35	3	19	3	0	44	52	40	31		
	HEATHROW	IBERIA	S	A	31	0	0	45	23	16	13	3	0	34	65	24	31		
	HEATHROW	IBERIA	S	D	31	0	0	65	13	6	10	3	3	59	61	27	31		
	STANSTED	RYANAIR	S	A	62	0	0	48	39	8	5	0	0	19	0	0	0		
	STANSTED	RYANAIR	S	D	62	0	0	40	42	16	2	0	0	21	0	0	0		
	MANCHESTER	SPANAIR	C	A	2	0	0	0	0	100	0	0	0	41	50	36	2		
<b>TOTAL VALENCIA</b>					<b>437</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>26</b>	<b>12</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>53</b>	<b>35</b>	<b>35</b>		
VALLADOLID																			
	STANSTED	RYANAIR	S	A	31	0	0	77	13	6	3	0	0	8	94	3	31		
	STANSTED	RYANAIR	S	D	31	0	0	71	16	10	3	0	0	16	61	16	31		
<b>TOTAL VALLADOLID</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>10</b>	<b>10</b>		
VANCOUVER																			
	HEATHROW	AIR CANADA	S	A	93	0	0	70	16	10	2	2	0	16	69	20	93		
	HEATHROW	AIR CANADA	S	D	93	0	0	66	24	9	2	0	0	16	39	37	93		
	GATWICK	AIR TRANSAT	S	A	17	0	0	88	6	6	0	0	0	6	64	10	14		
	GATWICK	AIR TRANSAT	S	D	17	0	0	65	24	6	6	0	0	16	50	16	14		
	GLASGOW	AIR TRANSAT	S	A	8	0	0	100	0	0	0	0	0	6	75	14	8		
	GLASGOW	AIR TRANSAT	S	D	8	0	0	63	25	13	0	0	0	12	63	20	8		

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE						JULY 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)												
VANCOUVER	MANCHESTER	AIR TRANSAT	S	A	9	0	0	44	22	22	0	0	11	194	67	25	9	
	MANCHESTER	AIR TRANSAT	S	D	9	0	0	67	0	22	0	0	11	193	44	29	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	44	0	0	77	14	5	5	0	0	12	87	9	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	44	0	0	34	43	18	5	0	0	25	39	34	31	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	22	22	22	33	0	0	38	0	60	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	44	22	22	11	0	0	27	50	9	2	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	20	0	0	0	0	6	20	44	5	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	60	20	0	0	0	24	100	5	3	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	33	22	22	11	0	11	130	40	33	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	44	56	0	0	0	0	15	60	20	5	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	10	0	0	90	0	0	0	0	10	138	57	31	14	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	10	0	0	40	20	20	10	10	0	50	57	29	14	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	8	0	1	88	0	0	13	0	0	16	100	3	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	10	0	0	80	0	10	10	0	0	18	75	32	4	
	STANSTED	THOMAS COOK AIRLINES LTD	S	A	4	4	0	50	25	0	25	0	0	32	0	0	0	
	STANSTED	THOMAS COOK AIRLINES LTD	S	D	4	4	0	75	0	0	25	0	0	19	0	0	0	
	GATWICK	ZOOM AIRLINES	S	A	12	0	0	33	25	17	25	0	0	48	25	247	4	
	GATWICK	ZOOM AIRLINES	S	D	14	0	3	43	50	0	7	0	0	26	75	49	4	
	GLASGOW	ZOOM AIRLINES	S	A	9	0	0	100	0	0	0	0	0	1	50	18	6	
	GLASGOW	ZOOM AIRLINES	S	D	9	2	0	44	11	33	11	0	0	34	50	31	6	
	MANCHESTER	ZOOM AIRLINES	S	A	9	0	0	89	0	11	0	0	0	6	0	0	0	
	MANCHESTER	ZOOM AIRLINES	S	D	9	0	0	56	22	22	0	0	0	19	0	0	0	
	STANSTED	ZOOM AIRLINES	S	A	2	0	0	100	0	0	0	0	0	0	50	52	2	
<b>TOTAL VANCOUVER</b>					<b>498</b>	<b>10</b>	<b>4</b>	<b>63</b>	<b>20</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>29</b>	<b>56</b>	<b>28</b>	<b>28</b>	
VARADERO	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	75	25	0	0	0	0	9	100	0	5	
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	100	0	0	0	0	0	1	100	8	4	
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	100	0	0	0	0	0	4	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	100	0	0	0	0	0	4	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	50	0	0	50	0	0	42	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	0	0	50	0	0	39	0	0	0	

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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)												
VARADERO																		
<b>TOTAL VARADERO</b>					<b>22</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>9</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>57</b>	<b>25</b>	<b>25</b>	
VARNA																		
	BIRMINGHAM	BH AIR	C	A	5	0	0	60	0	40	0	0	0	17	80	9	5	
	BIRMINGHAM	BH AIR	C	D	5	0	0	40	0	60	0	0	0	22	60	15	5	
	EDINBURGH	BH AIR	C	A	4	0	0	75	25	0	0	0	0	14	0	51	4	
	EDINBURGH	BH AIR	C	D	4	0	0	25	25	25	25	0	0	32	0	61	4	
	GATWICK	BH AIR	C	A	5	0	0	80	0	0	20	0	0	21	40	21	5	
	GATWICK	BH AIR	C	D	7	0	0	86	0	0	14	0	0	14	60	21	5	
	GLASGOW	BH AIR	C	A	12	0	0	75	25	0	0	0	0	8	0	26	4	
	GLASGOW	BH AIR	C	D	14	0	0	86	14	0	0	0	0	6	0	39	4	
	MANCHESTER	BH AIR	C	A	14	0	0	21	7	43	29	0	0	45	21	28	14	
	MANCHESTER	BH AIR	C	D	14	0	0	29	14	14	43	0	0	43	29	32	14	
	NEWCASTLE	BH AIR	C	A	5	0	0	40	20	40	0	0	0	19	80	10	5	
	NEWCASTLE	BH AIR	C	D	5	0	0	60	0	40	0	0	0	18	80	22	5	
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	0	75	0	25	0	0	31	75	14	4	
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	75	0	25	0	0	0	10	100	3	4	
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0	
	NEWCASTLE	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	NEWCASTLE	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	100	0	0	0	0	0	1	0	0	0	
	GATWICK	BULGARIA AIR	S	A	13	0	0	69	8	15	8	0	0	14	100	2	9	
	GATWICK	BULGARIA AIR	S	D	13	0	0	62	8	23	8	0	0	28	100	4	9	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	67	33	0	0	0	0	11	80	11	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	88	13	0	0	0	0	6	60	20	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	13	0	0	77	15	8	0	0	0	9	80	6	10	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	12	0	0	83	17	0	0	0	0	5	90	2	10	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	14	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	15	0	0	0	
<b>TOTAL VARNA</b>					<b>194</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>12</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>63</b>	<b>17</b>	<b>17</b>	

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)												
VASTERAS																		
	LUTON	RYANAIR		S A	57	0	0	89	9	2	0	0	0	4	0	0	0	
	LUTON	RYANAIR		S D	57	0	0	72	19	9	0	0	0	10	0	0	0	
<b>TOTAL VASTERAS</b>					<b>114</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>69</b>	<b>13</b>	<b>13</b>	
VENICE																		
	GLASGOW	BMI BRITISH MIDLAND		C A	5	0	0	20	40	20	0	20	0	53	50	33	4	
	GLASGOW	BMI BRITISH MIDLAND		C D	5	0	0	100	0	0	0	0	0	5	75	5	4	
	HEATHROW	BMI BRITISH MIDLAND		S A	31	0	0	48	13	26	13	0	0	32	26	48	31	
	HEATHROW	BMI BRITISH MIDLAND		S D	31	0	0	52	32	6	10	0	0	22	29	23	31	
	NEWCASTLE	BMI BRITISH MIDLAND		C A	5	0	0	40	60	0	0	0	0	16	0	37	4	
	NEWCASTLE	BMI BRITISH MIDLAND		C D	5	0	0	80	0	20	0	0	0	11	50	22	4	
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY		C A	5	0	0	80	0	0	0	20	0	53	80	186	5	
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY		C D	5	0	0	20	60	0	0	20	0	76	80	182	5	
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY		C A	5	0	0	100	0	0	0	0	0	6	40	97	5	
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY		C D	5	0	0	100	0	0	0	0	0	0	80	3	5	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	30	0	0	63	23	7	7	0	0	15	37	34	30	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S D	30	0	0	77	13	7	3	0	0	10	87	11	31	
	GATWICK	BRITISH AIRWAYS PLC		S A	93	0	0	47	19	22	12	0	0	27	46	33	98	
	GATWICK	BRITISH AIRWAYS PLC		S D	93	0	0	46	24	18	12	0	0	28	56	20	98	
	MANCHESTER	CHANNEL EXPRESS (INCORP: JET 2)		S A	31	0	0	77	19	3	0	0	0	8	0	0	0	
	MANCHESTER	CHANNEL EXPRESS (INCORP: JET 2)		S D	31	0	0	84	13	3	0	0	0	8	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	62	0	0	60	11	16	13	0	0	26	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	62	0	0	53	26	11	10	0	0	20	0	0	0	
	GATWICK	MONARCH AIRLINES		C A	5	0	0	20	0	20	60	0	0	68	50	33	4	
	GATWICK	MONARCH AIRLINES		C D	5	0	0	20	20	40	20	0	0	41	75	9	4	
	MANCHESTER	MONARCH AIRLINES		C A	5	0	0	0	40	60	0	0	0	35	50	14	4	
	MANCHESTER	MONARCH AIRLINES		C D	5	0	0	80	20	0	0	0	0	6	100	1	4	
<b>TOTAL VENICE</b>					<b>555</b>	<b>2</b>	<b>0</b>	<b>57</b>	<b>20</b>	<b>14</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>52</b>	<b>30</b>	<b>30</b>	
VERONA VILAFRANCA																		

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JULY 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
VERONA VILLAFRANCA	GLASGOW	BMI BRITISH MIDLAND	C	A	5	0	0	0	20	60	20	0	0	49	0	137	5
	GLASGOW	BMI BRITISH MIDLAND	C	D	5	0	0	20	0	80	0	0	0	33	0	106	5
	BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	9	0	0	89	11	0	0	0	0	6	56	23	9
	BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	9	0	0	89	11	0	0	0	0	4	78	17	9
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	9	0	0	44	33	22	0	0	0	22	67	13	9
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	9	0	0	89	11	0	0	0	0	9	89	5	9
	GLASGOW	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	100	0	0	0	0	0	2	50	18	4
	GLASGOW	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	100	0	0	0	0	0	0	100	3	4
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	9	0	0	78	0	22	0	0	0	16	67	28	9
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	9	0	0	89	11	0	0	0	0	5	89	4	9
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	10	0	0	20	40	0	30	10	0	77	20	154	5
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	10	0	0	40	40	20	0	0	0	21	50	71	8
	GATWICK	BRITISH AIRWAYS PLC	S	A	62	0	0	76	10	10	5	0	0	11	51	28	67
	GATWICK	BRITISH AIRWAYS PLC	S	D	62	0	0	35	42	15	8	0	0	23	47	24	66
	STANSTED	EUROPEAN AIR CHARTER	C	A	4	0	0	50	25	0	0	25	0	53	100	5	4
	STANSTED	EUROPEAN AIR CHARTER	C	D	4	0	0	75	0	25	0	0	0	20	25	16	4
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	5	67	12	3
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	75	7	4
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	5	0	0	60	0	0	40	0	0	43	0	0	0
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	5	0	0	20	60	0	0	0	20	146	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	44	22	11	22	0	0	24	33	47	9
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	33	56	11	0	0	0	15	56	42	9
	NEWCASTLE	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	50	0	0	0	0	12	75	14	4
	NEWCASTLE	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	14	75	12	4
<b>TOTAL VERONA VILLAFRANCA</b>					<b>272</b>	<b>1</b>	<b>0</b>	<b>58</b>	<b>23</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>53</b>	<b>31</b>	<b>31</b>
VIENNA	EDINBURGH	AUSTRIAN AIRLINES	C	A	4	1	0	100	0	0	0	0	0	3	0	0	0

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JULY 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
VIENNA	EDINBURGH	AUSTRIAN AIRLINES	C	D	4	0	0	0	25	25	50	0	0	53	0	0	0
	HEATHROW	AUSTRIAN AIRLINES	S	A	150	0	1	69	19	11	2	0	0	12	67	14	150
	HEATHROW	AUSTRIAN AIRLINES	S	D	150	0	1	38	45	12	5	0	0	23	46	23	149
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	26	0	0	92	4	4	0	0	0	5	72	13	25
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	26	0	0	88	12	0	0	0	0	3	77	14	26
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	31	0	0	55	26	16	3	0	0	18	58	23	31
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	31	0	0	65	13	16	6	0	0	19	68	18	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	124	0	0	66	12	13	8	1	0	18	71	16	124
	HEATHROW	BRITISH AIRWAYS PLC	S	D	124	0	0	54	16	15	13	2	0	28	58	22	124
	STANSTED	NIKI	S	A	51	0	0	55	35	6	4	0	0	20	0	0	0
	STANSTED	NIKI	S	D	52	0	0	69	19	6	4	2	0	23	0	0	0
<b>TOTAL VIENNA</b>					<b>773</b>	<b>1</b>	<b>2</b>	<b>60</b>	<b>23</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>62</b>	<b>19</b>	<b>19</b>
VILNIUS	GATWICK	AIR BALTIC CORPORATION SIA	S	A	31	0	0	81	16	3	0	0	0	8	0	0	0
	GATWICK	AIR BALTIC CORPORATION SIA	S	D	31	0	0	52	35	13	0	0	0	15	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	23	0	0	48	26	13	13	0	0	26	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	23	0	0	52	26	13	9	0	0	26	0	0	0
	GATWICK	LITHUANIAN AIRLINES	S	A	61	0	1	85	10	3	2	0	0	8	75	12	53
	GATWICK	LITHUANIAN AIRLINES	S	D	62	0	0	76	16	8	0	0	0	11	89	9	53
<b>TOTAL VILNIUS</b>					<b>231</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>19</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>81</b>	<b>12</b>	<b>12</b>
VOLOS	BIRMINGHAM	AIR MALTA	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	ASTRAEUS LTD	C	A	5	0	0	40	20	0	20	0	20	95	0	0	0
	GATWICK	ASTRAEUS LTD	C	D	5	0	0	20	40	0	20	0	20	101	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	5	0	0	0	0	40	60	0	0	62	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	60	15	5
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	5	60	13	5
<b>TOTAL VOLOS</b>					<b>27</b>	<b>1</b>	<b>0</b>	<b>52</b>	<b>15</b>	<b>7</b>	<b>19</b>	<b>0</b>	<b>7</b>	<b>49</b>	<b>71</b>	<b>17</b>	<b>17</b>

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

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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
WARSAW	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	72	13	8	5	2	0	18	64	23	92	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	59	17	17	5	1	0	23	60	21	93	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	52	0	0	88	2	2	6	2	0	15	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	52	0	0	71	13	8	4	4	0	21	0	0	0	
	GATWICK	LOT-POLISH AIRLINES	S	A	26	0	0	46	35	8	12	0	0	27	0	0	0	
	GATWICK	LOT-POLISH AIRLINES	S	D	26	0	0	8	15	35	42	0	0	60	0	0	0	
	HEATHROW	LOT-POLISH AIRLINES	S	A	93	0	0	54	26	11	10	0	0	21	56	21	93	
	HEATHROW	LOT-POLISH AIRLINES	S	D	93	0	0	74	16	3	5	1	0	15	69	14	93	
	MANCHESTER	LOT-POLISH AIRLINES	S	A	26	0	0	92	4	4	0	0	0	6	92	4	26	
	MANCHESTER	LOT-POLISH AIRLINES	S	D	26	0	0	92	0	8	0	0	0	5	85	6	27	
	STANSTED	SKY EUROPE	S	A	26	0	0	42	35	12	8	4	0	34	74	21	31	
	STANSTED	SKY EUROPE	S	D	26	0	0	38	42	8	8	4	0	33	58	30	31	
	LUTON	WIZZ AIR	S	A	36	3	0	86	8	3	3	0	0	6	0	0	0	
	LUTON	WIZZ AIR	S	D	36	4	0	67	19	11	3	0	0	14	0	0	0	
<b>TOTAL WARSAW</b>					<b>704</b>	<b>7</b>	<b>0</b>	<b>66</b>	<b>17</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>65</b>	<b>19</b>	<b>19</b>	
WASHINGTON (DULLES)	MANCHESTER	BMI BRITISH MIDLAND	S	A	27	0	0	59	19	4	19	0	0	27	59	82	27	
	MANCHESTER	BMI BRITISH MIDLAND	S	D	27	0	0	93	4	0	4	0	0	8	59	59	27	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	74	13	11	2	0	0	12	77	18	92	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	62	29	5	3	0	0	15	55	30	92	
	HEATHROW	UNITED AIRLINES	S	A	123	0	0	58	15	15	10	2	0	25	46	44	69	
	HEATHROW	UNITED AIRLINES	S	D	123	0	0	72	17	7	3	0	1	19	68	16	95	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	42	19	19	19	0	0	35	55	39	44	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	42	39	16	3	0	0	23	27	43	44	
<b>TOTAL WASHINGTON (DULLES)</b>					<b>548</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>19</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>59</b>	<b>33</b>	<b>33</b>	
WATERFORD	LUTON	AER ARRAN	S	A	62	0	0	79	6	8	5	2	0	15	74	9	62	
	LUTON	AER ARRAN	S	D	62	0	0	69	13	10	8	0	0	17	68	15	62	
	MANCHESTER	AER ARRAN	S	A	14	0	0	71	21	0	7	0	0	12	62	33	13	
	MANCHESTER	AER ARRAN	S	D	14	0	0	86	0	14	0	0	0	7	85	20	13	
<b>TOTAL WATERFORD</b>					<b>152</b>	<b>2</b>	<b>0</b>	<b>75</b>	<b>10</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>14</b>	<b>14</b>	
WICK																		
<b>TOTAL WICK</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>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	

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

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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)												
WINDHOEK	GATWICK	AIR NAMIBIA	S	A	13	0	0	38	8	38	15	0	0	35	0	0	0	
	GATWICK	AIR NAMIBIA	S	D	14	0	1	36	36	29	0	0	0	22	0	0	0	
<b>TOTAL WINDHOEK</b>					<b>27</b>	<b>0</b>	<b>1</b>	<b>37</b>	<b>22</b>	<b>33</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	
WROCLAW	STANSTED	RYANAIR	S	A	31	0	0	97	0	3	0	0	0	2	0	0	0	
	STANSTED	RYANAIR	S	D	31	0	0	81	16	3	0	0	0	10	0	0	0	
<b>TOTAL WROCLAW</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>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	



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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
ZADAR																		
	GATWICK	ASTRAEUS LTD	C	A	4	0	0	0	0	25	25	25	25	286	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	40	40	20	0	0	0	27	75	10	4	
<b>TOTAL ZADAR</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>22</b>	<b>22</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>142</b>	<b>75</b>	<b>10</b>	<b>10</b>	
ZAGREB																		
	HEATHROW	CROATIA AIRLINES	S	A	35	0	0	71	6	11	11	0	0	20	77	11	35	
	HEATHROW	CROATIA AIRLINES	S	D	35	0	0	43	17	23	17	0	0	34	57	22	35	
<b>TOTAL ZAGREB</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>11</b>	<b>17</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>67</b>	<b>17</b>	<b>17</b>	
ZAKINTHOS																		
	BIRMINGHAM	AIR MALTA	C	A	5	0	0	0	0	80	20	0	0	48	0	89	4	
	BIRMINGHAM	AIR MALTA	C	D	5	0	0	100	0	0	0	0	0	3	0	94	4	
	MANCHESTER	ALEXANDAIR	C	A	4	0	0	0	0	50	25	25	0	90	0	0	0	
	MANCHESTER	ALEXANDAIR	C	D	4	0	0	0	0	0	75	25	0	109	0	0	0	
	GATWICK	ASTRAEUS LTD	C	A	4	0	0	25	25	25	25	0	0	43	44	25	9	
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	50	0	25	25	0	0	29	67	12	9	
	MANCHESTER	ASTRAEUS LTD	C	A	5	0	0	80	0	0	20	0	0	25	20	76	5	
	MANCHESTER	ASTRAEUS LTD	C	D	5	0	0	80	0	0	20	0	0	27	40	18	5	
	BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	5	0	0	100	0	0	0	0	0	2	100	0	5	
	BIRMINGHAM	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	5	0	0	100	0	0	0	0	0	5	100	2	5	
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	9	0	0	78	0	22	0	0	0	10	89	7	9	
	GATWICK	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	9	0	0	78	0	22	0	0	0	15	89	5	9	
	LUTON	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	5	0	0	100	0	0	0	0	0	3	0	0	0	
	LUTON	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	5	0	0	80	20	0	0	0	0	8	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	9	1	0	100	0	0	0	0	0	3	78	8	9	
	MANCHESTER	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	9	0	0	100	0	0	0	0	0	2	89	9	9	
	NEWCASTLE	BRITANNIA AIRWAYS AND THOMSONFLY	C	A	4	0	0	75	0	0	25	0	0	29	100	0	4	
	NEWCASTLE	BRITANNIA AIRWAYS AND THOMSONFLY	C	D	4	0	0	75	0	0	25	0	0	32	100	0	4	
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	A	4	0	0	25	0	25	25	25	0	121	0	0	0	

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
ZAKINTHOS																		
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	D	4	0	0	50	0	0	25	25	0	84	0	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	10	0	0	70	10	10	10	0	0	19	78	10	9	9
	GATWICK	EXCEL AIRWAYS LTD	C	D	10	0	0	80	0	10	10	0	0	21	90	4	10	10
	GLASGOW	EXCEL AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	6	100	1	4	4
	GLASGOW	EXCEL AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	2	100	1	4	4
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	10	0	0	50	10	0	20	10	10	82	89	13	9	9
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	10	0	0	60	10	0	20	0	10	66	78	7	9	9
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	10	0	0	70	0	20	10	0	0	24	100	1	4	4
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	10	0	0	90	0	0	10	0	0	17	100	3	4	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	3	4	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	18	0	0	83	6	6	6	0	0	10	88	6	16	16
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	18	0	0	56	22	11	11	0	0	20	81	9	16	16
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	3	4	4
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	3	100	3	4	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	89	11	0	0	0	0	4	63	9	8	8
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	2	63	10	8	8
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	2	4	4
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	4	4	4
	MANCHESTER	FLYJET LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	0
	MANCHESTER	FLYJET LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	20	20	40	20	0	0	33	0	58	5	5
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	3	0	46	5	5
	EDINBURGH	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	0	100	3	5	5
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	0	100	3	5	5
	GATWICK	MONARCH AIRLINES	C	A	11	0	0	55	0	27	18	0	0	32	91	10	11	11
	GATWICK	MONARCH AIRLINES	C	D	12	0	0	67	8	0	25	0	0	23	91	10	11	11
	LUTON	MONARCH AIRLINES	C	A	4	0	0	25	25	25	25	0	0	38	40	31	5	5
	LUTON	MONARCH AIRLINES	C	D	4	0	0	50	25	25	0	0	0	28	60	13	5	5
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	0	77	8	13	13
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	0	69	13	13	13
	STANSTED	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	5	0	0	0	0
	STANSTED	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0	0

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
ZAKINTHOS	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	31	100	0	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	2	100	4	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	20	20	0	0	0	14	50	40	8
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	4	38	22	8
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	16	1	0	88	0	6	6	0	0	8	78	9	18
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	17	0	0	82	0	6	12	0	0	15	83	8	18
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	3	1	0	67	0	0	0	33	0	68	100	5	5
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	0	25	0	57	100	1	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	20	0	0	0	11	100	3	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	50	0	0	0	0	18	60	17	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	24	0	0	75	13	4	4	0	4	29	91	4	22
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	23	0	0	70	4	13	9	0	4	37	74	7	23
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	8	0	0	38	25	0	25	0	13	85	56	28	9
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	9	0	0	33	22	11	22	0	11	91	56	14	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	18	0	0	83	6	0	11	0	0	17	67	32	18
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	18	0	0	78	11	0	11	0	0	19	78	27	18
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	0	25	0	0	28	75	44	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	40	20	0	0	0	21	50	20	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	2	100	1	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	4	25	16	4
<b>TOTAL ZAKINTHOS</b>					<b>518</b>	<b>4</b>	<b>0</b>	<b>75</b>	<b>7</b>	<b>7</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>23</b>	<b>74</b>	<b>15</b>	<b>15</b>
ZARAGOZA	STANSTED	RYANAIR	S	A	31	0	0	84	6	3	6	0	0	9	0	0	0
	STANSTED	RYANAIR	S	D	31	0	0	87	10	3	0	0	0	8	0	0	0
<b>TOTAL ZARAGOZA</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
ZURICH	EDINBURGH	ATLANTIC AIRWAYS	C	A	4	1	0	75	0	25	0	0	0	13	0	0	0
	EDINBURGH	ATLANTIC AIRWAYS	C	D	5	0	0	40	40	0	0	20	0	54	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	51	0	0	69	16	14	2	0	0	15	60	19	53
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	52	0	0	83	6	8	4	0	0	12	77	12	53
	GATWICK	BRITISH AIRWAYS PLC	S	A	62	0	0	52	18	19	11	0	0	24	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	62	0	0	53	26	18	3	0	0	22	0	0	0

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JULY 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
ZURICH	HEATHROW	BRITISH AIRWAYS PLC	S	A	178	0	0	79	11	7	2	1	0	13	58	18	176
	HEATHROW	BRITISH AIRWAYS PLC	S	D	178	0	0	70	15	10	4	1	0	17	63	17	176
	LUTON	HELVETIC AIRWAYS	S	A	25	0	0	60	36	4	0	0	0	11	0	0	0
	LUTON	HELVETIC AIRWAYS	S	D	25	0	0	48	44	4	4	0	0	18	0	0	0
	BIRMINGHAM	SWISS AIRLINES	S	A	80	0	2	81	14	5	0	0	0	9	65	15	84
	BIRMINGHAM	SWISS AIRLINES	S	D	79	0	2	54	35	9	1	0	0	17	35	24	84
	HEATHROW	SWISS AIRLINES	S	A	186	0	0	73	19	6	1	0	0	10	68	13	217
	HEATHROW	SWISS AIRLINES	S	D	186	0	0	66	18	13	3	0	0	16	55	19	217
	LONDON CITY	SWISS AIRLINES	S	A	139	0	5	88	4	4	4	0	0	8	83	9	106
	LONDON CITY	SWISS AIRLINES	S	D	139	0	6	59	24	11	6	0	0	19	55	18	106
	MANCHESTER	SWISS AIRLINES	S	A	89	0	0	79	17	4	0	0	0	10	56	17	62
	MANCHESTER	SWISS AIRLINES	S	D	88	0	0	52	35	9	2	0	1	22	92	4	62
<b>TOTAL ZURICH</b>					<b>1628</b>	<b>6</b>	<b>16</b>	<b>69</b>	<b>18</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>62</b>	<b>17</b>	<b>17</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2005

Reporting Airport: BIRMINGHAM (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)	1785	10	0	76	9	8	5	1	1	20	72	21	1991
SCHEDULED FLIGHTS(ALL ROUTES)	8869	29	135	74	12	8	5	1	0	16	79	13	7935
AIRPORT TOTAL	10654	39	135	75	11	8	5	1	0	17	78	14	9926

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2005

Reporting Airport: EDINBURGH (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)	390	12	0	62	18	11	8	1	1	28	67	26	458
SCHEDULED FLIGHTS(ALL ROUTES)	9516	29	169	69	15	10	5	0	0	16	73	14	8793
AIRPORT TOTAL	9906	41	169	69	15	10	5	0	0	16	73	15	9251

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2005

Reporting Airport: GATWICK (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)	5545	52	0	60	15	12	10	2	1	36	71	22	5743
SCHEDULED FLIGHTS(ALL ROUTES)	18663	22	87	57	20	14	8	1	0	24	68	17	17472
AIRPORT TOTAL	24208	74	87	58	19	13	8	1	0	26	69	19	23215

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2005

Reporting Airport: GLASGOW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)	1733	20	0	65	15	10	7	2	1	29	65	31	1700
SCHEDULED FLIGHTS(ALL ROUTES)	8020	43	42	71	15	9	5	1	0	16	75	14	7166
AIRPORT TOTAL	9753	63	42	70	15	9	5	1	0	18	73	17	8866



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2005

Reporting Airport: HEATHROW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)	67	9	0	49	27	18	6	0	0	21	31	35	108
SCHEDULED FLIGHTS(ALL ROUTES)	40671	36	98	65	17	12	6	0	0	18	64	19	40672
AIRPORT TOTAL	40738	45	98	65	17	12	6	0	0	18	64	19	40780

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2005

Reporting Airport: LONDON CITY (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)	5106	1	51	79	12	6	2	0	0	10	87	7	4265
AIRPORT TOTAL	5106	10	51	79	12	6	2	0	0	10	87	7	4265

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2005

Reporting Airport: LUTON (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)	517	133	0	71	14	6	6	2	1	24	85	10	605
SCHEDULED FLIGHTS(ALL ROUTES)	6065	30	21	66	17	11	5	1	0	18	71	16	5071
AIRPORT TOTAL	6582	163	21	66	17	11	5	1	0	19	73	15	5676

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2005

Reporting Airport: MANCHESTER (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)	5197	71	0	66	11	9	10	2	1	33	70	26	5169
SCHEDULED FLIGHTS(ALL ROUTES)	15348	22	45	77	11	7	4	0	0	13	79	13	14471
AIRPORT TOTAL	20545	93	45	74	11	7	5	1	0	18	77	16	19640

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2005

Reporting Airport: NEWCASTLE (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)	1094	9	0	74	11	7	7	1	1	24	80	12	1229
SCHEDULED FLIGHTS(ALL ROUTES)	3989	16	16	72	14	9	5	0	0	15	80	12	3416
AIRPORT TOTAL	5083	25	16	73	13	9	5	1	0	17	80	12	4645

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2005

Reporting Airport: STANSTED (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)	711	32	0	69	14	7	8	1	0	20	72	20	907
SCHEDULED FLIGHTS(ALL ROUTES)	14317	29	44	76	15	7	3	0	0	13	76	13	13789
AIRPORT TOTAL	15028	61	44	75	15	7	3	0	0	13	76	13	14696